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EVALUATING THE EFFECTIVENESS OF CONVERSION OF TRADITIONAL FIVE
SECTION HEAD SIGNAL TO FLASHING YELLOW ARROW (FYA) SIGNAL

by

MESHAL IBRAHIM ALMOSHAOGEH
B.S. Qassim University, 2010

A thesis submitted in partial fulfillment of the requirements
for the degree of Master of Science
in the department of Civil, Environment and Construction Engineering
in the College of Engineering and Computer Science
at the University of Central Florida
Orlando, Florida

Summer Term
2014

ABSTRACT

In the United States, there are two schemes of operating traffic signal controls for permitted protected left turns (PPLT) namely the traditional five-section head system (known as Dog-House) and the flashing yellow arrow system (FYA). Past studies have agreed that these controls lead to decrease the average delay per left turn vehicle, decrease the protected green time, increase the left turn capacity, and enhance the intersection overall operation.

The flashing yellow arrow (FYA) has been approved by the Federal Highway Administration as the national standard for the PPLT operations at signalized intersections. So, the Florida Department of Transportation also approved this new system and they are extensively replacing the traditional system with the new system on the area of Central Florida (Lin, et al, 2010). Both these systems have been used for a long time and there are some studies that evaluated these systems but there are limited number of projects that evaluated and/or compared between the two PPLT systems from the operational perspective.

The main goal of this research is to study the characteristics of traffic operations and evaluate the effectiveness of the conversion from five-section head signal to the FYA treatments at 13 intersections located in Orlando, Florida. To reach this goal, detailed data collection efforts were conducted at 13 selected intersections in the central Florida area and appropriate statistical tests were conducted using the Minitab 17 Software. Statistical tests were attempted to fit different new regression models that correlate delay and left turn volumes as response variables against a set of independent variables that included permitted green time, opposing volume, percent of trucks, time gaps, speed, and land use type. In addition to fitting the data to regression

models, these models were also analyzed for the purpose of detecting any significant differences between the five-section head treatment and FYA treatment.

The statistical differences of converting the five-section head system to FYA system were discussed. The results in this thesis agreed with some of the previous studies and did not agree with others. In general, the flashing yellow arrow system was found to enhance the intersection operation, increase the number of left turn vehicles, and reduce the delay. Also, some suggestions and recommendations were made based on this study results.

ACKNOWLEDGMENTS

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CHAPTER 1. INTRODUCTION

1.1 Background

There are four types of traffic signal phasing schemes, which has been defined by the Manual of Uniform Traffic Control Devices (MUTCD) and these phases are mainly used at signalized intersections especially for the left turn lane maneuver (Radwan, et al., 2013). Phase 1 is Permissive left turn, which permits two directions that carry opposing through traffic move at the same time, but the left turning drivers must yield for the conflict through traffic and pedestrian until they get the chance to turn left. Phase 2 is the Protected-only left turn, which does not have any conflicts with pedestrian and traffic movement because it has a separate phase for left turning traffic and permitting left turn to be made only on a green arrow signal indication (Rodegerdts, et al., 2004)

Phase 3 is the Protected/Permitted left turn (PPLT) phase, which allows to operate an exclusive left turn lane at an intersection in a protected and permitted modes at the same approach. The cycle length at the intersection that operates a protected/permissive scheme starts by protecting the left turning traffic from the oncoming traffic and then complete the rest of the signal cycle by permitting the left turning traffic to make left turn after yielding for the conflict traffic and pedestrian (Rodegerdts, et al., 2004). Phase 4 is the variable left turn phase combines the previous three phases (permissive, protected, and protected/permissive) and operates each one of the three schemes based on the demands during different times of the day (Radwan, et al., 2013).

Since the Protected/Permitted left turn (PPLT) phase requires a dedicated left turn lane, past studies have been agreed that this control leads to decrease the average delay per left turn vehicle, decrease the protected green time, increase the left turn capacity, and enhance the intersection overall operation. There are two types of system operating the PPLT in the United States, which are the traditional Five-Section Head system (Dog-House) and the Flashing Yellow Arrow system (FYA). The five-section head system is a shared head and has a combination of circular and arrow indications (Rodegerdts, et al., 2004). Figure 1 shows the five section-head configuration which is three circular and two arrow indications for both through and left turn movements. During the protected left turn interval a steady green arrow is shown and during the permitted interval a green ball shown.

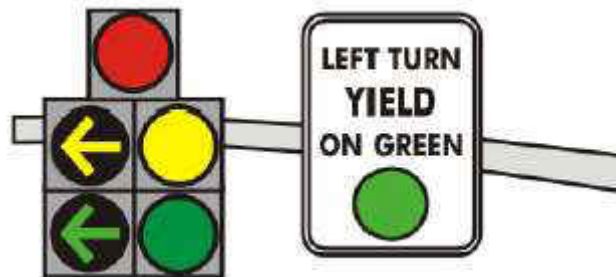


Figure 1-1-1 the Traditional Five-Section Head [AASHTO, 2011]

The Flashing Yellow Arrow (FYA) has been approved by the Federal Highway Administration (FHWA) as the national standard for the protected and permissive left-turn (PPLT) operations at signalized intersections. So, the Florida Department of Transportation (FDOT) also approved this new system and they are extensively replacing the traditional system with the new system in the area of Central Florida (Lin, et al, 2010). The FYA is a four-section head for exclusive left turn lane at signalized intersection. Figure 2 shows the FYA configuration

and the steady green arrow means that the left turn volume can make turn as protected, flashing yellow arrow means the left turn volume can make turn after yielding to the opposing traffic and pedestrian, the steady yellow arrow means the left turn volumes are warned to make turn, the steady red arrow means the left turn volumes are prohibited to make turn (Rodegerdts, et al., 2004).



Source: Michigan Department of Transportation (2008)

Figure 2-1-2 Typical Flashing Yellow Left-turn Arrows

Both these systems have been used for a long time and there are some studies that evaluated these systems but there are limited number of projects that evaluated or/and compared between the two Protected/Permitted left turn (PPLT) systems from operational perspective. Consequently, our concern in this thesis is to collect data at these two types of treatment, have a better understanding of traffic operations at these intersections, and carry out statistical comparisons between the two Protected/Permitted left turn (PPLT) systems from the operational perspective.

1.2 Research Objectives

The main goal of this research is to study the characteristics of traffic operations at the five-section head and the FYA treatments at different intersections. To reach this goal, detailed data collection efforts were conducted at selected intersections in the central Florida area and appropriate statistical tests were conducted using the Minitab 17 Software to evaluate the effectiveness of the conversion from five-section head signal to FYA signal. It is hoped that such these statistical tests will permit us to conclude if there are significant differences in delay and left turn volume between these two treatments. The test that has been performed is based on actual data that has been collected from 13 intersections located in Orlando, Florida. These different intersections have been operated either by five-section system or FYA system. The specific objectives of this research are the following:

- Prepare a brief summary of the existing literature review.
- Collect data at these 13 intersections for at least 7 hours at each intersection.
- Perform statistical tests and attempt to fit different new models for delay and left turn volumes as response variables.
- Evaluate the effectiveness of the conversion from five section head to FYA head using appropriate software.
- Compare if there is a significant difference in the delay and left turn volumes that resulted from the new models for the five section head and FYA.

1.3 Research Outlines

This thesis consists of six chapters and we already talked about the first one. So, Chapter 2 presents a comprehensive literature review of previous studies and researches about different

protected/permitted left turn lane (PPLT) indications. Chapter 3 documents the methodology that was followed to perform the statistical tests and evaluate the effectiveness of conversion from five-section head to FYA head. Chapter 4 documents the data collection efforts and data extraction from videotapes. Chapter 5 develops the research analyses and results. Chapter 6 concludes and summarizes the research findings.

CHAPTER 2. LITERATURE REVIEW

This thesis provides a literature review for previous studies that were done by traffic professionals to identify the main differences between the Five-Section Head and the Flashing Yellow Arrow Head displays. These studies will be our guidelines on this document to achieve our goal, which is evaluating the effectiveness of the conversion from five-section head signal to FYA signal.

2.1 Previous Studies and Researches

(Brehmer, et al., 2003) is the most comprehensive national study that compared between the different protected/permitted left turn phasing schemes. “This study is mainly focused on human factors and the techniques used to observe human reaction”. The goal of this report was to identify which one of the different PPLT displays is the best and the most reliable. This report showed some findings:

- The users paying attention and understanding the flashing yellow arrow more than the other displays.
- Based on their operation categories the FYA was ranked the best operation control, because the FYA increased the capacity and reduced the delay.
- Based on their safety level the FYA was ranked the highest safety display.
- Because the study was only focused on the exclusive PPLT lane configuration, the effectiveness of the intersection geometry couldn't be measured.

(Qi, et al., 2012) conducted surveys about the understanding of the regular users to the Flashing Yellow Arrow indications, and authors of the study reported that the majority responses were

understood. From safety performance aspects, the researchers collected and evaluated historical crash data before and after implementing the FYA control at 51 intersections, and their findings were:

- The safety of the majority FYA intersections has been improved.
- The FYA indication may not be applicable for intersections that have experience with highly traffic volumes on the left turn lanes and/or opposing lanes, high speed limit, and geometric conditions.

(Lin et al., 2010) evaluated the operation and safety effects of changing the signal control to FYA control. So, the study collected crash data before and after installing the FYA indication. Also, the study evaluated the users understanding for the new indication. So, we have summarized some interesting findings and recommendations from this report:

- The flashing yellow arrow is more attractive for drivers because it makes them more aware when they are trying to make a left turn on the permissive phase.
- The FYA is more effective for safety and operation at intersections with average traffic volume or less.

(Radwan et al, 2013) developed statistical models to estimate the left turn volumes based on the most significant parameters effect on the number of left turn vehicles during the FYA control at different time of day. Also, this research resulted in developing a new decision support system to determine or predict the permitted green time at each intersection approach, which will help the traffic engineers to change the phases as needed.

(Niemeyer, 2005) studied the benefits of converting the signal control from the traditional type (Doghouse) to the FYA at several intersections in Jackson County, Oregon. This study evaluated and analyzed the collected data for these intersections. The findings of this study based on Safety, Delay, Benefits/Costs ratio, are as the followings:

- The left turn crashes were reduced more than 50% by converting from the five-section system to the FYA system.
- The delay of the left turn volumes and the opposing traffic were reduced.
- There is a positive Benefits/Costs ratio based on the reduced delay and crashes.
- There is acceptance from the public for the new system based on the public comments.

(Deskins, 2008) discussed the flashing yellow arrow operational efficiency and how to operate the FYA signal with different phases during different time of day to achieve the highest efficiency. Also, the study showed that operating the FYA signal at intersections with average traffic volume or less is more efficient than high volume.

(Schattler et al, 2013) conducted a study to measure the safety and operation effectiveness of converting PPLT Circular Green (CG) indication to FYA indication at different intersections in Peoria, Illinois. In this report, the researchers made a survey about drivers understanding of different types of PPLT indications including the FYA. They also conducted a statistical analysis study for the safety and operation improvements after converting to the FYA based on the collected data at these locations. The operational data collected based on the following variables: median gap size accepted (critical gap); red-light running (RLR); yellow-light running (YLR);

and traffic conflicts involving left-turn vehicles. This study concluded several findings, which are:

- For the driver comprehension survey, which shown the drivers understood both FYA and CG permissive left turn indications, but the driver responses were more understanding the FYA with the supplemental sign (Left-turn Yield on Flashing Yellow Arrow) than the CG.
- The FYA does not have any negative effects on traffic operation.

2.2 Literature Conclusions

After studying the literatures which have methodologies, guidelines, and warrants for either operation or/and safety aspects of implementing and operating the PPLT, we can summarize the following main findings that will help us to achieve our goal:

- ❖ Most of the studies we have reviewed either concern itself about the safety or/and operation effectiveness of implementing and operating different Protected/Permitted Left-turn (PPLT) controls.
- ❖ Most of the studies looked at the human factors and the techniques to observe their reaction with the PPLT.
- ❖ The literature showed that the effectiveness of the intersection geometry couldn't be measured if the study only focused on the exclusive PPLT lane configuration.
- ❖ Some studies compared between using either Protected-only or Protected/Permitted Left-turn with the Flashing Yellow Arrow (FYA).

- ❖ Most of the study surveys agreed that the FYA is more attractive and understandable for the users.
- ❖ From safety aspects, the data have been collected/used to evaluate the PPLT control safety effectiveness were done to compare before and after implementing the FYA control.
- ❖ From safety aspects, the studies showed that the before and after data have approved that converting from PPLT control to FYA control improved the safety and reduced number of crashes.
- ❖ From operation aspects, the FYA indication may not be applicable for intersections that have experience with high traffic volumes on the left-turn lanes or/and oncoming through lanes.
- ❖ From operation aspects, the studies showed that using the FYA indication at signalized intersections will lead to increase the capacity efficiency and reduce the delay especially for the left turn lanes and the opposing lanes.

As seen above, most of the studies were focused on the safety effectiveness and operation aspects such as (the drivers understanding of the FYA indication, the capacity efficiency, and delay) of converting from the circular green (CG) to the Flashing Yellow Arrow (FYA).

However, to the best of our knowledge, there is no study that attempted to compare the effect of converting the five-section control to the Flashing Yellow Arrow control.

CHAPTER 3. METHODOLOGY

Since our goal is to compare between using the five-section signal head and the FYA signal from operational aspects, we will need to collect data that would be relevant and applicable to the research effort. After reviewing many studies we found that there are many factors that affect PPLT lane operations. Before we go through these factors, we will state our methodology steps to achieve our goal:

- 1- Determine the contributing parameters (factors) that would affect the results of the study.
- 2- Identify the locations that will be studied.
- 3- Collect data in the field.
- 4- Extract data from the data collection media.
- 5- Model the relationships between response variables and the contributing factors using appropriate statistical software.
- 6- Analyze the raw data to check for any anomalies and interpret the developed statistical models.
- 7- Summarize findings and document conclusions and recommendations for further research.

This chapter will discuss the first two steps of our methodology and the other steps will be discussed in the following chapters.

3.1 Contributing Factors:

After reviewing the literature and study findings, we summarized the parameters/factors that would be relevant to our study. The following list has the parameters that will be used to fit our model:

1. Left-turn volume during the permissive phase (counting the left turn vehicle during the permissive phase for an hour cycle).
2. Green time during the permissive phase (the total permitted green time for an hour cycle).
3. Delay for each vehicle during the permitted green time (the delay time when the vehicle couldn't turn left during the permitted green time for an hour cycle).
4. Delay for each vehicle during the red-light (the delay time during the red-light indication where the vehicle is prohibited to turn left during the red-light for an hour cycle).
5. Design speed (speed limit at the studied approaches).
6. Through and Right-turn opposing volume (count through and right-turn opposing vehicles during the permitted phase for an hour cycle).
7. Left-turn truck percent (%) (the percent of the left turn truck during the permitted green out of the total left turn volume for an hour cycle).
8. Critical gap (the minimum time in seconds between successive major-stream vehicles in which a minor-stream vehicle can make a maneuver during the permitted phase).

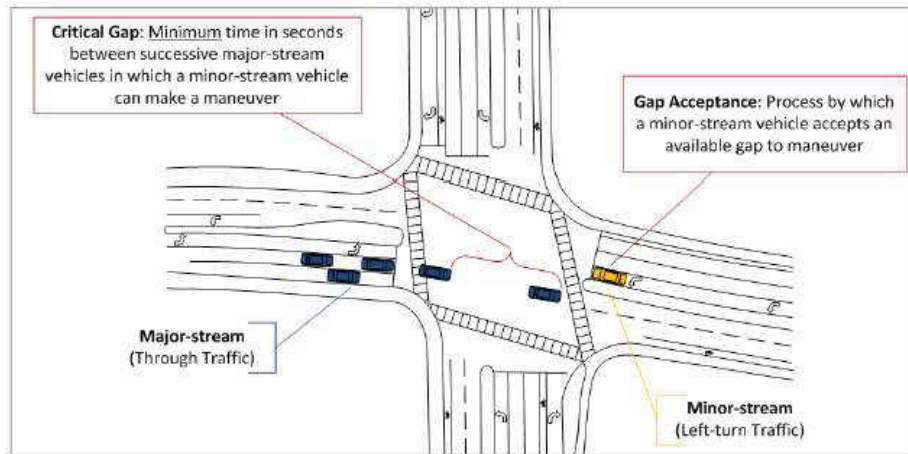


Figure 3-3-1 Critical Gap Concept (Lin, et al., 2010)

9. Intersection Criteria (urban, rural).
10. Land use (commercial, residential, residential/school, mix).
11. Intersection configuration (3-leg, 4-leg,).
12. Number of opposing lanes (through (Thru), right turn (R.T.), shared)

3.2 Studied locations

After we determined our main parameters for our study, we investigated the signalized intersections that used to be operated as five-section system and converted to FYA system in the central Florida area. This step is very important because our data is going to be based on these locations. These intersections should have an exclusive left turn, no more than three opposing lanes, and operated PPLT five-section head or FYA head. We already have access to data that have been collected for previous project of 11 intersections using five-section head and 2 intersections using FYA head (Radwan, et al., 2013).

However, the FYA system is newly implemented in the central Florida area, we couldn't investigate or find that many locations that operated as FYA system. So, we contacted the Orange County Traffic Engineering Department in Orlando, Florida to ask them about the intersections that already have been converted to FYA head to start collect data and they gave us different locations and we selected 5 of them that meet our requirements.

After we investigated and visited these locations, we chose 13 intersections as shown in tables 1-3-1 and 2-3-2. The locations of these intersections are shown in figures 4-3-2 and 5-3-3.

Table 1-3-1 The FYA Intersection Locations

#	FYA Intersections				Opposing Lanes	
	Main Street	Side street	Configuration	Left-turn Lane	Thru	R.T.
1	Forest City Rd.	Edgewater Dr.	4-leg	exclusive	2	
2	Pershing Ave.	Wild Horse Rd.	4-leg	exclusive	2	
3	State Highway 50	Cricket Club Cir.	4-leg	exclusive	2	1
4	Lake Underhill Rd.	S Dean Rd.	4-leg	exclusive	1	1
5	Lake Underhill Rd.	S Dean Rd. (SBL)	4-leg	exclusive	2	
6	CR 535	Lakeside Village Lane	3-leg	exclusive	2	1
7	US 192	Academy Drive	4-leg	exclusive	2	1

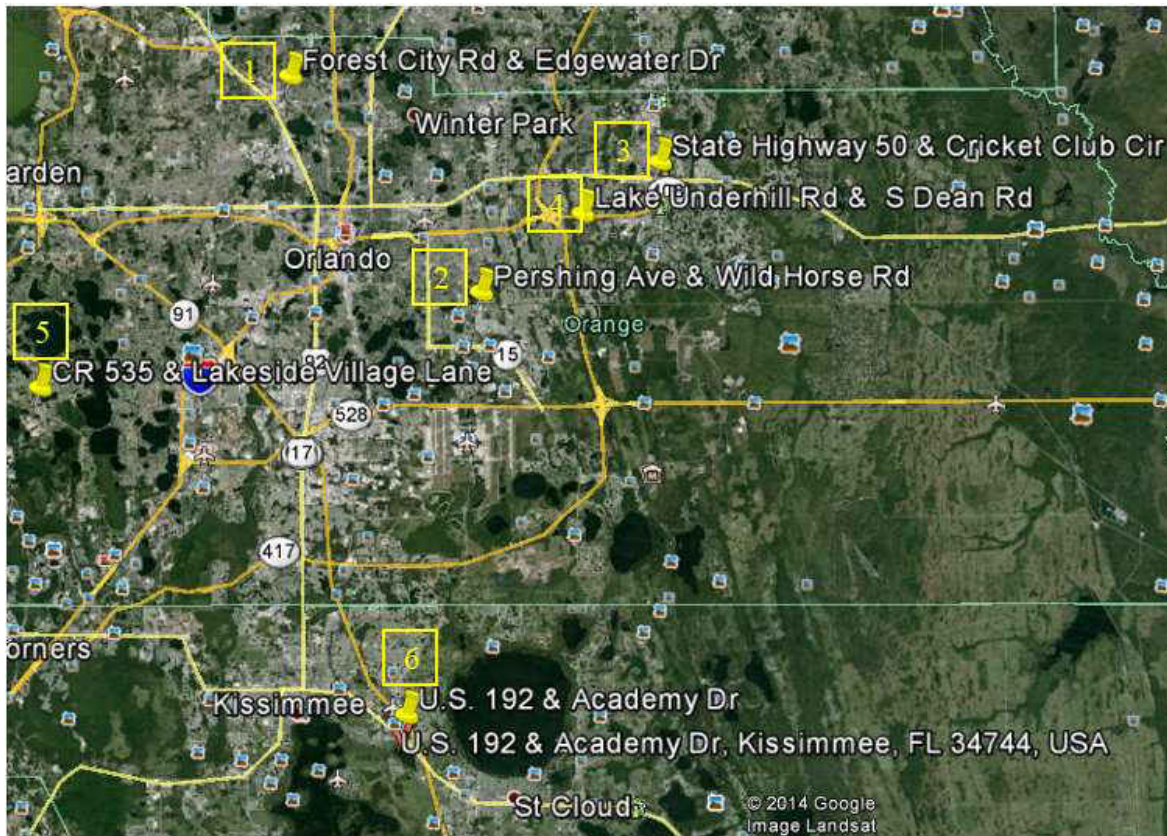


Figure 4-3-2 FYA Intersection Locations Map (Source: Google Earth)

Table 2-3-2 The Five-section Intersection Locations

#	Five-Section Intersections				Opposing Lanes	
	Main Street	Side street	Configuration	Left-turn Lane	Thru	R.T.
1	SR 50	Chulutta Rd.	4-leg	exclusive	2	1
2	SR 50	Rouse Lake Rd.	3-leg	exclusive	2	1
3	Curry Ford Rd.	Chicasaw Tl.	4-leg	exclusive	2	
4	Avalon Park Blvd.	Waterford Chase Rd.	4-leg	exclusive	2	
5	Lake Underhill Rd.	Chicasaw Tl.	4-leg	exclusive	2	
6	CR 535	Overstreet Rd.	4-leg	exclusive	2	1
7	Lake Underhill Road	Woodbury Road	4-Leg	exclusive	1	1

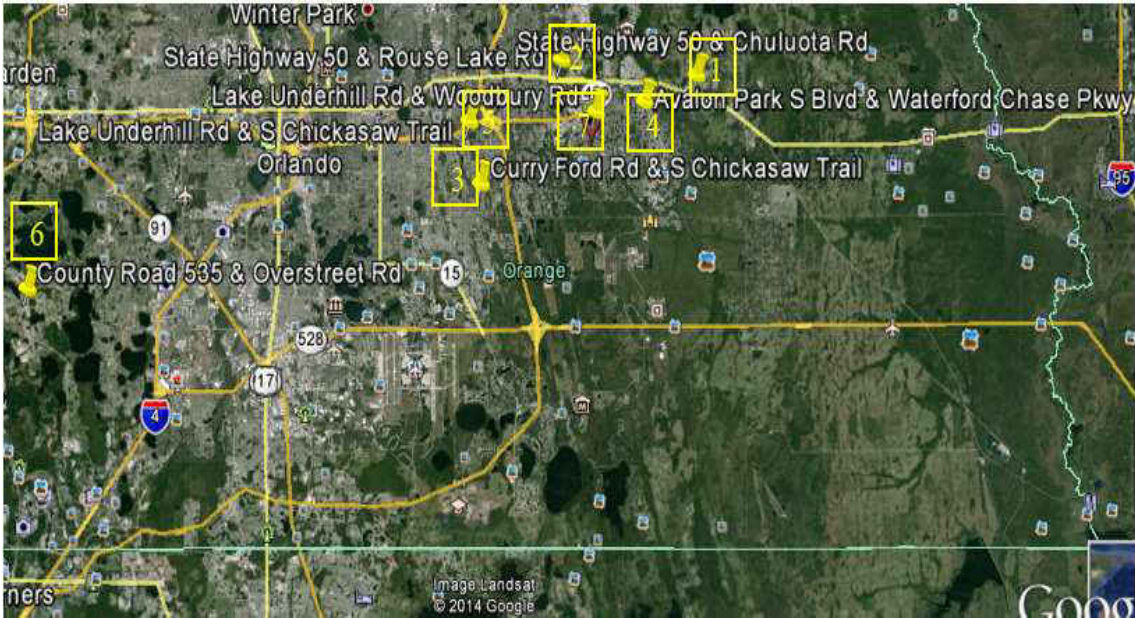


Figure 5-3-3 The Five-section Intersection Locations Map (Source: Google Earth)

CHAPTER 4. DATA COLLECTION AND EXTRACTION

This chapter presents the methodologies that were used to collect and extract the required data.

4.1 Data Collection

We determined the 13 intersection locations that were going to be studied and we knew the required parameters that need to be collected. We needed to collect at least 7 hours or more for each approach that were going to be studied, that means around 50 hours were to be collected for each system to have an enough sample size to be able to fit the models and make the statistical results.

We already have acquired the required data for 9 intersections from the previous project except for the delay parameter that needed an extra effort to be extracted from the original videotaping. Furthermore, we needed to collect the required parameters for the new 4 intersections, which will require field-collected data (Radwan, et al., 2013).

To precisely collect the data for the 4 additional intersections, that required high storage video cameras that were carefully placed at each approach that was going to be studied, so that the left turn traffic, left turn stop bar, left turn signal head, opposing thru and right turn traffic, were clearly visible when the data were to be extracted. The data collection took three weeks to be completed which results in 109 hours of video taping. The following tables 3-4-1 and 4-4-2 shown next document the required parameters that were collected such as number of hours, date, number of opposing lanes, speed limit, land use, and criteria, and the next section will show the data extraction of the other parameters

Table 3-4-1 The FYA Approach Data Collections

#	FYA Intersections (50-Hours)			Data collection		Speed limit	Land Use	Criteria
	Main Street	Side street	Configuration	Date	hours			
1	Forest City Rd.	Edgewater Dr.	4-leg	04/01/2014	7-hrs	40 MPH	Commercial	Pedestrian /Geometry
2	Pershing Ave.	Wild Horse Rd.	4-leg	03/27/2014	7-hrs	45 MPH	School/ Residential	Pedestrian
3	State Highway 50	Cricket Club Cir.	4-leg	03/31/2014	7-hrs	45 MPH	Residential / Commercial	Pedestrian
4	Lake Underhill Rd	S Dean Rd.	4-leg	03/25/2014	7-hrs	45 MPH	Commercial	Pedestrian
5	Lake Underhill Rd	S Dean Rd. (SBL)	4-leg	03/25/2014	7-hrs	45 MPH	Commercial	Pedestrian
6	CR 535	Lakeside Village Lane	3-leg	11/21/2012	8-hrs	55 MPH	Residential / Commercial	Pedestrian
7	US 192	Academy Drive	4-leg	11/26/2012	7-hrs	55 MPH	Residential / Commercial	Pedestrian

Table 4-4-2 The Five-section Signal Approach Data Collections

#	Five-Section Intersections (59-Hours)			Data collection		Speed limit	Land Use	Criteria
	Main Street	Side street	Configuration	Date	hours			
1	SR 50	Chulutta Rd.	4-leg	11/28 /2012	9-hrs	55 MPH	Commercial	Pedestrian
2	SR 50	Rouse Lake Rd.	3-leg	11/17 /2012	8-hrs	45 MPH	Commercial	Pedestrian
3	Curry Ford Rd	Chicasaw Tl.	4-leg	11/15 /2012	9-hrs	45 MPH	Residential / Commercial	Pedestrian
4	Avalon Park Blvd	Waterford Chase Rd	4-leg	11/8/ 2012	8-hrs	45 MPH	School/ Residential	Pedestrian
5	Lake Underhill Rd	Chicasaw Tl.	4-leg	11/14 /2012	8-hrs	45 MPH	Residential / Commercial	Geometry
6	CR 535	Overstreet Rd.	4-leg	11/19 /2012	8-hrs	55 MPH	School/ Residential	Pedestrian
7	Lake Underhill Road	Woodbury Rd.	4-Leg	11/12 /2012	9-hrs	40 MPH	School/ Residential	Pedestrian

4.2 Data Extraction

After we identified the left turn approaches and the required data that need to be collected, we collected the data by using a video camera at these approaches. Following the data collection, each video was carefully watched moment-by-moment in the laboratory; and permitted left turn volume, permitted green time, left turn vehicle delays during the permitted green, left turn vehicle delays during the steady red arrow indication, opposing thru and right turn volume during the permitted phase, critical gaps, follow up times, were extracted by hand and documented in spread sheet for each an hour cycle and approach, tables 5-4-3 and 6-4-4 are showing the sample spread sheets and the others were documented in Appendix [A & B].

The spread-sheets contained the following parameters:

1. Left turn volume during the permitted green time for each hour cycle (vehicle).
2. Permitted green time for the left turners for each hour cycle (minute).
3. Thru and right turn opposing volume during the permitted phase for each hour cycle (vehicle).
4. Delay for each stopped vehicle during the permitted phase for each hour cycle (minute).
5. Delay for each stopped vehicle during the red-light indication for each hour cycle (minute).
6. Truck (%) which is the percent of the left turn trucks out of the total left turn volume during the permitted phase for each hour cycle (%).
7. Critical gap which is the minimum time in seconds between successive major-stream vehicles in which a minor-stream vehicle can make a maneuver during the permitted phase for each hour cycle (second).

Table 5-4-3 Left-turn Data and Parameters (Sample extractions)

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Lake Underhill Rd			Speed: 45 MPH					
SBL	Minor Street: S Dean Rd			Geometry: 4-Leg					
Opposing Lanes: 2 Lanes		Land Use: Residential/Commercial		Criteria: Rural					
Date	Start	End	Totals for Values Below for Collection Period						
Thu 3/27/14	12:00	12:59	12:01	16	262	87	5:23	26:42	6%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	1
1	0:32	0:54	0:22	0	3	1	0:00	0:13	0
2	3:06	3:56	0:50	3	20	8	0:43	1:47	0
3	5:40	6:03	0:23	0	9	3	0:00	1:22	0
4	7:13	7:30	0:17	0	7	1	0:00	0:57	0
5	8:50	9:11	0:21	2	5	0	0:13	0:00	0
6	11:08	11:31	0:23	0	11	3	0:21	0:57	0
7	13:21	13:43	0:22	0	13	1	0:00	1:28	0
8	15:26	15:49	0:23	0	14	4	0:00	0:18	0
9	17:46	18:10	0:24	3	9	1	0:06	0:12	0
10	19:31	19:53	0:22	0	9	2	0:16	0:13	0
11	21:19	22:03	0:44	1	9	7	0:20	1:07	1
12	23:30	23:49	0:19	0	8	4	0:17	1:03	0
13	25:29	25:49	0:20	0	10	1	0:09	1:19	0
14	27:29	28:07	0:38	2	8	4	0:14	1:23	0
15	29:27	29:56	0:29	1	9	3	0:00	0:15	0
16	31:39	32:01	0:22	0	10	3	0:48	0:26	0
17	33:47	34:10	0:23	0	9	4	0:00	1:24	0
18	35:48	36:14	0:26	0	11	2	0:00	1:16	0
19	37:51	38:15	0:24	0	13	2	0:00	0:14	0
20	39:42	40:04	0:22	0	13	1	0:00	0:52	0
21	41:50	42:15	0:25	1	4	3	0:00	1:09	0
22	43:48	44:13	0:25	0	8	4	0:11	0:00	0
23	46:03	46:25	0:22	0	10	1	0:00	1:27	0
24	48:20	48:42	0:22	0	11	5	0:22	1:31	0
25	50:31	50:54	0:23	0	9	4	0:03	1:23	0
26	52:42	53:07	0:25	1	5	4	0:05	1:22	0
27	54:52	55:16	0:24	1	6	5	0:18	1:20	0
28	56:51	57:15	0:24	1	6	5	0:48	0:24	0
29	58:58	59:15	0:17	0	3	1	0:09	1:20	0

Table 6-4-4 Critical Gap and Follow up Time (Sample extractions)

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Lake Underhill Rd			Speed: 45 MPH		
<i>WBL</i>	Minor Street: S Dean Rd			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	0:36	0:39	0:03	0	0:00	0:00
2	5:07	5:10	0:03	2	5:14	0:02
3	7:25	7:28	0:03	3	7:34	0:02
4	9:35	9:39	0:04	0	0:00	0:00
5	11:55	11:58	0:03	0	0:00	0:00
6	12:05	12:08	0:03	0	0:00	0:00
7	12:12	12:15	0:03	0	0:00	0:00
8	19:08	19:12	0:04	1	19:15	0:03
9	21:22	21:25	0:03	0	0:00	0:00
10	21:30	21:34	0:04	0	0:00	0:00
11	28:19	28:22	0:03	3	28:31	0:03
12	35:01	35:04	0:03	0	0:00	0:00
13	35:28	35:31	0:03	0	0:00	0:00
14	37:44	37:49	0:05	1	37:54	0:05
15	40:08	40:12	0:04	0	0:00	0:00
16	42:03	42:06	0:03	0	0:00	0:00
17	42:17	42:22	0:05	1	42:24	0:02
18	42:29	42:32	0:03	1	42:34	0:02
19	44:56	45:00	0:04	1	45:01	0:01
20	46:42	46:47	0:05	0	0:00	0:00
21	46:53	46:55	0:02	3	47:03	0:02
22	49:22	49:25	0:03	0	0:00	0:00
23	51:49	51:52	0:03	0	0:00	0:00
24	54:04	54:06	0:02	0	0:00	0:00
25	54:12	54:17	0:05	0	0:00	0:00
26	56:29	56:34	0:05	0	0:00	0:00
27	56:37	56:41	0:04	0	0:00	0:00
28	58:46	58:51	0:05	1	58:55	0:04
Average			0:03			0:02

4.3 The Flashing Yellow Arrow Intersection Data

The following table contains a sample of the summarized data for the 7 approach intersections that operated with FYA signal and the other tables can be found in Appendix [C].

Table 7-4-5 Sample of Summarized Data for Intersection #1 of FYA Treatment

Lake Underhill Road & South Dean Road (WBL)								
Hours	Permitted Green Time	Left Turn Volume (Veh.)	Opposing (Veh.)		Delay (Min.)		Truck (%)	(Gap: Sec.)
			Thru	R.T.	Green	Red		
(1200-1259)	29:38	68	418	28	12:42	11:52	4	0:03
(1300-1359)	30:15	57	395	41	5:45	13:18	2	0:03
(1400-1459)	28:02	75	396	42	7:52	15:39	5	0:03
(1500-1559)	23:11	15	493	41	13:41	23:27	0	0:03
(1600-1659)	22:42	35	463	35	14:49	23:52	3	0:03
(1700-1759)	20:32	17	467	62	20:14	27:24	0	0:03
(1800-1859)	23:34	32	461	48	15:03	25:25	0	0:03

4.4 The Five-Section Intersection Data

The following table contains a sample of the summarized data for the 7 approach intersections that operated with five-section head and the other tables can be found in Appendix [D]:

Table 8-4-6 Sample of Summarized Data for Intersection #1 of Five-section Signal

SR 50 & Chuluota Road								
Hours	Permitted Green Time	Left Turn Volume (Veh.)	Opposing (Veh.)		Delay (Min.)		Truck (%)	(Gap)
			Thru	R.T.	Green	Red		
(0700-0759)	24:54	40	840	177	15:49	23:20	45	0:06
(0800-0859)	24:40	28	704	180	13:12	20:43	39	0:06
(0900-0959)	24:24	47	697	85	8:07	16:39	9	0:04
(1200-1259)	25:40	48	623	49	8:56	17:01	8	0:05
(1300-1359)	22:53	48	590	71	13:56	28:11	19	0:06
(1400-1459)	21:24	50	637	64	13:57	26:54	20	0:08
(1600-1659)	25:01	48	833	103	20:19	25:42	10	0:07
(1700-1759)	22:59	33	868	125	19:54	28:45	15	0:09
(1800-1859)	23:26	66	711	102	17:55	26:08	0	0:07

CHAPTER 5. DATA ANALYSES AND RESULTS

As mentioned in the research outline, this chapter presents analysis of raw data and performing statistical tests to fit different models for delay and left turn volume as response variables. Also, this chapter shows the evaluation of the effectiveness of the conversion from five-section head signal to FYA treatment. Before we start fitting the models, we will analyze the raw data.

5.1 Raw Data Analysis

Since our concern in this research is to find if there is any significant difference of converting from five-section head to FYA treatment in delay and left turn volume, we analyzed the parameters that are related to left turn volume and delay during the permitted green phase. Next, we will present some graphs for some intersections that operated with five-section signal and FYA treatment.

We generated some graphs combining all the intersections to compare between five-section signal and FYA treatment. In all these graphs, the horizontal axis shows the intersection numbers but the vertical axis includes Delay/Left Turn in first graph, Left turn Volume in second graph, Opposing Volume in third graph, Percent of Permitted Green per Hour in fourth graph, and Total Delay in fifth graph.

In figure 9-5-1-d, we can see that most of the intersections that operated with five-section head control have lower average percent of the permitted green time than the FYA treatment and the average was calculated in table (9-5-1) to be (39 %). However, most of the FYA intersections have higher average percent of permitted green time than five-section head signal and the

average was calculated in table (9-5-1) to be (57 %). The differences in the percentages will result in an increase in the number of left turn vehicles and reduction in delay at the FYA intersections. Also, the figure (10-5-1-e) and table (9-5-1) are showing that most of the five-section head intersections have more average total delay time than the FYA intersections. We can see from the average Delay/L.T. figure (9-5-1-a) that FYA intersection # 2 has the highest delay per vehicle because it has only 22 % of permitted green time average, however the FYA intersections overall have less average total delay.

In some cases we can see that the FYA treatment captured up to 85 % of the average permitted green time figure (9-5-1-d) but the highest average permitted green time at five-section head intersections was 61 %. Also, the figure (8-5-1-c) is showing that the FYA treatment is working very well with intersections that have low to average opposing volumes. The following figures (6-5-1-a, b, c, d, e) are shown below:

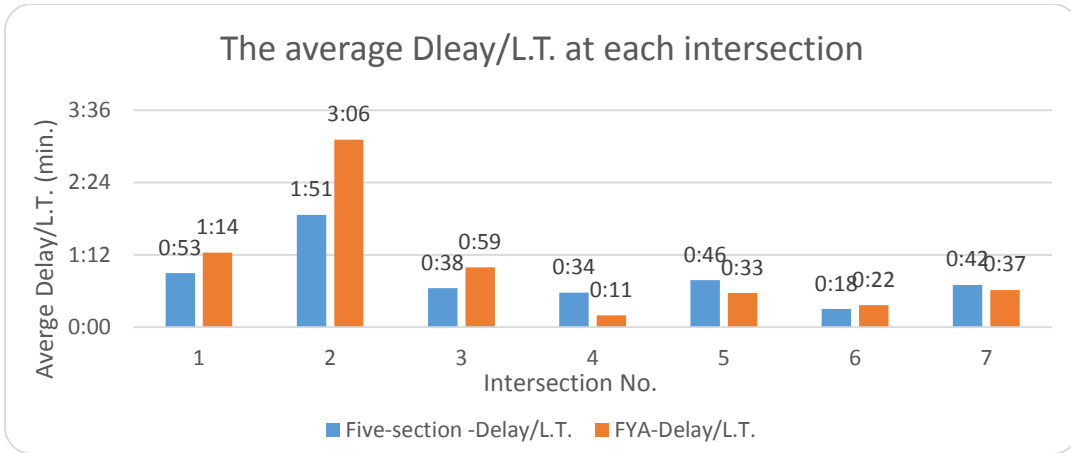


Figure 6-5-1-a Delay/L.T.

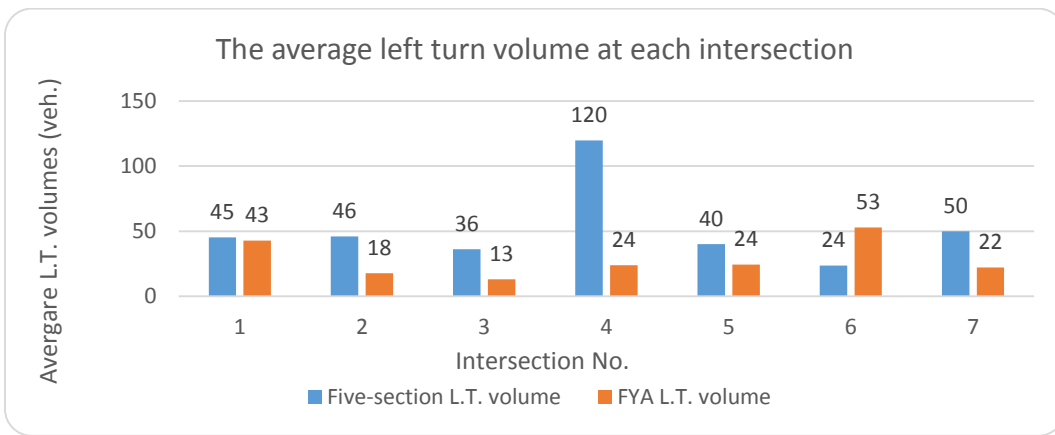


Figure 7-5-1-b L.T. Volume (Vehicle)

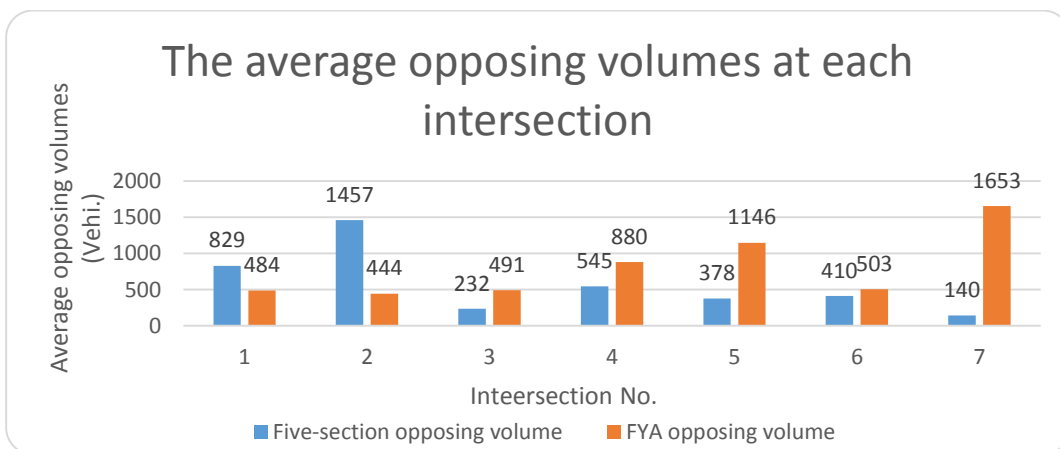


Figure 8-5-1-c Opposing. Volume (Vehicle)

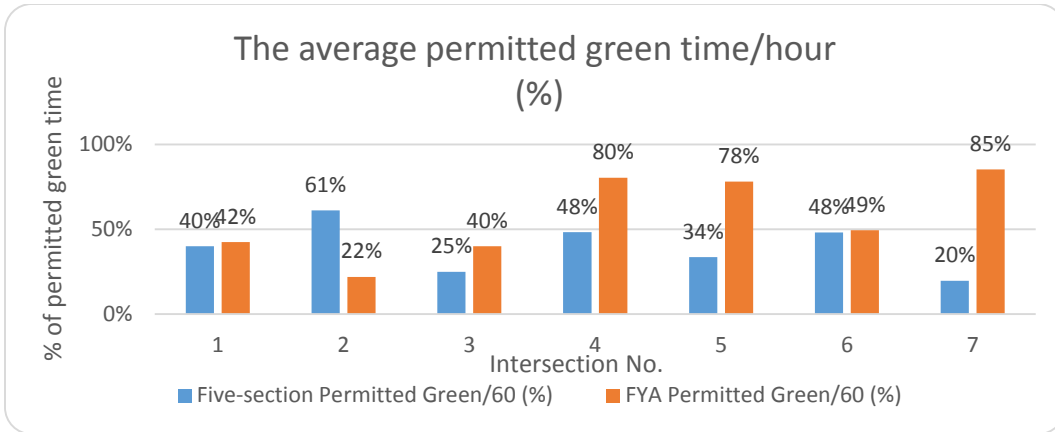


Figure 9-5-1-d % of Permitted Green (%)

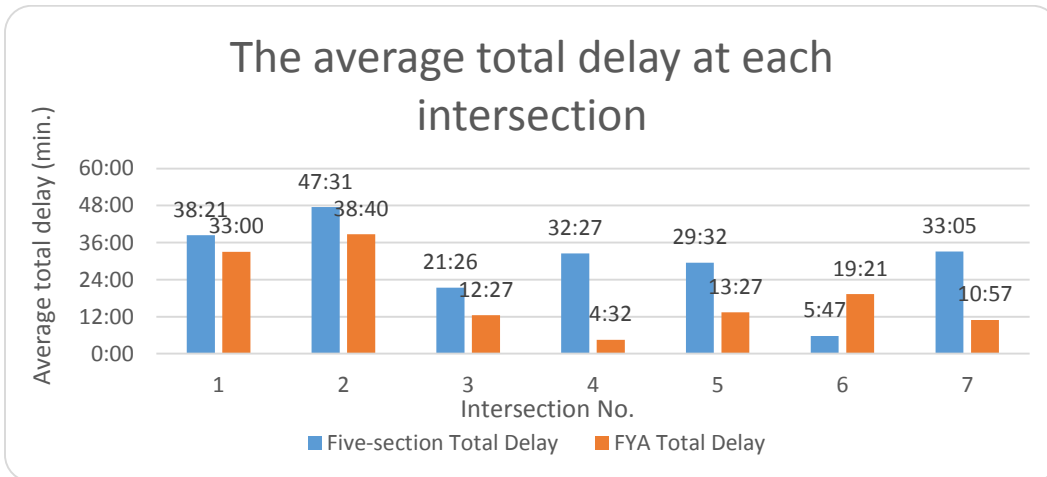


Figure 10-5-1-e Permitted Green Time and Delay

Table 9-5-1 The Total Average for Each System

	Five-section	FYA	Five-section	FYA	Five-section	FYA	Five-section	FYA	Five-section	FYA
intersec tion No.	Delay/ L.T.	Delay/ L.T.	L.T. volume (veh.)	L.T. volume (veh.)	Oppo. Vol. (veh.)	Oppo. Vol. (veh.)	Green/h our (%)	Green/h our (%)	Total Delay (min.)	Total Delay (min.)
1	0:53	1:14	45	43	829	484	40%	42%	38:21	33:00
2	1:51	3:06	46	18	1457	444	61%	22%	47:31	38:40
3	0:38	0:59	36	13	232	491	25%	40%	21:26	12:27
4	0:34	0:11	120	24	545	880	48%	80%	32:27	4:32
5	0:46	0:33	40	24	378	1146	34%	78%	29:32	13:27
6	0:18	0:22	24	53	410	503	48%	49%	5:47	19:21
7	0:42	0:37	50	22	140	1653	20%	85%	33:05	10:57
average	0:49	1:00	52	28	570	800	39%	57%	29:44	18:55

5.1.1 Raw Data t Test

We did also a preliminary t test analysis between the field observations of five-section head and FYA treatment. It seems that there are significant differences between the two system delays and left turn volumes. The following tables 10-5-2 and 11-5-3 show the field observations and the summary of the t test:

Table 10-5-2 Five-section Head and FYA Field Observations

Five-section head delay model	FYA signal delay model	Five-section head L.T. model	FYA signal L.T. model
39:09	24:34	40	68
33:55	19:03	28	57
24:46	23:31	47	75
25:40	37:08	48	15
42:07	38:41	48	35
40:51	47:38	50	17
46:01	40:28	48	32
48:39	32:05	33	16
44:03	36:53	66	11
52:46	34:31	21	7
51:20	40:27	40	26
52:09	42:16	35	9
52:45	43:17	13	10
53:13	41:12	14	45
49:50	8:51	56	11
41:24	22:11	64	18
26:45	15:46	124	17
18:37	11:12	26	13
18:55	12:42	33	8
14:26	9:55	33	9
20:36	6:37	58	15
21:06	12:11	39	1
18:40	5:30	49	39
29:28	3:12	33	18
24:21	5:33	29	24
26:53	4:27	25	24

Five-section head delay model	FYA signal delay model	Five-section head L.T. model	FYA signal L.T. model
26:10	7:20	188	20
18:15	1:13	169	18
20:43	13:05	159	18
23:48	16:21	195	30
40:41	12:46	95	28
41:06	16:23	98	22
43:49	9:58	29	21
45:05	12:56	26	22
24:09	12:40	26	30
29:02	20:49	40	48
25:48	19:29	52	52
26:17	21:39	33	50
30:08	23:46	40	78
30:16	23:00	51	60
33:33	21:18	50	51
37:04	15:15	29	43
24:28	9:33	36	41
25:10	7:38	44	7
26:02	11:48	73	13
31:22	16:56	34	19
28:50	9:59	55	30
38:23	9:36	38	28
39:40	8:16	52	19
42:54	12:30	69	39
41:02		48	

Table 11-5-3 the Summary of t Test Result for Field Observations

Summary of t test result based on field observations				
	Delay models		Left turn models	
	Five-section head	FYA treatment	Five-section head	FYA treatment
Sample size	51	50	51	50
Mean	1.399	0.795	55.5	28.1
Standard deviation	0.458	0.518	41.6	18.5
SE Mean	0.064	0.073	5.8	2.6
T-Value	6.20		4.28	
P-Value	0.000		0.000	
Differences	Significant Difference		Significant Difference	

5.2 Regression Models

Since our goal in this thesis is to find if there is significant differences between using five-section head control and FYA treatment in terms of delay and left turn volume among fitting new models that include the factors that affect delay and left turn. So to find the strength of the relationships among these factors (variables) we selected the regression analysis to generate our new models.

The regression analysis is a statistical measure to determine and understand the relationship between one dependent variable (response) and a series of other independent variables. More specifically, regression analysis helps to understand how the typical value of the dependent variable (response) changes when any one of the independent variables (predictors) is varied, while the other independent variables are held fixed. In addition, we applied the stepwise regression, which is step-by-step iterative building of a regression model that includes automatic selection of independent variables. Stepwise regression can be achieved either by trying out one independent variable at a time and including it in the regression model if it is statistically significant, or by including all potential independent variables in the model and eliminating those that are not statistically significant, or by a combination of both methods (Investopedia, 2014).

In our study, the dependent variables (responses) are the delay and permitted left turn volumes, which are the left side of the regression equation, and on the right side of the equation has the independent variables (predictors), which can be either continuous or categorical predictors. In our case, we have six continuous predictors and three categorical predictors which are:

1. Opposing volume (thru, right turn volume) – Continuous predictor.
2. Permitted green time – Continuous predictor
3. Number of opposing lanes (thru, right turn, shared) – Continuous predictor.
4. Percent (%) of trucks – Continuous predictor.
5. Critical gap – Continuous predictor.
6. Design speed – Continuous predictor.
7. Intersection configuration (3-leg, 4-leg) – Categorical predictor.
8. Land use (commercial, residential, school, mixed) – Categorical predictor.
9. Criteria (pedestrian, geometry, mixed) – Categorical predictor.

From all the 13 intersections, 14 approaches either five-section head system or FYA treatment were analyzed with total of 109 hours of collected data by the Minitab 17 software which has the tool to investigate the relationships between our responses and predictors.

The next table 12-5-4 shows a sample of FYA responses and independent variables that ready to use in the Minitab input screen to build the model and the others were documented in Appendix [E]:

Table 12-5-4 FYA Dependent and Independent Variables (Sample)

Responses		Predictors (Continuous & Categorical)											
Delay	Left Turn	Per. Green	Opp. Thru	Opp. R.T	No. Opp. thru	No. Opp. T+R	No. R.T	T (%)	Gap	Inter. Conf.	Speed	Land use	Criteria
24:34	68	29:38	418	28	1	0	1	4	0:03	4	45	1	1
19:03	57	30:15	395	41	1	0	1	2	0:03	4	45	1	1
23:31	75	28:02	396	42	1	0	1	5	0:03	4	45	1	1
37:08	15	23:11	493	41	1	0	1	0	0:03	4	45	1	1
38:41	35	22:42	463	35	1	0	1	3	0:03	4	45	1	1
47:38	17	20:32	467	62	1	0	1	0	0:03	4	45	1	1
40:28	32	23:34	461	48	1	0	1	0	0:03	4	45	1	1
32:05	16	12:01	262	87	1	1	0	6	0:03	4	45	1	1
36:53	11	11:33	243	92	1	1	0	0	0:03	4	45	1	1
34:31	7	11:29	301	91	1	1	0	14	0:04	4	45	1	1
40:27	26	13:29	326	116	1	1	0	4	0:03	4	45	1	1
42:16	9	14:03	371	175	1	1	0	0	0:03	4	45	1	1
43:17	10	12:42	413	182	1	1	0	0	0:03	4	45	1	1
41:12	45	16:27	333	116	1	1	0	0	0:03	4	45	1	1
8:51	11	24:03	514	32	1	1	0	0	0:03	4	40	1	3
22:11	18	23:21	548	37	1	1	0	11	0:03	4	40	1	3
15:46	17	23:10	475	32	1	1	0	12	0:03	4	40	1	3
11:12	13	24:33	537	31	1	1	0	8	0:02	4	40	1	3
12:42	8	24:06	478	26	1	1	0	0	0:03	4	40	1	3
9:55	9	23:22	401	16	1	1	0	0	0:02	4	40	1	3
6:37	15	25:16	297	12	1	1	0	0	0:02	4	40	1	3
12:11	1	3:20	43	10	1	1	0	0	0:04	4	45	4	1
5:30	39	46:21	1098	131	1	1	0	3	0:02	4	45	4	1
3:12	18	48:19	612	69	1	1	0	6	0:03	4	45	4	1

Responses		Predictors (Continuous & Categorical)											
Delay	Left Turn	Per. Green	Opp. Thru	Opp. R.T	No. Opp. thru	No. Opp. T+R	No. R.T	T (%)	Gap	Inter. Conf.	Speed	Land use	Criteria
5:33	24	50:50	695	79	1	1	0	0	0:03	4	45	4	1
4:27	24	47:24	791	74	1	1	0	8	0:03	4	45	4	1
7:20	20	47:18	896	71	1	1	0	0	0:03	4	45	4	1
1:13	18	49:03	699	66	1	1	0	0	0:03	4	45	4	1
13:05	18	46:23	1204	42	2	0	1	17	0:03	4	45	5	1
16:21	30	52:15	1248	57	2	0	1	13	0:03	4	45	5	1
12:46	28	49:10	1327	64	2	0	1	4	0:03	4	45	5	1
16:23	22	44:35	1045	60	2	0	1	5	0:03	4	45	5	1
9:58	21	44:41	808	70	2	0	1	0	0:05	4	45	5	1
12:56	22	44:43	957	73	2	0	1	5	0:04	4	45	5	1
12:40	30	46:43	999	67	2	0	1	10	0:04	4	45	5	1
20:49	48	28:39	444	98	2	0	1	13	0:04	3	55	5	1
19:29	52	30:34	427	126	2	0	1	4	0:04	3	55	5	1
21:39	50	29:13	467	125	2	0	1	8	0:04	3	55	5	1
23:46	78	27:57	455	119	2	0	1	1	0:04	3	55	5	1
23:00	60	27:45	441	118	2	0	1	2	0:05	3	55	5	1
21:18	51	27:53	384	93	2	0	1	2	0:04	3	55	5	1
15:15	43	31:21	320	70	2	0	1	2	0:04	3	55	5	1
9:33	41	34:02	266	70	2	0	1	0	0:05	3	55	5	1
7:38	7	54:40	1612	5	2	0	1	0	0:06	4	55	5	1

After we prepared the data to use in the Minitab software, we generated the model, which was based on all independent variables that already mentioned above for both five-section head control and FYA treatment.

5.2.1. Models for All Independent Variables

After we entered all the response variables and independent variables in the Minitab worksheet and generated the stepwise regression analysis, we got all the significant factors that will affect our models. Table 13.5.5 is showing the summary of each model and the main significant factors for both delay and left turn volume models of five-section head control and FYA treatment and the detailed information of the models and the Minitab output were documented in the Appendix [E]. The developed stepwise regression models showed the relationship between the significant factors with coefficient of determinations ($R^2 = 83.4$ & $R^2 = 90.4$ %) for the five-section head models and ($R^2 = 90.5$ & $R^2 = 55.3$ %) for the FYA treatment models with 95 % confidence interval. We observed also from the models summary that the permitted green time and opposing volumes are included in all the models as significant factors, which means that permitted green time and opposing volume are highly affecting the PPLT intersections.

After we developed these models, we generated tables which have the results of the substitution of five-section head data into the five-section head and FYA treatment regression models to be consistent in all the parameter values and to be able to make a statistical conclusion if there are any significant differences of the conversion from five-section head control to the FYA treatment. Table 14.5.6 is showing the substitution of the five-section head data in the five-

section head and FYA treatment models. It is clear in figure 11.5.2 that switching from the five-section head to FYA treatment reduced the delay. Likewise, it seems in figure 12-5-3 that applying the FYA treatment model does not increase the left turn volume. We observed some values of five-section head to have high left turn volume such as (198, 179, 170, and 141) and when we substituted in the FYA models the left turn volume significantly dropped to (17, 17, 17, and 17). We speculate that the dropping is attributed to the difference between the model significant factors, coefficients, and the factor values. For example, some of the five-section head model significant factors have high coefficient values and high parameter value which resulted in an increase in the left turn volume, however the FYA models significant factors have lower coefficient values and lower parameters value. Also, the models can be founded in Appendix [E].

Table 13-5-5 Summary of The All Parameter Models

Regression Model (Response)/System	Independent Variables	Significant Parameters	C.I.	R-Square	Regression P-value	Residual Plots
Delay/Five section head	<ul style="list-style-type: none"> • Opposing volume • Permitted green time 	<ul style="list-style-type: none"> - Left Turn - Per. Green - Opp. Thru - Criteria 	95%	83.4%	0.000	<ul style="list-style-type: none"> - Normally Distributed - No outlier
Left turn/Five section head	<ul style="list-style-type: none"> • Number of opposing lanes • Truck (%). • Critical gap. 	<ul style="list-style-type: none"> - Delay - Per. Green - Opp. Thru - Criteria 		90.4%	0.000	<ul style="list-style-type: none"> - Normally Distributed - Small outlier not effected
Delay/FYA treatment	<ul style="list-style-type: none"> • Design speed. • Intersection configuration • Land use. • Criteria. 	<ul style="list-style-type: none"> - Per. Green - Opp. Thru - Opp. R.T - No. Opp. T+R - Land use - Criteria 		90.5%	0.000	<ul style="list-style-type: none"> - Normally Distributed - Small outlier not effected
Left turn/ FYA treatment		<ul style="list-style-type: none"> - No. Opp. Thru - No. Opp. T+R - In. Conf. 		55.3%	0.000	<ul style="list-style-type: none"> - Normally Distributed - Small outlier not effected

Table 14-5-6 The Values of The Substitution of the Five-section Head Data into the Models

Five-section head delay model	FYA signal delay model	Five-section head L.T. model	FYA signal L.T. model
41:55	52:36	34	23
32:01	51:31	45	23
36:40	41:33	26	23
30:05	36:08	50	23
34:10	39:47	67	23
40:24	40:28	45	23
43:09	44:37	49	23
45:54	48:34	33	23
43:58	44:06	54	23
49:52	44:28	33	53
51:56	45:08	38	53
56:06	44:03	22	53
54:07	44:59	13	53
53:28	44:03	17	53
50:37	42:10	50	53
38:23	38:02	78	53
29:09	31:47	126	53
24:29	14:02	26	17
24:28	16:19	32	17
17:05	9:56	49	17
23:51	8:37	57	17
22:31	7:45	47	17
21:49	10:24	54	17
26:44	14:19	45	17
29:44	18:40	23	17
26:33	14:01	34	17
18:22	3:23	198	17
15:11	5:01	179	17
16:58	6:13	170	17
35:52	9:54	141	17
36:08	17:39	93	17
40:07	19:38	83	17
38:21	25:16	40	17
39:52	27:37	36	17
24:05	13:22	40	17
24:42	9:59	57	17
32:45	8:27	31	17
29:35	7:03	28	17
29:00	7:34	43	17
31:59	4:51	40	17
33:44	5:58	40	17
30:23	7:03	42	17
25:33	20:52	39	43
26:17	20:33	45	43
31:07	20:31	55	43
28:13	22:31	43	43
31:31	21:50	43	43

Five-section head delay model	FYA signal delay model	Five-section head L.T. model	FYA signal L.T. model
33:03	27:15	43	43
33:48	26:24	54	43
39:11	28:43	57	43
36:50	24:28	44	43
1712:10	1240:31	2829	1444.12

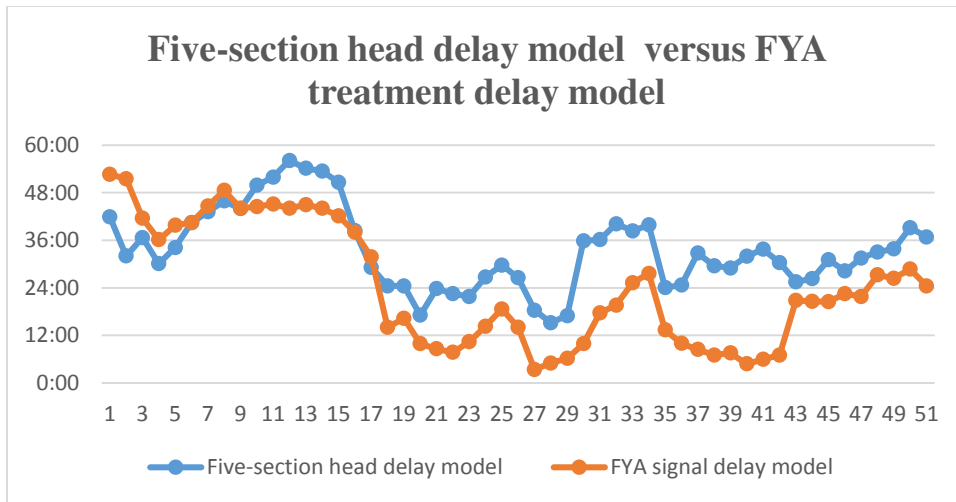


Figure 11-5-2 Five-section Delay Model and FYA Treatment Delay Model

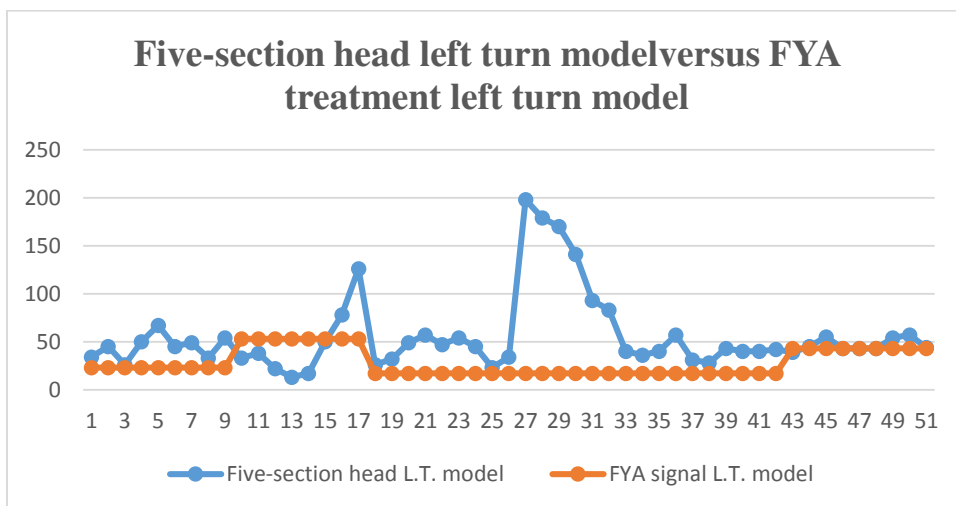


Figure 12-5-3 Five-section Head Left Turn Model versus FYA Treatment Left Turn Model

5.3. Results

After we developed the models and substituted the 109 field observation hours in the models, now, we can do a statistical test to try to find a statistical conclusion if there are any significant differences between the two types of control. Since we used the same data sets to substitute in each model, the paired t-test seems the most appropriate statistical test to achieve in our study goal.

The paired t test is based on hypothesis test of the mean differences between the values of each random pair observation of two populations, which are approximately normally distributed. There are some advantages of using the paired t test, which are:

- Reduce error: variance within subjects is typically smaller than between subjects.
- Number of subjects: requires smaller number of subjects to achieve the same power than independent sample t test.

Therefore, we ran the paired t test between the two population groups that we have which are five-section head delay and FYA treatment delay, and five-section head left turn and FYA treatment left turn for all the previous models. The following table 15-5-7 is showing the summary of the paired t test result.

Table 15-5-7 Summary of Paired t Test Result Based on All Independent Variable Models

Summary of Paired t test result based on All independent variable models				
	Delay models		Left turn models	
	Five-section head	FYA treatment	Five-section head	FYA treatment
Sample size	51	51	51	51
Mean	1.3985	1.0132	55.51	28.29
Standard deviation	0.4182	0.6314	5.54	14.33
SE Mean	0.0586	0.0884	0.00	2.01
T-Value	6.79		4.38	
P-Value	0.000		0.000	
Differences	Significant Difference		Significant Difference	

From the results of the paired t test, it seems that there are significant differences of the conversion from five-section head control to FYA treatment based on both delay and left turn volume models. The FYA treatment seems to significantly reduce the delay for the intersections that converted from five-section head control to FYA control. However, the conversion from five-section head to FYA is less effective in increasing the intersection left turn volume, which might be related to the difference in the significant factors for each model and their substitution values. This finding may be attributed to implementing this new system, which is possible that motorists are not familiar with the new system. In addition, the lower effectiveness in enhance the FYA left turn volume could be that motorists did not have enough protected time like the five-section head did. Also, it might be related to the lack of the data that we have, since this system is newly implemented and there are no that much intersections to be investigated.

Furthermore, it might seem from the table 14.5.6 and figure 11.5.2 of the before and after applying the FYA models, that the delay clearly has been reduced. Likewise, it seems in tables 14-5-6 and 12-5-3 that applying the FYA treatment model does not increase the left turn volume. We observed some values in the same figure that there are some values of five-section head have

high left turn volume such as (198, 179, 170, and 141) and when we substituted in the FYA models the left turn volume highly dropped to (17, 17, 17, and 17) which we related that dropping to the difference between the model significant factors, coefficients, and the factor values. For example, some of the five-section head model significant factors have high coefficient values and high parameter value which will increase the left turn volume, however the FYA models significant factors have lower coefficient values and lower parameters value.

There is a common thing between all the models we generated, which is the permitted green time and the opposing volume always being significant factors in all models, so we went through the data that we have and it seems that every intersection that have high opposing volume does not reduce the delay after applying the FYA delay models.

CHAPTER 6. CONCLUSIONS AND FINDINGS AND RECOMMENDATIONS

6.1 Conclusions and Findings

The flashing yellow arrow (FYA) has been approved by the Federal Highway Administration (FHWA) as the national standard for the protected/permitted left-turn (PPLT) operations at signalized intersections. In addition, the Florida Department of Transportation (FDOT) approved the new system and they are extensively replacing the five-section head system with the new system in the area of the Central Florida.

Both these systems have been used for a long time and there are some studies that evaluated these systems but there are limited number of projects that evaluated or/and compared between the two PPLT systems from operational perspective. Thus, our goal in this study is to collect data at the locations of these two types of treatment, and carry out statistical comparisons between the two PPLT systems from the operational perspective.

This thesis collected 109 hours of detailed data a 13 intersections, which took 3 weeks to be completed. The collected data contain permitted left turn volume, permitted green time, left-turn vehicle delay during the permitted phase, left turn vehicle delay during the steady red arrow indication, opposing volume during the permitted phase, critical gap, and follow up time.

The stepwise regression analysis methodology was used in the study to develop delay and left turn volume regression models. Results of developing the new models identified the main significant factors that would affect the delay and the left turn volume models at the PPLT intersections. Following developing the models, the paired t test was performed to compare if

there are significant differences in delay and left turn volume that resulted between the five-section head and FYA treatment models.

At the end of the study, we can conclude that the conversion of five-section head control to FYA treatment seems to be significantly different. However, the effectiveness of FYA treatment in the delay might be more effective than left turn, which might be related to the difference in the significant factors for each model and their substitution values. In addition, it might be related to the new system because the people do not get use for the system. Furthermore, the lower effectiveness in enhance the FYA left turn volume could be that motorists did not have enough protected time like the five-section head did. Also, it might be related to the lack of the data that we have, since this system is newly implemented and there are no that much intersections to be investigated.

While developing the models it seems that the intersection geometry and criteria do not have that much effect on the models. The FYA treatment also gave more permitted green time than the five-section head control. The permitted green time and opposing volume are the most significant parameters and they are all effect on each model.

6.2 Recommendations and Future studies

Based on the findings on this thesis, the following recommendations were suggested:

1. Using the supplemental sign at each new FYA intersection treatment head is highly recommended, which will educate people for the new concept of the new system.
2. Expand the database and be more specific and consistent while selecting the intersections that need to be studied such (traffic pattern, time of day, locations, etc...).

3. Collect data before and after implementing the FYA treatment and study the safety aspects for the new system.

APPENDIX [A]: FLASHING YELLOW ARROW DATA COLLECTION
SHEETS

Table 16 FYA Intersection # 1 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Lake Underhill Rd			Speed: 45 MPH					
SBL	Minor Street: S Dean Rd			Geometry: 4-Leg					
Opposing Lanes: 2 Lanes		Land Use: Residential/Commercial		Criteria: Rural					
Date	Start	End	Totals for Values Below for Collection Period						
Thu 3/27/14	12:00	12:59	12:01	16	262	87	5:23	26:42	6%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	
1	0:32	0:54	0:22	0	3	1	0:00	0:13	0
2	3:06	3:56	0:50	3	20	8	0:43	1:47	0
3	5:40	6:03	0:23	0	9	3	0:00	1:22	0
4	7:13	7:30	0:17	0	7	1	0:00	0:57	0
5	8:50	9:11	0:21	2	5	0	0:13	0:00	0
6	11:08	11:31	0:23	0	11	3	0:21	0:57	0
7	13:21	13:43	0:22	0	13	1	0:00	1:28	0
8	15:26	15:49	0:23	0	14	4	0:00	0:18	0
9	17:46	18:10	0:24	3	9	1	0:06	0:12	0
10	19:31	19:53	0:22	0	9	2	0:16	0:13	0
11	21:19	22:03	0:44	1	9	7	0:20	1:07	1
12	23:30	23:49	0:19	0	8	4	0:17	1:03	0
13	25:29	25:49	0:20	0	10	1	0:09	1:19	0
14	27:29	28:07	0:38	2	8	4	0:14	1:23	0
15	29:27	29:56	0:29	1	9	3	0:00	0:15	0
16	31:39	32:01	0:22	0	10	3	0:48	0:26	0
17	33:47	34:10	0:23	0	9	4	0:00	1:24	0
18	35:48	36:14	0:26	0	11	2	0:00	1:16	0
19	37:51	38:15	0:24	0	13	2	0:00	0:14	0
20	39:42	40:04	0:22	0	13	1	0:00	0:52	0
21	41:50	42:15	0:25	1	4	3	0:00	1:09	0
22	43:48	44:13	0:25	0	8	4	0:11	0:00	0
23	46:03	46:25	0:22	0	10	1	0:00	1:27	0
24	48:20	48:42	0:22	0	11	5	0:22	1:31	0
25	50:31	50:54	0:23	0	9	4	0:03	1:23	0
26	52:42	53:07	0:25	1	5	4	0:05	1:22	0
27	54:52	55:16	0:24	1	6	5	0:18	1:20	0
28	56:51	57:15	0:24	1	6	5	0:48	0:24	0
29	58:58	59:15	0:17	0	3	1	0:09	1:20	0

Table 17FYA Intersection # 1 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Lake Underhill Rd			Speed:	45 MPH				
SBL	Minor Street: S Dean Rd			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes	Land Use: Residential/Commercial		Criteria:	Rural				
Date	Start	End	Totals for Values Below for Collection Period						
Thu 3/27/14	13:00	13:59	11:33	11	243	92	3:56	32:57	0%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	0
1	0:51	1:13	0:22	0	8	8	0:12	0:30	0
2	2:45	3:10	0:25	1	7	0	0:12	1:16	0
3	5:05	5:28	0:23	0	10	6	0:00	0:54	0
4	7:19	7:38	0:19	0	3	1	0:00	0:27	0
5	9:04	9:22	0:18	0	6	0	0:00	1:01	0
6	11:03	11:25	0:22	0	12	1	0:03	3:23	0
7	12:44	13:06	0:22	0	7	1	0:00	1:01	0
8	14:44	15:10	0:26	1	12	3	0:12	1:19	0
9	16:48	17:10	0:22	0	12	1	0:13	1:10	0
10	18:32	18:54	0:22	0	12	3	0:23	1:05	0
11	20:35	20:58	0:23	0	6	3	0:13	1:18	1
12	22:45	22:58	0:13	0	11	4	0:00	0:00	0
13	24:41	25:05	0:24	0	10	2	0:24	0:58	0
14	26:35	27:00	0:25	0	11	0	0:00	1:21	0
15	28:29	28:53	0:24	0	9	4	0:20	1:10	0
16	30:26	30:45	0:19	1	4	4	0:11	1:16	0
17	32:20	32:41	0:21	0	10	4	0:21	1:12	0
18	33:56	34:21	0:25	1	5	5	0:00	1:03	0
19	35:51	36:09	0:18	0	5	5	0:19	1:06	0
20	37:36	37:59	0:23	0	6	4	0:00	1:06	0
21	39:36	40:00	0:24	1	4	2	0:11	1:07	0
22	41:54	42:32	0:38	1	7	3	0:00	1:28	0
23	44:10	44:25	0:15	0	8	2	0:07	0:14	0
24	45:58	46:19	0:21	0	8	2	0:16	1:14	0
25	48:25	48:52	0:27	2	5	2	0:06	1:40	0
26	50:23	50:45	0:22	0	7	5	0:00	0:19	0
27	52:25	52:55	0:30	2	8	4	0:13	1:24	0
28	54:18	54:48	0:30	1	9	5	0:00	0:47	0
29	56:41	57:04	0:23	0	9	5	0:00	1:18	0
30	58:56	59:23	0:27	0	12	3	0:00	0:50	

Table 18 FYA Intersection # 1 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Lake Underhill Rd			Speed:		45 MPH			
SBL	Minor Street: S Dean Rd			Geometry:		4-Leg			
Opposing Lanes:	2 Lanes		Land Use: Residential/Commercial		Criteria: Rural				
Date	Start	End	Totals for Values Below for Collection Period						
Thu 3/27/14	14:00	14:59	11:29	7	301	91	4:26	30:05	14%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	
1	1:46	2:08	0:22	0	12	8	0:09	0:17	0
2	3:38	4:00	0:22	0	9	1	0:00	1:11	0
3	5:22	5:43	0:21	1	8	1	0:17	0:48	0
4	7:11	7:32	0:21	0	7	6	0:00	1:06	0
5	9:31	9:51	0:20	0	5	3	0:00	1:14	0
6	11:41	12:04	0:23	0	10	3	0:20	0:42	0
7	13:26	13:48	0:22	0	8	3	0:00	1:05	0
8	15:15	15:42	0:27	1	10	2	0:21	0:00	0
9	17:00	17:24	0:24	1	12	3	0:16	0:25	0
10	19:08	19:30	0:22	0	7	1	0:00	1:17	0
11	21:13	21:32	0:19	0	9	1	0:14	0:40	1
12	23:13	23:36	0:23	0	12	3	0:00	1:16	0
13	25:04	25:31	0:27	0	11	5	0:00	0:49	0
14	26:51	27:13	0:22	0	11	3	0:00	0:00	0
15	28:52	29:21	0:29	0	10	6	0:00	1:10	0
16	31:16	31:37	0:21	0	13	2	0:21	1:05	0
17	33:04	33:26	0:22	0	11	1	0:19	1:07	0
18	34:52	35:12	0:20	1	8	0	0:03	1:07	0
19	36:42	37:04	0:22	1	12	1	0:22	1:01	0
20	38:37	38:59	0:22	0	10	2	0:00	1:12	0
21	40:43	41:06	0:23	0	11	5	0:08	1:15	0
22	42:52	43:18	0:26	0	10	3	0:00	1:32	0
23	45:07	45:29	0:22	1	10	4	0:08	1:18	0
24	47:04	47:25	0:21	0	12	0	0:03	0:53	0
25	48:58	49:18	0:20	0	9	2	0:24	1:13	0
26	50:52	51:12	0:20	0	7	3	0:00	1:13	0
27	52:55	53:26	0:31	1	9	5	0:25	1:13	0
28	55:08	55:44	0:36	0	18	7	0:16	1:12	0
29	57:33	58:05	0:32	0	16	6	0:20	1:22	0
30	59:52	59:59	0:07	0	4	1	0:00	1:22	

Table 19FYA Intersection # 1 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Lake Underhill Rd			Speed:		45 MPH			
SBL	Minor Street: S Dean Rd			Geometry:		4-Leg			
Opposing Lanes:	2 Lanes		Land Use: Residential/Commercial		Criteria: Rural				
Date	Start	End	Totals for Values Below for Collection Period						
Thu 3/27/14	15:00	15:59	13:29	26	326	116	7:42	32:45	4%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	1
1	2:13	2:44	0:31	1	13	4	0:36	1:13	
2	4:33	5:03	0:30	1	11	4	0:19	1:21	
3	6:49	7:20	0:31	0	13	6	0:06	1:22	
4	9:13	9:44	0:31	0	16	4	0:00	1:25	
5	11:10	11:47	0:37	1	10	7	0:16	0:59	1
6	13:55	14:26	0:31	0	8	5	0:12	1:36	
7	16:35	17:06	0:31	0	9	3	0:32	1:51	
8	18:42	19:09	0:27	0	15	3	0:32	1:12	
9	20:56	21:33	0:37	0	12	3	0:37	1:20	
10	23:26	23:56	0:30	0	19	4	0:19	1:23	
11	25:34	26:05	0:31	0	15	9	0:15	1:12	
12	27:48	28:17	0:29	0	14	6	0:29	1:19	
13	30:14	30:50	0:36	0	17	5	0:00	1:25	
14	32:33	33:01	0:28	0	18	6	0:16	1:12	
15	35:01	35:38	0:37	3	8	5	0:14	1:27	
16	37:33	38:08	0:35	1	13	7	0:25	1:00	
17	40:00	40:26	0:26	1	10	5	0:15	1:27	
18	42:02	42:30	0:28	0	14	2	0:20	1:10	
19	44:39	45:23	0:44	5	13	6	0:13	1:14	
20	47:06	47:43	0:37	3	12	3	0:00	1:21	
21	49:20	49:55	0:35	6	10	1	0:14	0:31	
22	51:39	52:13	0:34	0	15	7	0:26	1:11	
23	54:13	54:39	0:26	3	9	2	0:19	1:30	
24	56:52	57:28	0:36	1	13	5	0:17	1:37	
25	59:28	59:59	0:31	0	19	4	0:30	1:27	

Table 20 FYA Intersection # 1 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Lake Underhill Rd			Speed:	45 MPH				
SBL	Minor Street: S Dean Rd			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes	Land Use: Residential/Commercial		Criteria:	Rural				
Left Turn Related Crashes:				Total Intersection Crashes:					
<u>Date</u>	<u>Start</u>	<u>End</u>	Totals for Values Below						
Thu 3/27/14	16:00	16:59	14:03	9	371	175	9:30	32:46	0%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	0
1	1:12	1:43	0:31	0	15	3	0:09	0:45	0
2	3:27	4:03	0:36	0	18	9	0:33	0:00	
3	5:52	6:23	0:31	0	13	4	0:05	1:22	
4	8:12	8:45	0:33	1	12	11	0:27	1:22	
5	10:32	11:04	0:32	0	14	4	0:32	1:20	
6	12:52	13:23	0:31	0	16	6	0:23	1:21	
7	15:10	15:43	0:33	1	8	3	0:24	1:21	
8	17:27	18:04	0:37	0	17	2	0:37	1:14	
9	19:46	20:24	0:38	0	13	5	0:24	1:20	
10	22:12	22:44	0:32	0	13	8	0:14	1:21	
11	24:33	25:04	0:31	0	16	6	0:14	1:21	
12	26:51	27:24	0:33	0	13	6	0:00	1:22	
13	29:06	29:43	0:37	2	12	7	0:38	1:02	
14	31:33	32:04	0:31	0	9	6	0:23	1:21	
15	33:53	34:24	0:31	1	15	8	0:34	1:21	
16	36:13	36:40	0:27	1	14	2	0:27	1:21	
17	38:33	39:04	0:31	0	17	8	0:17	1:25	
18	40:53	41:24	0:31	0	13	11	0:24	1:21	
19	43:10	43:44	0:34	0	18	13	0:26	1:21	
20	45:33	46:04	0:31	0	14	9	0:31	1:22	
21	47:45	48:24	0:39	1	18	11	0:15	1:20	
22	50:12	50:44	0:32	2	10	3	0:15	1:21	
23	52:32	53:04	0:32	0	14	5	0:00	1:19	
24	54:53	55:24	0:31	0	13	10	0:23	1:21	
25	57:13	57:44	0:31	0	17	8	0:33	1:21	
26	59:32	59:59	0:27	0	19	7	0:22	1:21	

Table 21FYA Intersection # 1 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Lake Underhill Rd			Speed:	45 MPH				
SBL	Minor Street: S Dean Rd			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes	Land Use: Residential/Commercial		Criteria:	Rural				
Date	Start	End	Totals for Values Below for Collection Period						
Thu 3/27/14	17:00	17:59	12:42	10	413	182	8:52	34:25	0%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	0
1	1:53	2:24	0:31	0	17	4	0:30	1:25	
2	4:12	4:44	0:32	1	14	6	0:11	1:11	
3	6:33	7:04	0:31	0	19	7	0:29	1:21	
4	8:53	9:24	0:31	0	15	6	0:33	1:21	
5	11:13	11:49	0:36	0	20	10	0:00	1:21	
6	13:36	14:05	0:29	1	12	7	0:19	1:22	
7	15:48	16:24	0:36	0	14	10	0:00	1:05	
8	18:13	18:44	0:00	0	17	9	0:31	1:14	
9	20:33	21:04	0:31	1	16	8	0:03	1:21	
10	23:05	23:38	0:33	0	15	11	0:29	1:22	
11	25:12	25:44	0:32	0	22	3	0:29	1:07	
12	27:33	28:04	0:31	0	19	9	0:31	1:21	
13	29:53	30:23	0:30	0	16	8	0:30	1:21	
14	32:12	32:44	0:32	0	16	7	0:32	1:22	
15	34:33	35:04	0:31	0	18	5	0:31	1:21	
16	36:51	37:24	0:33	0	21	5	0:33	1:21	
17	39:13	39:44	0:31	0	21	6	0:31	1:21	
18	41:33	42:04	0:31	0	17	9	0:06	1:20	
19	43:53	44:26	0:33	5	8	6	0:23	1:21	
20	46:13	46:43	0:30	1	15	7	0:22	1:19	
21	48:30	49:03	0:33	0	17	8	0:33	1:22	
22	50:52	51:23	0:31	0	18	8	0:05	1:22	
23	53:12	53:44	0:32	0	16	10	0:14	1:21	
24	55:32	56:03	0:31	0	15	8	0:10	1:20	
25	57:52	58:23	0:31	1	15	5	0:17	1:22	
26			0:00					1:21	

Table 22 FYA Intersection # 1 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Lake Underhill Rd			Speed:	45 MPH				
SBL	Minor Street: S Dean Rd			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes	Land Use: Residential/Commercial		Criteria:	Rural				
Date	Start	End	Totals for Values Below for Collection Period						
Thu 3/27/14	18:00	18:59	16:27	45	333	116	8:25	32:47	0%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	0
1	0:02	0:39	0:37	1	11	7	0:37	0:00	
2	2:25	2:54	0:29	0	15	8	0:26	1:20	
3	4:43	5:13	0:30	3	15	5	0:24	1:22	
4	7:01	7:33	0:32	4	14	4	0:11	1:21	
5	9:16	9:41	0:25	1	10	5	0:25	1:21	
6	11:42	12:15	0:33	3	5	1	0:09	1:33	
7	13:16	14:33	1:17	0	11	8	0:33	1:30	
8	16:22	16:54	0:32	0	13	1	0:28	1:21	
9	18:42	19:15	0:33	2	11	7	0:33	1:20	
10	20:58	21:34	0:36	2	10	2	0:03	1:20	
11	23:22	23:53	0:31	0	17	7	0:31	0:55	
12	25:36	26:13	0:37	0	19	4	0:29	1:22	
13	28:02	28:32	0:30	4	9	3	0:18	1:21	
14	30:18	30:53	0:35	0	17	9	0:20	1:17	
15	32:42	33:13	0:31	0	20	4	0:13	1:21	
16	35:01	35:32	0:31	2	17	5	0:21	1:21	
17	37:21	37:54	0:33	2	12	5	0:35	1:21	
18	39:41	40:12	0:31	1	11	2	0:22	1:19	
19	41:52	42:34	0:42	5	4	3	0:13	1:21	
20	44:09	45:01	0:52	2	23	8	0:19	0:28	
21	46:35	47:03	0:28	5	6	0	0:18	1:17	
22	48:41	49:28	0:47	1	18	9	0:33	1:17	
23	51:11	51:58	0:47	1	12	1	0:00	1:13	
24	53:33	54:24	0:51	2	11	2	0:04	1:14	
25	56:05	56:54	0:49	2	13	2	0:00	0:52	
26	58:31	59:19	0:48	2	9	4	0:00	1:07	
27			0:00					1:13	

Table 23 FYA Intersection # 2 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Lake Underhill Rd			Speed:	45 MPH				
WBL	Minor Street: S Dean Rd			Geometry:	4-Leg				
Opposing Lanes: Lanes (1thru&1 R)		Land Use: Residential/Commercial		Criteria:	Rural				
Date	Start	End	Totals for Values Below for Collection Period						
Thu 3/27/14	12:00	12:59	29:38	68	418	28	12:42	11:52	6%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	4
1	1:23	2:17	0:54	1	11	0	0:11	0:25	
2	3:09	4:18	1:09	5	9	0	0:00	0:15	1
3	5:19	5:38	0:19	0	5	1	0:19	0:14	0
4	5:59	6:49	0:50	0	17	1	0:39	0:00	0
5	8:24	9:24	1:00	0	19	2	0:00	1:19	0
6	10:26	11:20	0:54	2	10	0	0:03	0:20	0
7	11:53	12:43	0:50	2	5	0	3:38	0:00	0
8	13:31	14:22	0:51	1	13	1	0:10	0:16	0
9	15:15	16:17	1:02	1	17	3	0:37	0:34	0
10	17:01	18:16	1:15	3	20	1	0:35	0:00	0
11	19:05	20:15	1:10	2	13	0	0:05	0:00	0
12	21:14	22:25	1:11	4	15	2	0:18	0:07	0
13	23:19	24:16	0:57	4	17	0	0:22	0:15	0
14	25:05	26:16	1:11	3	16	3	0:18	0:00	1
15	27:37	28:29	0:52	5	12	0	0:09	0:38	0
16	29:24	30:19	0:55	4	15	0	0:25	0:26	0
17	31:22	32:16	0:54	2	11	1	0:20	0:16	
18	33:32	34:26	0:54	1	15	1	0:07	0:28	0
19	35:22	36:41	1:19	4	19	2	0:25	0:09	1
20	37:05	38:16	1:11	4	11	2	0:10	0:00	0
21	39:21	40:18	0:57	1	17	2	0:55	0:22	0
22	41:23	42:20	0:57	4	9	1	0:32	0:47	0
23	43:22	44:16	0:54	1	16	1	0:26	0:46	0
24	45:19	46:16	0:57	2	8	1	0:00	0:46	0
25	47:20	48:16	0:56	4	15	0	0:39	0:19	1
26	49:12	50:16	1:04	0	18	2	0:00	0:19	0
27	51:22	52:16	0:54	1	14	0	0:35	0:17	0
28	53:22	54:15	0:53	2	15	1	0:06	0:48	0
29	55:22	56:16	0:54	1	8	0	0:03	0:37	0
30	57:22	58:19	0:57	3	17	0	0:15	0:22	0
31	59:22	59:59	0:37	1	11	0	0:20	0:47	0

Table 24 FYA Intersection # 2 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Lake Underhill Rd			Speed:	45 MPH				
WBL	Minor Street: S Dean Rd			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes	Land Use: Residential/Commercial		Criteria:	Rural				
Date	Start	End	Totals for Values Below for Collection Period						
Thu 3/27/14	13:00	13:59	30:15	57	395	41	5:45	13:18	2%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	1
1	0:00	0:40	0:40	1	7	0	0:00	0:00	0
2	1:21	2:16	0:55	4	7	0	0:13	0:25	0
3	3:15	4:16	1:01	3	14	3	0:27	0:42	0
4	5:22	6:16	0:54	3	11	1	0:23	0:12	0
5	7:15	8:16	1:01	0	14	2	0:00	0:07	0
6	9:06	10:16	1:10	5	11	2	0:06	0:00	1
7	11:15	12:16	1:01	0	15	1	0:00	0:30	0
8	13:14	14:16	1:02	0	9	1	0:03	0:36	0
9	15:22	16:16	0:54	0	15	2	0:07	0:49	0
10	17:22	18:16	0:54	3	7	1	0:02	0:49	
11	19:20	20:16	0:56	1	13	2	0:00	0:48	0
12	21:22	22:16	0:54	2	12	0	0:11	0:31	0
13	23:19	24:16	0:57	2	11	3	0:09	0:29	0
14	25:05	26:15	1:10	2	13	1	0:05	0:00	0
15	27:05	28:16	1:11	2	13	3	0:20	0:00	0
16	29:21	30:16	0:55	2	17	1	0:10	0:36	0
17	31:24	32:16	0:52	1	16	0	0:10	0:36	0
18	33:21	34:16	0:55	4	12	0	0:16	0:39	0
19	35:00	36:16	1:16	4	9	2	0:04	0:00	0
20	37:22	38:17	0:55	1	21	3	0:00	0:43	
21	39:15	40:16	1:01	4	14	2	0:32	0:41	0
22	41:22	42:16	0:54	0	16	0	0:00	0:42	0
23	43:06	44:16	1:10	1	13	1	0:00	0:00	0
24	45:04	46:17	1:13	1	14	1	0:08	0:00	0
25	47:34	48:28	0:54	1	23	0	0:39	0:23	
26	49:22	50:16	0:54	2	14	0	0:33	0:36	0
27	51:15	52:17	1:02	1	8	1	0:00	0:28	0
28	53:20	54:16	0:56	2	11	1	0:20	0:31	0
29	55:22	56:16	0:54	3	15	1	0:04	0:40	0
30	57:22	58:18	0:56	1	11	6	0:00	0:45	0
31	59:11	59:59	0:48	1	9	0	0:43	0:00	

Table 25 FYA Intersection # 2 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection										
Approach	Major Street: Lake Underhill Rd			Speed:	45 MPH					
WBL	Minor Street: S Dean Rd			Geometry:	4-Leg					
Opposing Lanes:	2 Lanes	Land Use: Residential/Commercial			Criteria:	Rural				
Left Turn Related Crashes:				Total Intersection Crashes:						
Date	Start	End	Totals for Values Below for Collection Period							
Thu 3/27/14	14:00	14:59	28:02	75	396	42	7:52	15:39	5%	
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)	
					TH	RT	Green	Red	4	
1	0:00	0:39	0:39	1	2	0	0:00	0:00	0	
2	1:40	2:35	0:55	4	10	1	0:30	0:37	0	
3	3:40	4:34	0:54	1	13	4	0:00	0:30	0	
4	5:39	6:37	0:58	3	20	1	0:53	0:37		
5	7:40	8:34	0:54	0	18	2	0:00	0:47	0	
6	9:40	10:34	0:54	3	14	1	0:22	0:39	0	
7	11:41	12:35	0:54	4	10	1	0:00	0:14	0	
8	13:36	14:34	0:58	0	15	0	0:00	0:22	0	
9	15:40	16:34	0:54	4	9	0	0:07	0:06		
10	17:38	19:00	1:22	8	12	1	0:00	0:11	0	
11	19:24	20:34	1:10	3	11	0	0:00	0:00	0	
12	21:41	22:34	0:53	3	10	0	0:27	0:31	0	
13	23:41	24:34	0:53	5	15	2	0:23	0:46	0	
14	25:24	26:34	1:10	3	14	3	0:04	0:00	1	
15	27:40	28:34	0:54	7	12	0	0:33	0:17	2	
16	29:40	30:34	0:54	4	16	1	0:39	0:11	1	
17	31:35	32:34	0:59	1	13	2	0:16	0:35	0	
18	33:22	34:34	1:12	5	9	0	0:00	0:51	0	
19	35:40	36:34	0:54	3	15	0	0:19	0:00		
20	37:40	38:34	0:54	3	13	4	0:05	0:36	0	
21	39:40	40:35	0:55	1	17	3	0:27	0:50	0	
22	41:40	42:36	0:56	1	18	3	0:00	0:20	0	
23	43:40	44:34	0:54	2	12	1	0:38	0:48	0	
24	45:41	46:35	0:54	4	11	1	0:00	0:43	0	
25	47:38	48:34	0:56	0	11	1	0:00	0:41	0	
26	49:39	50:34	0:55	0	18	0	0:33	0:41	0	
27	51:37	52:28	0:51	0	8	0	0:00	0:46		
28	53:36	54:22	0:46	0	18	2	0:18	0:15	0	
29	55:29	56:19	0:50	1	14	4	0:40	0:41		
30	57:46	58:36	0:50	1	18	4	0:38	1:01	0	

Table 26 FYA Intersection # 2 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Lake Underhill Rd			Speed:	45 MPH				
WBL	Minor Street: S Dean Rd			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes	Land Use: Residential/Commercial		Criteria:	Rural				
Date	Start	End	Totals for Values Below for Collection Period						
Thu 3/27/14	15:00	15:59	23:11	15	493	41	13:41	23:27	0%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	0
1	0:02	0:56	0:54	0	19	2	0:34	0:00	0
2	2:25	3:15	0:50	0	19	2	0:25	1:06	0
3	4:46	5:36	0:50	1	19	0	0:26	1:04	0
4	6:53	7:56	1:03	0	22	1	0:50	1:03	0
5	9:24	10:16	0:52	0	20	2	0:43	1:03	0
6	11:41	12:36	0:55	3	15	1	0:23	1:00	0
7	14:01	14:56	0:55	0	20	1	0:38	1:04	0
8	16:25	17:15	0:50	0	19	2	0:34	1:04	0
9	18:45	19:37	0:52	1	20	5	0:49	1:08	0
10	21:05	21:55	0:50	0	21	0	0:00	1:02	0
11	23:25	24:15	0:50	0	17	3	0:23	0:00	0
12	25:45	26:36	0:51	0	20	2	0:20	1:04	0
13	28:01	28:56	0:55	0	21	2	0:51	1:01	0
14	30:25	31:15	0:50	0	21	0	0:44	1:03	0
15	32:45	33:35	0:50	0	19	2	0:00	1:04	0
16	35:03	35:55	0:52	0	21	0	0:38	1:04	
17	37:25	38:16	0:51	0	19	2	0:51	1:04	
18	39:41	40:33	0:52	0	19	3	0:47	1:03	
19	42:05	42:55	0:50	0	20	1	0:48	1:06	
20	44:24	45:15	0:51	1	19	1	0:04	1:04	
21	46:18	47:35	1:17	1	29	2	0:43	0:00	0
22	49:04	49:53	0:49	1	13	0	0:00	1:04	
23	51:15	52:15	1:00	2	12	1	0:00	0:15	
24	53:44	54:36	0:52	3	10	2	0:25	0:34	
25	55:55	56:55	1:00	2	21	3	0:55	0:38	
26	58:25	59:15	0:50	0	18	1	0:50	1:04	

Table 27 FYA Intersection # 2 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Lake Underhill Rd			Speed:	45 MPH				
WBL	Minor Street: S Dean Rd			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes	Land Use: Residential/Commercial		Criteria:	Rural				
Left Turn Related Crashes:				Total Intersection Crashes:					
Date	Start	End	Totals for Values Below for Collection Period						
Thu 3/27/14	16:00	16:59	22:42	35	463	35	14:49	23:52	3%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	1
1	1:11	2:01	0:50	4	12	0	0:30	0:44	1
2	3:25	4:24	0:59	2	19	1	0:59	0:44	0
3	5:52	6:42	0:50	0	19	2	0:28	1:02	0
4	8:10	9:04	0:54	2	18	1	0:49	1:02	0
5	10:31	11:23	0:52	2	19	0	0:52	1:02	0
6	12:51	13:42	0:51	0	15	1	0:48	1:01	0
7	15:11	16:01	0:50	0	16	1	0:00	1:04	0
8	17:31	18:21	0:50	0	19	0	0:00	1:05	0
9	19:45	20:42	0:57	1	20	3	0:34	0:40	0
10	21:58	23:01	1:03	1	24	3	0:22	0:55	0
11	24:31	25:23	0:52	4	18	0	0:49	1:03	0
12	26:51	27:43	0:52	4	14	4	0:28	1:03	0
13	28:45	30:03	1:18	8	18	2	0:47	0:00	0
14	31:30	32:21	0:51	2	19	0	0:40	1:04	0
15	33:52	34:42	0:50	3	13	0	0:08	0:58	0
16	36:12	37:02	0:50	0	16	1	0:00	0:33	0
17	38:31	39:22	0:51	0	17	2	0:00	0:59	0
18	40:48	41:42	0:54	1	20	1	0:44	0:54	0
19	43:08	44:02	0:54	0	21	1	0:50	1:02	0
20	45:31	46:22	0:51	1	18	2	0:43	1:04	0
21	47:51	48:42	0:51	0	23	0	0:50	0:37	0
22	50:07	51:02	0:55	0	21	0	0:47	1:03	0
23	52:32	53:22	0:50	0	18	2	0:48	1:04	0
24	54:51	55:42	0:51	0	18	4	0:37	1:03	0
25	57:12	58:02	0:50	0	18	4	0:50	1:03	0
26	59:33	59:59	0:26	0	10	0	0:26	1:03	0

Table 28 FYA Intersection # 2 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Lake Underhill Rd			Speed:	45 MPH				
WBL	Minor Street: S Dean Rd			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes	Land Use: Residential/Commercial		Criteria:	Rural				
Left Turn Related Crashes:				Total Intersection Crashes:					
Date	Start	End	Totals for Values Below for Collection Period						
Thu 3/27/14	17:00	17:59	20:32	17	467	62	20:14	27:24	0%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	0
1	0:00	0:22	0:22	2	9	1	0:22	0:00	0
2	1:52	2:42	0:50	0	19	2	0:50	1:04	
3	4:12	5:02	0:50	0	18	2	0:52	1:03	
4	6:32	7:22	0:50	0	17	4	0:50	1:04	
5	8:52	9:42	0:50	0	20	4	0:50	1:03	
6	11:12	12:02	0:50	0	18	2	0:50	1:03	
7	13:32	14:22	0:50	2	16	6	0:50	1:03	
8	15:57	16:47	0:00	0	22	3	0:50	1:08	
9	18:12	19:02	0:50	1	18	3	0:38	1:01	
10	20:33	21:24	0:51	1	15	1	0:51	1:04	
11	22:53	23:42	0:49	1	18	1	0:44	1:03	
12	25:14	26:03	0:49	0	19	0	0:49	1:05	
13	27:34	28:23	0:49	2	11	0	0:49	1:04	
14	29:52	30:42	0:50	0	20	1	0:50	1:01	
15	32:12	33:02	0:50	0	17	4	0:49	1:03	
16	34:32	35:22	0:50	1	19	1	0:50	1:03	
17	36:52	37:42	0:50	2	18	2	0:44	1:03	
18	39:11	40:01	0:50	0	16	4	0:50	1:02	
19	41:31	42:21	0:50	0	22	0	0:48	1:04	
20	43:51	44:41	0:50	1	21	8	0:50	1:03	
21	46:11	47:01	0:50	0	21	0	0:50	1:06	
22	48:31	49:21	0:50	2	18	1	0:50	1:04	
23	50:45	51:41	0:56	1	18	3	0:18	1:04	
24	53:05	54:01	0:56	1	21	1	0:50	0:57	
25	55:31	56:21	0:50	0	15	3	0:50	1:03	
26	57:51	58:41	0:50	0	21	5	0:50	1:03	
27			0:00					1:03	

Table 29 FYA Intersection # 2 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Lake Underhill Rd			Speed:	45 MPH				
WBL	Minor Street: S Dean Rd			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes	Land Use: Residential/Commercial		Criteria:	Rural				
Left Turn Related Crashes:				Total Intersection Crashes:					
Date	Start	End	Totals for Values Below for Collection Period						
Thu 3/27/14	18:00	18:59	23:34	32	461	48	15:03	25:25	0%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	0
1	0:03	0:52	0:49	0	19	7	0:50	0:00	0
2	2:23	3:13	0:50	0	17	2	0:50	1:04	
3	4:49	5:38	0:49	0	20	4	0:49	1:09	
4	7:03	7:53	0:50	1	17	2	0:50	0:59	
5	9:19	10:13	0:54	1	19	1	0:36	1:03	
6	11:36	12:33	0:57	0	20	2	0:46	1:03	
7	13:45	14:53	1:08	3	22	3	0:53	0:51	
8	16:22	17:13	0:51	0	20	2	0:14	1:03	
9	18:43	19:33	0:50	1	16	1	0:44	1:03	
10	21:00	21:53	0:53	3	9	1	0:32	1:03	
11	23:21	24:14	0:53	2	19	0	0:47	0:57	
12	25:33	26:34	1:01	1	18	3	0:23	0:55	
13	28:03	28:53	0:50	1	18	0	0:20	1:06	
14	30:12	31:13	1:01	4	16	1	0:46	0:40	
15	32:42	33:33	0:51	0	19	0	0:15	1:02	
16	35:03	35:53	0:50	0	15	2	0:41	1:03	
17	37:22	38:15	0:53	2	17	1	0:19	1:03	
18	39:43	40:32	0:49	0	19	3	0:48	1:01	
19	42:03	42:53	0:50	0	21	2	0:50	1:05	
20	44:23	45:13	0:50	2	17	0	0:29	1:03	
21	46:35	47:32	0:57	3	9	5	0:06	1:03	
22	49:01	50:00	0:59	5	17	1	0:25	0:35	
23	51:05	52:00	0:55	2	19	0	0:18	0:19	
24	53:39	54:29	0:50	0	15	1	0:35	1:12	
25	56:02	56:52	0:50	1	20	1	0:19	1:12	
26	58:00	59:24	1:24	0	23	3	0:38	1:16	

Table 30 FYA Intersection # 3 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Edgewater Drive			Speed:		40 MPH			
EBL	Minor Street: Forest City Road			Geometry:		4-Leg			
Opposing Lanes:		3 Lanes	Land Use:		Residential	Criteria:		Rural	
Date	Start	End	Totals for Values Below for Collection Period						
Tue 11/27/12	06:00	06:59	24:03	11	514	32	1:47	7:04	0%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	0
1	2:51	3:45	0:54	0	26	0	0:09	1:02	
2	5:01	6:00	0:59	0	24	1	0:31	0:21	
3	7:20	8:15	0:55	0	24	0	0:50	0:05	
4	9:31	10:12	0:41	0	17	1	0:08	0:06	
5	11:32	12:40	1:08	1	25	1	0:04	0:10	
6	13:56	15:12	1:16	2	23	1	0:05	1:46	
7	16:31	17:47	1:16	1	25	1		1:40	
8	18:46	19:57	1:11	0	9	1		1:03	
9	20:59	22:17	1:18	0	15	2		0:51	
10	23:39	24:33	0:54	0	23	1			
11	25:54	26:33	0:39	0	14	2			
12	27:31	28:32	1:01	1	27	2			
13	30:00	31:06	1:06	0	29	2			
14	34:13	35:07	0:54	1	31	5			
15	36:31	37:27	0:56	0	18	3			
16	38:40	39:38	0:58	0	18	0			
17	40:47	41:27	0:40	1	16	0			
18	42:26	43:14	0:48	0	11	0			
19	44:19	45:25	1:06	1	19	0			
20	47:34	48:37	1:03	2	29	2			
21	50:38	51:37	0:59	0	38	3			
22	52:56	53:52	0:56	0	14	0			
23	55:08	56:20	1:12	1	17	0			
24	57:34	58:47	1:13	0	22	4			

Table 31 FYA Intersection # 3 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Edgewater Drive			Speed:	40 MPH				
EBL	Minor Street: Forest City Road			Geometry:	4-Leg				
Opposing Lanes:	3 Lanes	Land Use:	Residential	Criteria:	Rural				
Date	Start	End	Totals for Values Below for Collection Period						
Tue 11/27/12	06:00	06:59	23:21	18	548	37	4:28	17:43	11%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	
1	0:01	0:38	0:37	1	11	2	0:25	1:08	
2	1:35	2:41	1:06	0	21	2	0:09	0:39	
3	4:06	4:58	0:52	1	24	0	0:06	1:14	
4	6:15	6:45	0:30	0	13	0	0:25	1:09	
5	8:01	8:55	0:54	0	32	0	0:41	0:50	
6	10:23	11:15	0:52	0	12	1	0:27	1:15	
7	12:50	13:48	0:58	1	31	2	0:06	1:14	
8	15:14	16:14	1:00	1	22	1	0:17	0:39	
9	17:50	18:45	0:55	1	34	0	0:29	0:50	
10	20:13	21:09	0:56	0	23	1	0:27	1:27	
11	22:21	23:41	1:20	1	17	0	0:31	1:00	
12	24:51	26:01	1:10	1	29	1	0:25	0:24	
13	27:25	28:21	0:56	2	25	2		1:20	
14	29:50	30:58	1:08	0	28	4		0:34	
15	32:43	33:36	0:53	0	18	1		1:02	
16	35:12	36:07	0:55	0	17	2		0:48	
17	37:37	38:37	1:00	1	19	1		1:01	
18	40:20	40:58	0:38	2	21	0		1:09	
19	42:18	43:35	1:17	1	23	0			
20	45:36	46:34	0:58	0	31	5			
21	48:06	49:22	1:16	0	29	6			
22	50:49	51:47	0:58	3	26	4			
23	53:18	53:51	0:33	1	16	0			
24	55:04	55:49	0:45	0	9	1			
25	57:29	58:23	0:54	1	17	1			

Table 32 FYA Intersection # 3 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Edgewater Drive			Speed:	40 MPH				
EBL	Minor Street: Forest City Road			Geometry:	4-Leg				
Opposing Lanes:	3 Lanes	Land Use:	Residential	Criteria:	Rural				
Date	Start	End	Totals for Values Below for Collection Period						
Tue 11/27/12	06:00	06:59	23:10	17	475	32	2:45	13:01	
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		12%
					TH	RT	Green	Red	T (%)
1	1:51	3:02	1:11	2	12	0			2
2	4:54	5:59	1:05	1	24	2	0:23	0:45	
3	7:04	8:12	1:08	0	12	1	0:04	0:55	
4	9:35	10:28	0:53	1	19	2	0:20	1:10	
5	11:40	12:04	0:24	0	6	2	0:35	0:44	
6	13:34	14:27	0:53	3	28	1	0:28	0:27	
7	15:47	17:07	1:20	1	19	0	0:55	0:24	
8	18:29	19:44	1:15	0	26	1		1:18	
9	20:57	22:00	1:03	1	10	0		1:26	
10	23:17	24:11	0:54	0	20	0		1:13	
11	25:44	26:40	0:56	1	21	1		0:40	
12	28:08	28:59	0:51	1	27	0		1:30	
13	30:57	32:00	1:03	2	33	2		0:05	
14	33:44	34:46	1:02	0	12	2		1:01	
15	36:06	37:21	1:15	2	34	1		1:23	
16	39:03	39:58	0:55	0	21	5			
17	41:22	42:02	0:40	0	16	3			
18	42:51	43:59	1:08	0	11	1			
19	45:55	46:55	1:00	0	33	3			
20	48:26	49:01	0:35	1	25	1			
21	51:30	52:06	0:36	0	15	1			
22	53:16	54:18	1:02	1	13	1			
23	55:49	56:47	0:58	0	19	0			
24	58:28	59:31	1:03	0	19	2			

Table 33 FYA Intersection # 3 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Edgewater Drive			Speed:	40 MPH				
EBL	Minor Street: Forest City Road			Geometry:	4-Leg				
Opposing Lanes:	3 Lanes	Land Use:	Residential	Criteria:	Rural				
Date	Start	End	Totals for Values Below for Collection Period						
Tue 11/27/12	06:00	06:59	24:33	13	537	31	1:41	9:31	8%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	1
1	1:05	2:06	1:01	0	19	3	0:35	0:39	
2	3:19	4:31	1:12	1	18	1	0:10	0:41	
3	5:56	7:07	1:11	2	37	2	0:56	0:32	
4	9:07	10:11	1:04	1	26	1		1:13	
5	11:56	12:28	0:32	0	15	0		0:50	
6	13:44	15:05	1:21	1	22	2		1:06	
7	16:35	17:48	1:13	0	18	0		0:34	
8	19:21	20:38	1:17	1	22	4		1:53	
9	21:40	22:50	1:10	3	15	1		1:55	
10	24:33	25:27	0:54	0	26	5		0:08	
11	26:42	27:59	1:17	0	39	0			
12	29:33	30:21	0:48	1	16	1			
13	31:57	33:19	1:22	1	23	2			
14	35:00	36:02	1:02	0	8	0			
15	37:34	38:48	1:14	0	26	1			
16	40:38	41:32	0:54	1	33	3			
17	43:36	44:43	1:07	1	40	2			
18	46:09	47:30	1:21	0	15	0			
19	49:41	50:46	1:05	0	32	2			
20	52:10	53:31	1:21	0	34	0			
21	54:49	56:06	1:17	0	20	1			
22	58:01	58:51	0:50	0	33	0			

Table 34 FYA Intersection # 3 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Edgewater Drive			Speed:	40 MPH				
EBL	Minor Street: Forest City Road			Geometry:	4-Leg				
Opposing Lanes:	3 Lanes	Land Use:	Residential	Criteria:	Rural				
Date	Start	End	Totals for Values Below for Collection Period						
Tue 11/27/12	06:00	06:59	24:06	8	478	26	2:16	10:26	0%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	0
1	0:37	1:58	1:21	2	22	3	0:44	1:32	
2	3:54	4:56	1:02	0	38	1	0:47	1:20	
3	6:27	7:30	1:03	0	34	4	0:08	1:28	
4	9:19	10:40	1:21	0	24	0	0:15	0:02	
5	12:28	13:35	1:07	0	32	2	0:09	0:47	
6	15:12	16:14	1:02	1	21	1	0:13	1:25	
7	17:49	19:08	1:19	2	32	1		1:12	
8	20:57	22:03	1:06	0	21	1		1:27	
9	23:53	25:14	1:21	1	17	0		1:13	
10	26:51	28:12	1:21	0	26	1			
11	30:07	31:29	1:22	0	24	1			
12	33:17	34:38	1:21	0	9	2			
13	36:32	37:36	1:04	0	31	3			
14	39:16	40:38	1:22	1	18	1			
15	42:19	43:39	1:20	0	29	0			
16	45:38	46:44	1:06	0	24	2			
17	48:26	49:32	1:06	0	18	0			
18	51:08	52:02	0:54	1	19	0			
19	54:03	55:09	1:06	0	24	1			
20	56:52	58:14	1:22	0	15	2			

Table 35 FYA Intersection # 3 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Edgewater Drive			Speed:	40 MPH				
EBL	Minor Street: Forest City Road			Geometry:	4-Leg				
Opposing Lanes:	3 Lanes	Land Use:	Residential	Criteria:	Rural				
Date	Start	End	Totals for Values Below for Collection Period						
Tue 11/27/12	06:00	06:59	23:22	9	401	16	1:21	8:34	0%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	0
1	0:01	1:15	1:14	0	36	2	0:18	1:36	
2	3:07	4:09	1:02	1	21	2	0:22	0:31	
3	5:49	7:10	1:21	0	14	0	0:24	1:11	
4	8:31	9:25	0:54	0	22	2	0:03	1:23	
5	11:17	12:14	0:57	2	23	0	0:14	0:45	
6	14:05	15:22	1:17	1	19	2		0:25	
7	16:49	18:10	1:21	1	13	1		0:33	
8	19:54	20:46	0:52	0	18	0		0:32	
9	22:03	23:15	1:12	0	13	0		0:55	
10	24:51	26:03	1:12	1	13	2		0:43	
11	27:44	28:30	0:46	0	20	0			
12	29:45	30:22	0:37	0	4	0			
13	31:40	32:34	0:54	0	20	0			
14	33:52	34:33	0:41	0	16	2			
15	35:34	36:28	0:54	0	15	0			
16	37:40	38:30	0:50	0	12	0			
17	39:58	40:40	0:42	0	12	0			
18	42:02	42:50	0:48	0	20	0			
19	43:44	44:29	0:45	0	7	1			
20	45:17	46:19	1:02	0	8	0			
21	47:26	48:19	0:53	0	14	1			
22	49:48	50:33	0:45	0	10	0			
23	51:33	52:24	0:51	1	11	0			
24	53:33	54:26	0:53	2	18	0			
25	55:56	56:21	0:25	0	13	0			
26	58:22	58:36	0:14	0	9	1			

Table 36 FYA Intersection # 3 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Edgewater Drive			Speed:		40 MPH			
EBL	Minor Street: Forest City Road			Geometry:		4-Leg			
Opposing Lanes:		3 Lanes	Land Use:		Residential	Criteria:		Rural	
Date	Start	End	Totals for Values Below for Collection Period						
Tue 11/27/12	06:00	06:59	25:16	15	297	12	1:51	4:46	0%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	
1	0:18	0:45	0:27	0	4	1	0:31	0:34	
2	2:01	2:27	0:26	0	10	0	0:13	0:06	
3	3:36	4:45	1:09	1	19	4	0:17	0:39	
4	5:57	7:06	1:09	1	8	0	0:20	0:06	
5	8:55	9:30	0:35	0	13	0	0:13	0:27	
6	10:41	11:40	0:59	2	11	0	0:17	0:17	
7	13:04	13:59	0:55	0	13	1		0:48	
8	15:03	16:10	1:07	0	14	0		0:35	
9	17:34	18:25	0:51	0	11	1		0:41	
10	19:19	19:45	0:26	0	2	0		0:33	
11	20:33	21:06	0:33	0	8	1			
12	22:15	22:45	0:30	0	6	0			
13	23:34	24:26	0:52	1	3	0			
14	25:17	26:05	0:48	0	9	0			
15	26:54	27:15	0:21	0	8	0			
16	28:12	29:04	0:52	1	8	0			
17	30:14	30:44	0:30	1	8	0			
18	31:40	32:32	0:52	0	16	0			
19	33:49	34:25	0:36	1	13	1			
20	35:18	36:12	0:54	0	9	1			
21	36:57	37:54	0:57	0	3	1			
22	38:39	39:15	0:36	0	4	0			
23	40:03	40:24	0:21	0	3	0			
24	40:49	41:08	0:19	0	2	0			
25	42:04	42:51	0:47	0	5	1			
26	43:45	44:15	0:30	1	12	0			
27	45:06	45:55	0:49	1	10	0			
28	46:43	47:14	0:31	0	2	0			
29	47:42	48:21	0:39	0	1	0			
30	49:12	49:40	0:28	0	7	0			
31	50:30	51:14	0:44	1	11	0			
32	52:00	52:35	0:35	3	4	0			
33	53:25	54:15	0:50	0	9	0			
34	55:01	56:00	0:59	0	14	0			
35	57:12	58:12	1:00	1	11	0			
36	59:06	59:25	0:19	0	6	0			

Table 37 FYA Intersection # 4 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Pershing Avenue			Speed: 45 MPH					
EBL	Minor Street: Wild Horse Rd			Geometry: 4-Leg					
Opposing Lanes:	2 Lanes	Land Use: Residential		Criteria: Rural					
Date	Start	End	Totals for Values Below for Collection Period						
Thu 3/27/14	12:00	12:59	3:20	1	43	10	0:00	12:11	0%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	
1	0:05	0:38	0:33	0	15	2			0
2	0:55	1:50	0:55	1	5	1			
3	2:09	4:01	1:52	0	23	7		0:22	
4								0:51	
5								0:18	
6								0:06	
7								0:23	
8								0:30	
9								1:03	
10								0:53	
11								0:35	
12								0:07	
13								1:13	
14								0:44	
15								0:47	
16								0:14	
17								0:17	
18								0:14	
19								0:55	
20								0:07	
21								1:10	
22								1:02	
23								0:20	
24									
25									
26									

Table 38 FYA Intersection # 4 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Pershing Avenue			Speed:	45 MPH				
EBL	Minor Street: Wild Horse Rd			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes	Land Use:	Residential	Criteria:	Rural				
Date	Start	End	Totals for Values Below for Collection Period						
Thu 3/27/14	13:00	13:59	46:21	39	1098	131	2:28	3:02	3%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	1
1	3:15	3:59	0:44	1	12	3	0:27	0:08	0
2	4:14	4:49	0:35	0	12	0	0:12	1:15	
3	5:08	6:10	1:02	2	8	1	0:17	1:16	
4	6:26	9:49	3:23	4	47	6	0:08	0:02	
5	10:31	12:41	2:10	5	25	6	0:26	0:07	
6	12:44	13:50	1:06	0	14	3	0:07	0:06	
7	14:09	16:33	2:24	2	31	5	0:04	0:03	
8	16:49	17:51	1:02	0	3	0	0:10	0:05	
9	18:06	18:53	0:47	1	12	0	0:08		
10	19:20	20:17	0:57	0	16	2	0:02		
11	20:40	21:55	1:15	0	15	0	0:05		
12	22:15	22:54	0:39	0	12	0	0:02		
13	23:13	24:42	1:29	1	24	4	0:02		
14	24:56	26:25	1:29	0	22	3	0:07		
15	26:48	27:33	0:45	0	13	1	0:02		
16	27:56	30:46	2:50	3	31	3	0:03		
17	30:57	32:45	1:48	0	26	0	0:01		
18	33:03	35:36	2:33	1	33	5	0:05		
19	35:51	37:02	1:11	0	21	2	0:00		
20	37:19	38:31	1:12	1	10	2			
21	38:41	38:54	0:13	0	10	1			
22	38:55	39:21	0:26	1	18	2			
23	39:22	39:38	0:16	0	7	0			
24	39:42	39:58	0:16	0	14	2			
25	40:03	40:29	0:26	0	23	2			
26	40:41	40:59	0:18	0	25	3			
27	41:09	41:32	0:23	0	11	1			
28	41:37	41:54	0:17	0	15	2			
29	41:53	41:59	0:06	0	0	2			
30	42:06	42:44	0:38	0	0	2			

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Pershing Avenue			Speed:	45 MPH				
EBL	Minor Street: Wild Horse Rd			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes	Land Use:	Residential	Criteria:	Rural				
Date	Start	End	Totals for Values Below for Collection Period						
Thu 3/27/14	13:00	13:59	46:21	39	1098	131	2.28	3.02	3%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	1
31	42:49	44:07	1:18	1	41	2			
32	44:13	44:44	0:31	0	22	4			
33	44:48	45:09	0:21	0	18	4			
34	45:13	45:42	0:29	1	22	2			
35	45:46	46:04	0:18	0	8	0			
36	46:16	46:30	0:14	1	10	2			
37	46:34	46:48	0:14	0	19	0			
38	46:52	47:19	0:27	0	15	3			
39	47:28	47:45	0:17	0	18	2			
40	47:49	48:12	0:23	1	15	2			
41	48:17	48:52	0:35	2	29	1			
42	48:58	49:09	0:11	0	11	0			
43	49:13	49:45	0:32	0	22	0			
44	49:49	49:59	0:10	0	11	0			
45	50:05	51:07	1:02	1	52	7			
46	51:11	51:37	0:26	0	11	1			
47	51:45	52:03	0:18	0	16	3			
48	52:07	52:59	0:52	1	33	6			
49	53:10	53:27	0:17	0	17	0			
50	53:32	53:41	0:09	0	6	0			
51	53:45	53:58	0:13	0	4	0			
52	54:07	54:18	0:11	0	15	0			
53	54:23	54:37	0:14	0	9	1			
54	54:42	54:55	0:13	1	7	0			
55	54:58	55:14	0:16	0	11	1			
56	55:18	55:30	0:12	0	10	0			
57	55:37	56:03	0:26	0	14	2			
58	56:09	56:19	0:10	0	9	1			
59	56:24	56:43	0:19	1	6	4			
60	56:44	57:13	0:29	2	27	7			
61	57:18	57:29	0:11	0	5	1			
62	57:33	58:10	0:37	1	21	6			
63	58:15	58:38	0:23	1	19	3			
64	58:42	59:03	0:21	2	16	1			
65	59:07	59:29	0:22	1	19	2			

Table 39 FYA Intersection # 4 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Pershing Avenue			Speed:	45 MPH				
EBL	Minor Street: Wild Horse Rd			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes	Land Use:	Residential	Criteria:	Rural				
Date	Start	End	Totals for Values Below for Collection Period						
Thu 3/27/14	14:00	14:59	48:19	18	612	69	2:25	0:47	6%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	1
1	0:51	2:05	1:14	0	17	5	0:10	0:08	0
2	2:19	3:57	1:38	1	21	2	0:08	0:10	
3	4:12	5:17	1:05	0	7	0	0:07	0:11	
4	5:56	6:46	0:50	1	15	2	0:04	0:15	
5	6:59	7:48	0:49	0	19	0	0:25	0:03	
6	8:02	9:37	1:35	0	14	2	0:09		
7	10:06	11:05	0:59	0	19	2	0:11		
8	11:21	12:41	1:20	1	14	2	0:04		
9	12:56	14:59	2:03	2	28	2	0:06		
10	15:21	15:56	0:35	0	11	0	0:08		
11	16:11	18:02	1:51	0	22	1	0:16		
12	18:18	18:53	0:35	0	11	0	0:23		
13	19:11	22:46	3:35	1	53	6	0:14		
14	23:01	24:32	1:31	0	11	1			
15	24:58	26:01	1:03	0	17	3			
16	26:16	29:15	2:59	1	35	6			
17	29:54	30:54	1:00	0	17	0			
18	31:10	31:41	0:31	0	6	0			
19	31:55	32:42	0:47	0	4	0			
20	33:11	33:51	0:40	0	15	1			
21	34:08	34:56	0:48	0	9	1			
22	35:15	36:10	0:55	1	8	1			
23	36:12	37:05	0:53	0	11	1			
24	37:20	38:00	0:40	0	9	1			
25	38:26	39:58	1:32	0	14	1			
26	40:18	40:52	0:34	0	9	1			
27	41:11	42:52	1:41	2	17	6			
28	43:01	44:02	1:01	1	16	4			
29	44:16	44:57	0:41	0	5	1			
30	45:10	47:18	2:08	1	21	6			
31	47:33	48:54	1:21	1	19	2			
32	49:10	50:20	1:10	2	16	1			
33	50:35	51:52	1:17	1	20	1			
34	52:08	55:24	3:16	1	35	4			
35	55:55	57:54	1:59	0	24	2			
36	58:16	59:59	1:43	1	23	1			

Table 40FYA Intersection # 4 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Pershing Avenue			Speed:	45 MPH				
<i>EBL</i>	Minor Street: Wild Horse Rd			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes	Land Use:	Residential	Criteria:	Rural				
Date	Start	End	Totals for Values Below for Collection Period						
Thu 3/27/14	15:00	15:59	50:50	24	695	79	4:18	1:15	0%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	0
1	0:52	2:48	1:56	2	18	3	0:08	0:11	0
2	3:09	3:49	0:40	1	14	2	0:34	0:26	
3	4:06	7:26	3:20	1	45	7	0:07	0:19	
4	7:43	10:02	2:19	1	31	3	0:10	0:19	
5	10:26	12:05	1:39	1	22	2	0:15		
6	12:24	16:51	4:27	2	76	3	0:35		
7	17:13	19:08	1:55	1	26	1	0:04		
8	19:10	21:03	1:53	0	16	2	0:08		
9	21:18	22:15	0:57	0	21	0	0:29		
10	22:30	23:58	1:28	2	11	2	0:07		
11	24:19	25:02	0:43	1	18	2	0:08		
12	25:17	26:00	0:43	1	5	0	0:09		
13	26:02	30:12	4:10	1	52	5	0:04		
14	30:31	31:32	1:01	0	16	0	0:08		
15	31:58	32:46	0:48	0	12	4	0:17		
16	33:24	35:57	2:33	0	46	4	0:46		
17	36:11	39:21	3:10	1	36	8	0:09		
18	39:23	40:47	1:24	0	15	1			
19	41:04	42:02	0:58	0	17	3			
20	42:16	42:52	0:36	1	12	2			
21	43:12	44:54	1:42	1	17	2			
22	45:09	46:38	1:29	1	18	2			
23	47:01	47:58	0:57	0	11	1			
24	48:11	49:33	1:22	1	20	2			
25	49:35	50:04	0:29	0	5	1			
26	50:26	52:03	1:37	2	16	7			
27	52:21	53:47	1:26	0	22	3			
28	54:04	55:41	1:37	2	15	1			
29	55:45	57:46	2:01	0	39	4			
30	58:16	58:59	0:43	1	9	0			
31	59:12	59:59	0:47	0	14	2			

Table 41 FYA Intersection # 4 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Pershing Avenue			Speed:	45 MPH				
EBL	Minor Street: Wild Horse Rd			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes	Land Use:	Residential	Criteria:	Rural				
Date	Start	End	Totals for Values Below for Collection Period						
Thu 3/27/14	16:00	16:59	47:24	24	791	74	3:03	1:24	8%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	
1	1:20	3:20	2:00	0	27	1	0:28	0:20	2
2	3:34	4:13	0:39	1	9	0	0:26	0:04	
3	4:32	5:21	0:49	0	14	1	0:04	0:18	
4	5:38	7:06	1:28	0	23	0	0:15	0:16	
5	7:21	10:16	2:55	1	48	4	0:10	0:26	
6	10:35	11:33	0:58	0	14	2	0:06		
7	11:52	12:54	1:02	2	12	1	0:04		
8	13:12	16:21	3:09	6	29	1	0:19		
9	16:49	19:29	2:40	1	46	5	0:07		
10	19:52	21:26	1:34	1	38	2	0:11		
11	21:58	22:55	0:57	1	12	1	0:05		
12	23:14	24:57	1:43	1	17	3	0:07		
13	24:59	25:42	0:43	0	11	2	0:07		
14	25:56	27:38	1:42	0	39	3	0:14		
15	27:56	28:30	0:34	1	13	1	0:06		
16	28:50	29:58	1:08	0	15	7	0:09		
17	30:18	31:47	1:29	0	17	2	0:05		
18	32:16	32:48	0:32	0	10	0			
19	33:09	34:01	0:52	0	9	0			
20	34:26	35:40	1:14	0	29	5			
21	36:33	37:43	1:10	0	18	2			
22	38:01	40:38	2:37	1	26	5			
23	40:40	41:27	0:47	0	14	0			
24	41:45	42:38	0:53	0	18	2			
25	42:53	44:39	1:46	2	42	2			
26	45:03	46:14	1:11	0	26	0			
27	46:32	47:35	1:03	0	29	1			
28	47:50	49:58	2:08	1	31	1			
29	50:36	52:16	1:40	0	37	3			
30	52:32	53:40	1:08	2	26	5			
31	53:57	56:22	2:25	2	32	3			
32	56:38	58:03	1:25	1	25	2			
33	58:45	59:48	1:03	0	35	7			

Table 42 FYA Intersection # 4 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Pershing Avenue			Speed:	45 MPH				
EBL	Minor Street: Wild Horse Rd			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes	Land Use:	Residential	Criteria:	Rural				
Date	Start	End	Totals for Values Below for Collection Period						
Thu 3/27/14	14:00	14:59	47:18	20	896	71	4:49	2:31	0%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	0
1	3:14	4:49	1:35	1	32	4	0:16	0:12	0
2	5:20	7:45	2:25	0	51	6	0:31	0:05	
3	8:00	8:50	0:50	0	20	1	0:02	0:19	
4	9:06	10:21	1:15	0	14	2	0:18	0:18	
5	10:41	11:22	0:41	0	25	1	0:30	0:22	
6	11:47	13:06	1:19	1	17	4	0:29	0:23	
7	13:18	14:16	0:58	1	26	1	0:02	0:12	
8	14:49	15:43	0:54	1	19	1	0:12	0:17	
9	16:15	17:20	1:05	0	36	2	0:49	0:23	
10	17:42	18:30	0:48	3	12	2	0:21		
11	18:32	20:32	2:00	1	33	3	0:19		
12	20:34	21:08	0:34	0	9	0	0:07		
13	21:22	24:13	2:51	1	62	2	0:04		
14	24:29	26:56	2:27	1	56	3	0:14		
15	27:16	29:11	1:55	1	48	1	0:35		
16	29:31	32:11	2:40	1	56	2			
17	32:26	33:12	0:46	0	7	0			
18	33:30	34:39	1:09	0	28	1			
19	34:54	36:04	1:10	0	14	0			
20	36:32	37:38	1:06	0	26	0			
21	37:52	39:12	1:20	0	8	2			
22	39:25	40:36	1:11	0	31	3			
23	41:14	42:06	0:52	1	18	3			
24	42:22	43:53	1:31	0	26	2			
25	44:15	47:50	3:35	1	45	4			
26	47:52	50:29	2:37	0	44	4			
27	51:01	51:53	0:52	0	26	1			
28	52:08	53:41	1:33	3	32	1			
29	54:09	56:17	2:08	1	27	11			
30	56:35	59:46	3:11	2	48	4			

Table 43 FYA Intersection # 4 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Pershing Avenue			Speed:	45 MPH				
EBL	Minor Street: Wild Horse Rd			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes	Land Use:	Residential	Criteria:	Rural				
Date	Start	End	Totals for Values Below for Collection Period						
Thu 3/27/14	14:00	14:59	49:03	18	699	66	1:13	0:00	0%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	0
1	0:40	1:57	1:17	0	25	4	0:06		0
2	2:10	3:02	0:52	0	7	1	0:06		
3	3:20	5:02	1:42	0	28	1	0:05		
4	5:25	6:23	0:58	0	17	0	0:05		
5	6:38	7:53	1:15	0	16	2	0:20		
6	8:09	10:03	1:54	0	15	5	0:13		
7	10:22	11:16	0:54	1	18	1	0:10		
8	11:47	14:45	2:58	3	54	4	0:03		
9	15:00	16:47	1:47	1	24	4	0:05		
10	17:10	17:56	0:46	1	13	1			
11	18:07	19:00	0:53	0	18	1			
12	19:17	20:45	1:28	0	24	1			
13	21:06	22:59	1:53	0	36	3			
14	23:34	26:21	2:47	0	45	5			
15	26:36	28:16	1:40	0	14	4			
16	28:31	30:21	1:50	1	25	1			
17	30:40	31:25	0:45	0	23	4			
18	31:38	33:49	2:11	0	22	2			
19	34:07	35:13	1:06	2	16	1			
20	35:29	35:51	0:22	0	4	0			
21	36:08	37:36	1:28	2	30	3			
22	37:51	38:21	0:30	0	5	0			
23	38:36	39:03	0:27	0	3	0			
24	39:17	40:45	1:28	0	22	2			
25	40:57	42:25	1:28	0	13	2			
26	42:41	43:51	1:10	0	17	2			
27	44:04	45:27	1:23	0	13	1			
28	45:41	46:42	1:01	1	13	2			
29	46:58	47:34	0:36	1	4	0			
30	47:53	48:42	0:49	0	7	1			
31	48:58	49:47	0:49	1	19	1			
32	50:03	50:56	0:53	0	7	0			
33	51:10	52:08	0:58	1	10	0			
34	52:10	53:16	1:06	0	22	1			
35	53:35	58:15	4:40	2	59	5			
36	58:35	59:34	0:59	1	11	1			

Table 44 FYA Intersection # 5 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: State Highway 50			Speed:	45 MPH				
EBL	Minor Street: Cricket Club Cir			Geometry:	4-Leg				
Opposing Lanes: 2 Lanes		Land Use: Residential/Commercial		Criteria:	Rural				
Date	Start	End	Totals for Values Below for Collection Period						
Thu 3/27/14	12:00	12:59	46:23	18	1204	42	9:43	3:22	17%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	
1	1:58	4:20	2:22	0	44	1	0:51	0:14	3
2	4:42	7:10	2:28	0	54	1	0:58	0:42	
3	7:56	10:03	2:07	1	52	5	0:10	0:47	
4	10:47	12:52	2:05	1	62	2	0:19	0:25	
5	13:07	15:44	2:37	0	68	3	0:44	0:30	
6	16:40	18:33	1:53	1	59	1	0:11	0:13	
7	19:35	21:22	1:47	1	57	0	0:17	0:22	
8	22:07	24:12	2:05	2	62	0	0:14	0:09	
9	24:38	27:04	2:26	1	41	1	0:20		
10	27:23	29:54	2:31	2	57	0	0:13		
11	30:33	32:43	2:10	1	69	2	0:08		
12	33:26	35:33	2:07	2	53	1	0:17		
13	35:59	38:22	2:23	0	70	1	0:11		
14	38:45	41:12	2:27	1	61	5	0:05		
15	42:12	44:03	1:51	1	57	1	0:20		
16	44:20	46:52	2:32	1	56	3	0:57		
17	47:22	49:41	2:19	1	45	4	0:06		
18	50:11	53:26	3:15	0	94	6	0:14		
19	54:01	56:43	2:42	1	72	5	0:58		
20	57:39	59:55	2:16	1	71	0	0:11		
21			0:00				0:21		
22			0:00				0:21		
23			0:00				0:09		
24			0:00				0:51		
25			0:00				0:17		

Table 45 FYA Intersection # 5 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: State Highway 50			Speed:	45 MPH				
<i>EBL</i>	Minor Street: Cricket Club Cir			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes	Land Use:	Residential	Criteria:	Rural				
Date	Start	End	Totals for Values Below for Collection Period						
Thu 3/27/14	13:00	13:59	52:15	30	1248	57	15:05	1:16	
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		13%
					TH	RT	Green	Red	
1	0:12	3:02	2:50	0	66	1	0:13	0:08	T (%)
2	3:32	6:11	2:39	1	73	3	1:20	0:16	4
3	6:58	9:21	2:23	0	78	2	0:19	0:42	4
4	9:42	12:32	2:50	0	56	5	0:54	0:10	
5	12:53	15:44	2:51	2	70	1	0:41		
6	16:14	18:53	2:39	2	63	1	0:13		
7	19:54	22:37	2:43	2	79	2	0:42		
8	22:53	25:12	2:19	0	67	4	1:26		
9	26:01	31:31	5:30	6	129	9	0:15		
10	31:48	34:41	2:53	2	65	3	0:25		
11	35:06	37:50	2:44	3	56	4	0:16		
12	38:16	41:01	2:45	0	60	1	0:06		
13	41:47	47:21	5:34	3	121	7	0:55		
14	47:45	51:00	3:15	4	81	3	0:11		
15	51:16	53:41	2:25	1	54	5	1:11		
16	53:29	56:58	3:29	1	61	4	1:04		
17	57:33	59:59	2:26	3	69	2	0:21		

Table 46 FYA Intersection # 5 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: State Highway 50			Speed:	45 MPH				
EBL	Minor Street: Cricket Club Cir			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes		Land Use: Residential	Criteria:	Rural				
Date	Start	End	Totals for Values Below for Collection Period						
Thu 3/27/14	14:00	14:59	49:10	28	1327	64	9:58	2:48	4%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	1
1	0:41	3:01	2:20	2	63	5	0:30	0:39	1
2	3:59	6:23	2:24	0	75	6	0:36	0:13	
3	6:55	9:22	2:27	1	63	3	0:21	0:34	
4	9:49	12:32	2:43	1	90	4	0:55	0:35	
5	13:08	18:52	5:44	4	125	2	0:18	0:11	
6	19:53	22:02	2:09	1	51	1	0:11	0:17	
7	22:24	25:12	2:48	0	71	3	0:17	0:02	
8	26:11	28:23	2:12	0	51	7	0:10	0:17	
9	28:46	31:33	2:47	1	56	3	0:05		
10	32:36	34:43	2:07	1	74	4	0:56		
11	35:19	37:54	2:35	1	94	6	0:34		
12	38:34	41:03	2:29	3	76	2	0:31		
13	41:22	44:13	2:51	4	83	4	0:37		
14	44:31	46:22	1:51	1	82	1	0:10		
15	47:22	50:32	3:10	3	60	3	0:11		
16	51:09	56:53	5:44	3	138	5	0:57		
17	57:10	59:59	2:49	2	75	5	0:09		
18			0:00				1:30		
19			0:00				1:00		

Table 47 FYA Intersection # 5 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: State Highway 50			Speed:	45 MPH				
EBL	Minor Street: Cricket Club Cir			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes	Land Use:	Residential	Criteria:	Rural				
Date	Start	End	Totals for Values Below for Collection Period						
Thu 3/27/14	15:00	15:59	44:35	22	1045	60	10:13	6:10	5%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	1
1	0:47	3:11	2:24	1	72	1	1:48	0:32	1
2	4:12	6:22	2:10	0	68	5	0:02	0:26	
3	7:02	9:10	2:08	1	72	3	0:35	0:03	
4	9:49	12:10	2:21	0	52	1	0:58	0:19	
5	12:45	15:20	2:35	3	58	7	0:05	0:25	
6	15:51	18:30	2:39	0	46	4	0:48	0:48	
7	19:08	21:40	2:32	2	50	3	1:16	0:30	
8	22:41	24:50	2:09	0	65	2	0:16	0:45	
9	25:41	27:59	2:18	1	67	3	0:59	0:35	
10	28:43	31:10	2:27	0	64	6	1:00	0:08	
11	32:10	34:21	2:11	2	39	1	0:10	0:32	
12	34:44	37:30	2:46	4	38	5	1:56	0:25	
13	38:36	40:40	2:04	3	39	2	0:20	0:06	
14	41:25	43:50	2:25	1	52	1		0:36	
15	44:32	47:00	2:28	1	44	0			
16	47:54	50:01	2:07	1	76	3			
17	50:54	53:02	2:08	0	54	4			
18	54:05	56:30	2:25	1	47	6			
19	57:21	59:39	2:18	1	42	3			

Table 48 FYA Intersection # 5 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection										
Approach	Major Street: State Highway 50				Speed:					
EBL	Minor Street: Cricket Club Cir				Geometry:		4-Leg			
Opposing Lanes: 2 Lanes		Land Use: Residential		Criteria:		Rural				
Date	Start	End	Totals for Values Below for Collection Period							
Thu 3/27/14	16:00	16:59	44:41	21	808	70	4:08	5:50	0%	
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)	
					TH	RT	Green	Red		
1	2:06	4:35	2:29	1	45	4	0:16	0:23	0	
2	5:06	7:43	2:37	0	54	4	0:05	0:04		
3	8:44	10:54	2:10	2	48	1	0:27	0:24		
4	11:17	14:03	2:46	5	33	4	0:04	0:33		
5	14:39	17:14	2:35	1	31	3	0:17	0:07		
6	17:31	20:24	2:53	2	37	5	0:36	0:16		
7	21:03	23:34	2:31	1	41	1	0:24	0:22		
8	24:33	26:44	2:11	1	44	1	0:25	0:49		
9	27:28	29:54	2:26	2	47	9	0:15	0:45		
10	30:43	33:03	2:20	0	46	5	0:14	0:48		
11	33:50	36:16	2:26	1	41	3	0:28	0:19		
12	37:00	39:23	2:23	3	59	5	0:04	0:43		
13	40:24	42:33	2:09	0	30	4	0:17	0:17		
14	43:31	45:43	2:12	0	62	4	0:16			
15	46:44	48:54	2:10	1	42	3				
16	49:32	52:07	2:35	1	45	6				
17	53:04	55:14	2:10	0	30	6				
18	55:39	58:24	2:45	0	33	2				
19	59:06	59:59	0:53	0	40	0				

Table 49 FYA Intersection # 5 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: State Highway 50			Speed:	45 MPH				
EBL	Minor Street: Cricket Club Cir			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes	Land Use: Residential/Commercial		Criteria:	Rural				
Date	Start	End	Totals for Values Below for Collection Period						
Thu 3/27/14	14:00	14:59	44:43	22	957	73	6:35	6:21	5%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	1
1	2:10	4:44	2:34	2	46	7	0:14	0:15	1
2	5:24	7:55	2:31	0	39	6	0:51	0:25	
3	8:59	11:03	2:04	1	56	5	0:09	0:49	
4	12:04	14:15	2:11	1	68	2	0:08	0:38	
5	14:36	17:24	2:48	1	22	1	0:30	0:22	
6	18:01	20:34	2:33	2	42	5	0:40	0:25	
7	21:17	23:45	2:28	1	37	5	0:18	0:11	
8	24:41	26:54	2:13	1	59	2	0:07	0:33	
9	27:26	30:04	2:38	0	57	6	0:40	0:18	
10	31:02	33:13	2:11	0	66	5	0:44	0:45	
11	33:55	36:23	2:28	1	56	2	0:48	0:36	
12	37:28	40:00	2:32	3	43	1	0:07	0:14	
13	41:04	43:08	2:04	1	67	4	0:09	0:06	
14	43:47	45:59	2:12	1	51	2	0:41	0:33	
15	46:30	49:02	2:32	3	62	4	0:13	0:11	
16	49:37	52:11	2:34	2	61	3	0:10		
17	52:56	55:21	2:25	2	62	2	0:03		
18	55:55	58:30	2:35	0	44	9	0:03		
19	58:49	59:59	1:10	0	19	2			

Table 50 FYA Intersection # 5 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: State Highway 50			Speed:	45 MPH				
EBL	Minor Street: Cricket Club Cir			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes	Land Use: Residential/Commercial		Criteria:	Rural				
Date	Start	End	Totals for Values Below for Collection Period						
Thu 3/27/14	14:00	14:59	46:43	30	999	67	9:32	3:08	10%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	3
1	1:33	3:57	2:24	2	31	5	0:10	0:36	3
2	4:30	7:08	2:38	3	20	4	0:37	0:03	
3	7:53	10:18	2:25	2	37	4	1:23	0:21	
4	11:15	13:28	2:13	0	32	0	0:48	0:46	
5	13:57	16:38	2:41	1	26	0	0:30	0:40	
6	17:07	19:47	2:40	3	48	2	0:09	0:07	
7	20:24	22:58	2:34	1	55	5	0:28	0:12	
8	23:31	26:07	2:36	0	66	1	0:06	0:23	
9	26:52	29:18	2:26	1	81	4	0:29		
10	29:45	32:28	2:43	4	74	3	1:03		
11	33:30	35:38	2:08	1	81	5	1:02		
12	36:36	38:47	2:11	1	74	8	0:26		
13	39:09	41:58	2:49	3	60	4	1:57		
14	42:55	45:07	2:12	2	58	2	0:24		
15	45:40	47:25	1:45	0	32	4			
16	47:43	48:32	0:49	1	15	3			
17	49:05	51:10	2:05	1	67	1			
18	51:38	54:12	2:34	2	58	5			
19	54:48	57:28	2:40	2	84	7			
20	57:49	59:59	2:10						

Table 51 FYA Intersection # 6 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: CR 535			Speed:	55 MPH				
NBL	Minor Street: Lakeside Village Lane			Geometry:	3-Leg				
Opposing Lanes:	3 Lanes	Land Use:	Commercial	Criteria:	Rural/FYA				
Date	Start	End	Totals for Values Below for Collection Period						
Wed 11/21/12	12:00	12:59	28:39	48	444	98	7:21	13:28	13%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	
1	0:00	0:03	0:03	0	0	0	0:00	0:17	
2	0:42	1:03	0:21	1	9	1	2:01	0:00	
3	1:24	2:01	0:37	1	2	1	0:00	0:00	
4	2:30	2:52	0:22	0	8	2	2:46	0:29	
5	3:31	3:53	0:22	0	7	0	0:00	0:14	
6	4:34	5:16	0:42	1	17	2	5:14	0:46	
7	6:36	7:15	0:39	1	15	2	7:15	0:20	
8	8:00	8:19	0:19	0	5	0	0:00	0:00	
9	8:36	8:58	0:22	0	0	2	9:42	0:00	
10	9:13	9:45	0:32	2	17	5	0:00	0:09	
11	10:22	10:43	0:21	1	6	0	0:00	0:00	
12	11:05	11:29	0:24	1	2	1	0:00	0:00	
13	11:50	12:20	0:30	1	4	1	0:00	0:00	
14	12:39	14:03	1:24	0	14	2	13:52	0:09	
15	14:40	14:56	0:16	0	1	2	0:00	0:00	
16	15:11	15:37	0:26	1	7	5	15:37	0:24	
17	16:07	16:33	0:26	0	6	2	16:33	0:27	
18	17:10	17:43	0:33	0	2	0	17:36	0:26	
19	18:19	18:57	0:38	0	12	3	18:54	0:28	
20	19:48	20:09	0:21	0	6	1	0:00	0:15	
21	20:47	21:22	0:35	0	7	6	21:22	0:24	
22	22:11	22:27	0:16	0	8	1	0:00	0:31	
23	23:39	24:35	0:56	2	16	7	24:31	0:26	
24	25:22	26:13	0:51	2	18	3	25:35	0:00	
25	26:26	27:30	1:04	1	8	2	27:22	0:25	
26	28:07	28:48	0:41	1	8	2	28:38	0:00	
27	29:15	29:43	0:28	1	4	3	29:36	0:18	
28	30:17	30:49	0:32	1	11	1	0:00	0:25	
29	31:24	32:00	0:36	2	12	1	31:57	0:12	
30	32:47	33:39	0:52	3	9	0	33:32	0:01	
31	34:00	34:22	0:22	1	7	2	34:19	0:22	
32	34:54	35:18	0:24	1	4	1	35:11	0:13	
33	35:50	36:13	0:23	0	10	1	36:13	0:21	
34	36:55	37:20	0:25	0	7	0	0:00	0:28	
35	37:56	38:35	0:39	0	7	4	0:00	0:00	
36	38:53	39:16	0:23	1	0	0	0:00	0:10	
37	39:51	40:23	0:32	2	9	5	40:26	0:00	
38	40:46	41:13	0:27	0	4	1	0:00	0:22	
39	41:43	42:27	0:44	1	12	2	0:00	0:17	
40	43:02	43:26	0:24	2	10	0	0:00	0:00	
41	44:03	44:29	0:26	1	10	0	0:00	0:13	
42	45:08	45:32	0:24	0	6	2	0:00	0:08	
43	46:04	46:25	0:21	2	9	1	0:00	0:22	
44	47:10	47:50	0:40	2	12	2	47:25	0:10	
45	48:12	48:49	0:37	0	13	3	0:00	0:00	
46	49:10	49:44	0:34	1	4	1	0:00	0:14	
47	50:13	50:41	0:28	0	12	2	0:00	0:00	
48	50:56	51:24	0:28	4	5	3	51:08	0:19	
49	52:00	52:25	0:25	1	1	1	0:00	0:10	
50	53:02	53:23	0:21	0	5	0	53:17	0:59	
51	54:40	55:11	0:31	1	16	3	0:00	0:11	
52	55:43	56:11	0:28	2	6	0	0:00	0:22	
53	56:45	57:07	0:22	1	7	0	57:07	0:07	
54	57:20	58:02	0:42	2	13	5	57:58	0:33	
55	58:56	59:36	0:40	0	14	1	59:36	0:21	

Table 52 FYA Intersection # 6 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection										
Approach	Major Street: CR 535			Speed:	55 MPH					
NBL	Minor Street: Lakeside Village Lane			Geometry:	3-Leg					
Opposing Lanes:	3 Lanes	Land Use:	Commercial	Criteria:	Rural/FYA					
Date	Start	End	Totals for Values Below for Collection Period							
Wed 11/21/12	13:00	13:59	30:34	52	427	126	7:48	11:41	4%	
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)	
					TH	RT	Green	Red		
1	0:15	0:44	0:29	1	8	5	0:40	0:04		
2	1:08	1:41	0:33	0	4	5	0:00	0:00		
3	2:04	2:56	0:52	3	7	2	0:00	0:08		
4	3:10	3:32	0:22	0	5	1	3:32	0:00		
5	3:46	4:18	0:32	1	6	3	4:11	0:00		
6	4:35	4:57	0:22	3	0	1	0:00	0:12		
7	5:31	5:59	0:28	1	4	2	0:00	0:00		
8	6:27	7:05	0:38	2	9	1	6:45	0:03		
9	7:26	7:45	0:19	3	1	0	7:32	0:16		
10	8:20	9:16	0:56	4	16	9	8:56	0:28		
11	9:48	10:21	0:33	0	13	6	10:17	0:23		
12	11:00	11:45	0:45	2	13	4	11:42	0:24		
13	12:26	12:53	0:27	0	6	0	12:53	0:10		
14	13:11	13:57	0:46	1	6	4	13:57	0:21		
15	14:28	14:59	0:31	1	8	2	14:59	0:24		
16	15:37	16:03	0:26	1	2	2	0:00	0:00		
17	16:33	16:56	0:23	0	10	3	0:00	0:00		
18	17:17	17:58	0:41	1	6	2	0:00	0:00		
19	18:13	18:38	0:25	0	1	1	0:00	0:15		
20	19:11	19:52	0:41	0	7	6	0:00	0:17		
21	20:35	21:11	0:36	2	13	2	20:59	0:11		
22	21:54	22:36	0:42	1	20	4	0:00	0:55		
23	23:50	24:13	0:23	1	11	0	24:11	0:15		
24	25:03	25:41	0:38	2	11	2	25:22	0:23		
25	26:18	26:49	0:31	1	15	3	26:49	0:29		
26	27:39	28:03	0:24	1	5	4	27:56	0:00		
27	28:26	28:49	0:23	0	3	0	0:00	0:14		
28	29:58	30:49	0:51	0	18	4	30:49	0:30		
29	31:36	32:04	0:28	0	6	3	0:00	0:00		
30	32:26	32:51	0:25	0	8	2	32:46	0:00		
31	33:08	33:45	0:37	1	0	1	0:00	0:24		
32	34:24	34:59	0:35	0	13	0	34:54	0:02		
33	35:25	36:00	0:35	2	4	1	35:32	0:22		
34	36:34	37:20	0:46	1	11	3	37:18	0:21		
35	37:57	38:26	0:29	0	7	1	0:00	0:28		
36	39:13	39:39	0:26	0	4	3	39:28	0:22		
37	40:14	40:36	0:22	2	7	1	40:32	0:00		
38	40:54	41:20	0:26	0	3	0	41:20	0:31		
39	41:59	42:26	0:27	0	12	1	42:23	0:00		
40	42:38	43:02	0:24	0	4	1	0:00	0:13		
41	43:37	44:17	0:40	5	6	1	0:00	0:14		
42	44:50	45:28	0:38	1	8	4	0:00	0:24		
43	46:05	46:30	0:25	0	8	1	46:28	0:00		
44	46:49	47:11	0:22	0	5	2	0:00	0:00		
45	47:28	47:57	0:29	0	0	1	0:00	0:11		
46	48:27	49:00	0:33	0	5	6	0:00	0:14		
47	49:36	50:05	0:29	1	3	0	0:00	0:10		
48	50:33	51:18	0:45	1	19	3	51:09	0:29		
49	52:02	52:25	0:23	0	5	0	0:00	0:00		
50	52:41	53:05	0:24	0	11	2	53:05	0:23		
51	53:47	54:10	0:23	0	8	2	0:00	0:13		
52	54:36	55:00	0:24	1	8	5	0:00	0:00		
53	55:22	55:51	0:29	1	3	1	0:00	0:13		
54	56:18	57:12	0:54	1	14	0	0:00	0:00		
55	57:27	57:49	0:22	1	2	0	0:00	0:00		
56	58:01	58:48	0:47	1	7	2	0:00	0:00		
57	59:15	59:45	0:30	1	8	1	59:37	0:05		

Table 53 FYA Intersection # 6 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: CR 535			Speed:	55 MPH				
NBL	Minor Street: Lakeside Village Lane			Geometry:	3-Leg				
Opposing Lanes:	3 Lanes	Land Use:	Commercial	Criteria:	Rural/FYA				
Date	Start	End	Totals for Values Below for Collection Period						
Wed 11/21/12	14:00	14:59	29:13	50	467	125	8:56	12:43	8%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	
1	0:41	1:04	0:23	0	6	3	1:04	0:26	
2	1:20	1:44	0:24	1	4	1	0:00	0:34	
3	2:10	2:39	0:29	0	14	2	0:00	0:20	
4	3:23	3:51	0:28	0	3	2	0:00	0:10	
5	4:33	5:03	0:30	0	8	7	4:45	0:00	
6	5:22	6:03	0:41	3	7	3	0:00	0:00	
7	6:17	6:39	0:22	1	2	0	6:33	0:15	
8	7:12	7:38	0:26	2	10	3	7:36	0:26	
9	8:24	8:49	0:25	0	15	2	8:49	0:25	
10	9:34	10:05	0:31	2	5	0	0:00	0:10	
11	10:40	11:33	0:53	1	16	2	0:00	0:13	
12	12:12	12:40	0:28	1	7	0	12:40	0:26	
13	13:23	13:51	0:28	0	16	2	0:00	0:00	
14	14:11	14:37	0:26	2	6	1	14:32	0:24	
15	15:16	15:37	0:21	0	4	0	0:00	0:10	
16	16:15	16:41	0:26	1	12	2	16:42	0:25	
17	17:28	17:52	0:24	0	13	1	0:00	0:28	
18	18:33	18:56	0:23	1	11	2	18:54	0:00	
19	19:14	20:15	1:01	1	9	3	19:49	0:17	
20	20:55	21:36	0:41	1	19	0	21:32	0:00	
21	22:00	22:21	0:21	1	2	3	0:00	0:00	
22	22:52	23:23	0:31	0	4	2	23:23	0:26	
23	24:03	24:31	0:28	1	3	0	24:31	0:22	
24	25:05	25:27	0:22	0	16	3	25:27	0:23	
25	26:05	27:00	0:55	0	16	8	27:00	0:11	
26	27:42	28:06	0:24	0	2	0	0:00	0:11	
27	28:43	29:38	0:55	1	17	6	29:20	0:22	
28	30:11	30:57	0:46	2	11	3	30:41	0:20	
29	31:34	31:55	0:21	0	7	3	31:49	0:00	
30	32:15	32:44	0:29	2	3	3	32:37	0:00	
31	33:03	33:23	0:20	2	1	1	0:00	0:15	
32	34:03	34:21	0:18	1	8	2	34:21	0:19	
33	34:55	36:01	1:06	1	20	4	35:49	0:00	
34	36:18	36:40	0:22	0	1	0	0:00	0:14	
35	37:16	37:38	0:22	0	8	3	0:00	0:24	
36	38:18	38:45	0:27	0	8	2	0:00	0:19	
37	39:32	39:53	0:21	1	5	1	39:51	0:00	
38	40:09	40:31	0:22	0	5	3	0:00	0:20	
39	41:11	41:36	0:25	4	2	0	41:20	0:11	
40	42:13	43:06	0:53	0	16	8	0:00	0:11	
41	43:51	44:14	0:23	1	11	4	44:14	0:00	
42	44:34	45:04	0:30	1	8	2	44:49	0:01	
43	45:21	45:45	0:24	1	1	2	45:28	0:10	
44	46:24	46:48	0:24	0	12	0	0:00	0:11	
45	47:20	48:06	0:46	1	13	3	48:00	0:28	
46	48:40	49:23	0:43	3	10	2	49:17	0:24	
47	50:04	50:37	0:33	3	6	0	0:00	0:19	
48	51:13	51:54	0:41	1	3	0	51:30	0:00	
49	52:14	52:42	0:28	2	7	2	52:34	0:00	
50	52:56	53:19	0:23	2	2	0	0:00	0:26	
51	53:52	54:20	0:28	0	8	4	54:30	0:00	
52	54:42	55:05	0:23	1	0	1	0:00	0:14	
53	55:50	56:45	0:55	0	13	6	56:45	0:25	
54	57:20	57:41	0:21	1	3	1	57:38	0:28	
55	58:30	59:08	0:38	0	15	3	0:00	0:00	
56	59:24	59:59	0:35	0	13	4	0:00	0:00	

Table 54 FYA Intersection # 6 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: CR 535			Speed:	55 MPH				
NBL	Minor Street: Lakeside Village Lane			Geometry:	3-Leg				
Opposing Lanes:	3 Lanes	Land Use:	Commercial	Criteria:	Rural/FYA				
Date	Start	End	Totals for Values Below for Collection Period						
Wed 11/21/12	16:00	16:59	27:57	78	455	119	9:03	14:43	1%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	
1	0:00	0:06	0:06	1	0	0	0:00	0:00	
2	0:46	1:10	0:24	0	9	4	0:00	0:00	
3	1:24	1:56	0:32	4	0	6	1:45	0:41	
4	2:45	3:22	0:37	0	14	2	0:00	0:24	
5	4:09	4:30	0:21	3	4	3	4:28	0:19	
6	5:10	5:51	0:41	2	11	3	5:51	0:02	
7	6:26	6:47	0:21	0	5	3	6:57	0:00	
8	7:09	7:52	0:43	4	9	2	7:51	0:33	
9	8:47	9:24	0:37	0	15	0	0:00	0:00	
10	9:46	10:09	0:23	3	4	2	0:00	0:10	
11	10:39	11:16	0:37	4	7	0	0:00	0:00	
12	11:46	12:22	0:36	3	6	3	12:22	0:31	
13	13:09	13:35	0:26	2	7	1	13:35	0:24	
14	14:14	14:42	0:28	0	7	1	14:42	0:31	
15	15:26	15:49	0:23	1	10	1	15:49	0:00	
16	16:09	17:02	0:53	2	13	4	17:02	0:35	
17	17:58	18:24	0:26	0	14	1	18:24	0:30	
18	19:13	19:35	0:22	2	3	0	19:27	0:00	
19	19:50	20:16	0:26	1	3	3	20:16	0:25	
20	20:48	21:16	0:28	1	11	5	21:16	0:38	
21	22:07	22:34	0:27	2	7	0	22:24	0:00	
22	22:57	23:48	0:51	4	17	5	23:28	0:00	
23	24:16	24:48	0:32	3	4	2	0:00	0:26	
24	25:15	26:06	0:51	1	18	4	26:06	0:28	
25	26:47	27:11	0:24	1	6	2	27:08	0:12	
26	27:47	28:16	0:29	0	10	0	28:16	0:26	
27	28:57	29:30	0:33	1	7	4	0:00	0:23	
28	30:16	30:42	0:26	0	12	0	30:42	0:23	
29	31:15	31:44	0:29	0	6	1	0:00	0:00	
30	32:05	32:34	0:29	2	7	2	32:29	0:26	
31	33:10	33:51	0:41	1	16	7	33:51	0:36	
32	34:43	35:24	0:41	0	16	6	35:24	0:31	
33	36:10	36:35	0:25	0	3	1	0:00	0:10	
34	37:20	37:48	0:28	2	11	4	37:44	0:00	
35	38:08	38:30	0:22	2	6	2	38:27	0:00	
36	38:44	39:31	0:47	0	10	2	0:00	0:17	
37	40:20	40:45	0:25	0	6	0	0:00	0:19	
38	41:44	42:08	0:24	0	4	0	0:00	0:30	
39	42:57	43:33	0:36	3	15	0	43:21	0:01	
40	43:58	44:40	0:42	2	11	3	44:32	0:00	
41	45:05	45:27	0:22	1	4	1	0:00	0:00	
42	45:49	46:11	0:22	3	0	1	0:00	0:00	
43	46:27	46:55	0:28	0	9	2	0:00	0:20	
44	47:29	47:55	0:26	1	11	2	0:00	0:00	
45	48:21	48:43	0:22	1	7	0	48:38	0:11	
46	49:20	49:49	0:29	2	4	3	49:49	0:40	
47	50:48	51:10	0:22	0	2	0	0:00	0:00	
48	51:27	52:37	1:10	1	25	9	52:37	0:35	
49	53:33	54:09	0:36	1	13	0	0:00	0:29	
50	55:04	55:59	0:55	4	11	5	0:00	0:35	
51	56:53	57:42	0:49	5	16	4	57:41	0:26	
52	58:39	59:11	0:32	2	9	1	59:08	0:23	
53	59:45	59:57	0:12	0	0	2	0:00	0:00	

Table 55 FYA Intersection # 6 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection										
Approach	Major Street: CR 535			Speed:	55 MPH					
NBL	Minor Street: Lakeside Village Lane			Geometry:	3-Leg					
Opposing Lanes:	3 Lanes	Land Use:	Commercial	Criteria:	Rural/FYA					
Date	Start	End	Totals for Values Below for Collection Period							
Wed 11/21/12	17:00	17:59	27:45	60	441	118	7:51	15:09	2%	
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)	
					TH	RT	Green	Red		
1	0:00	0:25	0:25	0	3	2	0:00	0:00		
2	0:54	1:21	0:27	1	5	0	0:00	0:26		
3	1:59	2:20	0:21	0	6	3	0:00	0:10		
4	3:13	3:34	0:21	0	8	2	0:00	0:00		
5	3:56	4:25	0:29	2	9	7	4:25	0:01		
6	4:45	5:23	0:38	2	3	2	5:00	0:24		
7	6:10	6:52	0:42	0	13	3	6:42	0:25		
8	7:27	8:10	0:43	0	8	5	8:01	0:31		
9	9:02	9:30	0:28	3	1	0	9:12	0:29		
10	10:22	10:51	0:29	1	8	0	0:00	0:27		
11	11:33	12:14	0:41	2	7	1	11:55	0:35		
12	13:12	14:04	0:52	1	16	6	14:04	0:28		
13	14:51	15:13	0:22	0	6	2	15:05	0:00		
14	15:44	16:14	0:30	2	8	2	0:00	0:00		
15	16:35	17:11	0:36	2	7	2	0:00	0:18		
16	17:32	18:12	0:40	5	7	3	17:56	0:17		
17	18:57	19:41	0:44	1	16	5	19:41	0:32		
18	20:29	21:01	0:32	4	1	0	20:37	0:27		
19	22:12	23:06	0:54	0	25	3	23:06	0:36		
20	24:02	24:27	0:25	0	5	0	24:27	0:29		
21	25:10	25:39	0:29	0	15	1	0:00	0:36		
22	26:31	27:06	0:35	0	12	4	27:06	0:58		
23	28:15	29:02	0:47	3	12	4	29:00	0:00		
24	29:26	29:48	0:22	1	3	0	29:38	0:29		
25	30:26	30:51	0:25	2	15	6	0:00	0:00		
26	31:11	31:58	0:47	4	9	4	31:40	0:00		
27	32:25	33:05	0:40	2	13	0	0:00	0:00		
28	33:22	34:02	0:40	0	9	4	33:49	0:00		
29	34:29	35:13	0:44	7	5	2	34:48	0:18		
30	35:59	36:42	0:43	0	11	5	36:37	0:29		
31	37:32	37:56	0:24	0	6	2	37:48	0:30		
32	38:43	39:24	0:41	5	12	3	39:12	0:33		
33	40:20	40:44	0:24	1	11	6	40:40	0:24		
34	41:34	41:58	0:24	0	7	1	0:00	0:01		
35	42:17	42:56	0:39	0	10	1	42:49	0:37		
36	43:49	44:23	0:34	1	6	2	0:00	0:40		
37	45:41	46:09	0:28	0	9	2	0:00	0:24		
38	46:52	47:14	0:22	1	13	4	0:00	0:22		
39	47:53	48:25	0:32	0	5	0	0:00	0:33		
40	49:37	50:38	1:01	2	13	5	0:00	0:12		
41	51:11	51:35	0:24	1	10	2	51:35	0:37		
42	52:30	52:52	0:22	0	9	1	0:00	0:18		
43	53:34	53:56	0:22	0	10	0	0:00	0:00		
44	54:12	55:20	1:08	0	17	6	55:20	0:04		
45	55:47	56:09	0:22	1	1	0	0:00	0:07		
46	56:46	57:26	0:40	1	19	0	57:25	0:00		
47	57:43	58:16	0:33	0	7	0	0:00	0:00		
48	58:37	59:31	0:54	2	10	5	59:31	0:22		

Table 56 FYA Intersection # 6 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: CR 535			Speed:	55 MPH				
NBL	Minor Street: Lakeside Village Lane			Geometry:	3-Leg				
Opposing Lanes:	3 Lanes	Land Use:	Commercial	Criteria:	Rural/FYA				
Date	Start	End	Totals for Values Below for Collection Period						
Wed 11/21/12	18:00	18:59	27:53	51	384	93	6:33	14:45	2%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	
1	0:12	0:35	0:23	3	1	1	0:00	0:20	
2	1:13	1:44	0:31	3	6	0	0:00	0:14	
3	2:33	3:01	0:28	1	13	4	2:55	0:00	
4	3:27	4:22	0:55	0	14	4	4:22	0:39	
5	5:16	6:01	0:45	1	7	3	5:49	0:11	
6	6:31	6:57	0:26	1	6	2	6:55	0:47	
7	8:12	8:51	0:39	0	17	5	8:51	0:30	
8	9:40	10:15	0:35	0	11	2	10:07	0:23	
9	10:51	11:13	0:22	0	4	0	11:02	0:00	
10	11:27	11:57	0:30	1	0	0	0:00	0:34	
11	12:45	13:19	0:34	0	15	5	13:19	0:33	
12	14:08	14:30	0:22	2	9	3	0:00	0:32	
13	15:28	16:05	0:37	1	14	1	16:05	0:37	
14	17:01	17:27	0:26	0	14	1	0:00	0:00	
15	17:52	18:14	0:22	1	6	1	18:09	0:29	
16	18:55	19:23	0:28	0	9	2	19:23	0:26	
17	20:00	20:22	0:22	0	0	0	0:00	0:23	
18	21:05	21:30	0:25	0	8	2	0:00	0:10	
19	22:13	22:35	0:22	2	1	1	0:00	0:09	
20	23:17	23:57	0:40	1	10	5	0:00	0:00	
21	24:18	24:40	0:22	1	2	1	24:33	0:00	
22	24:55	25:23	0:28	0	1	1	0:00	0:00	
23	25:39	26:02	0:23	1	6	0	0:00	0:17	
24	26:37	26:59	0:22	0	3	0	26:59	0:21	
25	27:40	28:20	0:40	2	9	0	28:00	0:00	
26	28:46	29:08	0:22	2	4	1	0:00	0:52	
27	30:22	30:48	0:26	2	9	2	30:47	0:08	
28	31:27	31:59	0:32	3	2	0	31:59	0:27	
29	32:44	33:35	0:51	3	15	5	0:00	0:00	
30	33:58	34:21	0:23	0	4	0	34:21	0:30	
31	35:14	35:41	0:27	1	7	1	35:41	0:25	
32	36:19	36:49	0:30	3	4	1	0:00	0:26	
33	37:28	37:50	0:22	0	4	0	0:00	0:16	
34	38:34	39:39	1:05	0	23	3	39:36	0:17	
35	40:06	40:46	0:40	2	6	1	0:00	0:16	
36	41:37	42:18	0:41	2	18	7	42:13	0:25	
37	42:56	43:22	0:26	1	1	0	0:00	0:23	
38	43:54	44:26	0:32	1	11	6	44:26	0:57	
39	45:44	46:07	0:23	2	4	1	0:00	0:00	
40	46:27	47:07	0:40	1	6	3	47:05	0:25	
41	47:48	48:14	0:26	1	4	1	0:00	0:31	
42	49:01	49:50	0:49	1	17	2	49:48	0:00	
43	50:13	51:00	0:47	0	12	2	0:00	0:23	
44	51:39	52:04	0:25	0	5	1	0:00	0:20	
45	52:38	53:01	0:23	0	5	2	0:00	0:00	
46	53:19	53:43	0:24	1	1	3	53:40	0:00	
47	54:01	54:21	0:20	1	6	2	0:00	0:00	
48	54:39	55:09	0:30	0	2	0	0:00	0:00	
49	55:30	56:14	0:44	0	5	3	0:00	0:00	
50	56:30	56:57	0:27	1	4	1	56:41	0:00	
51	57:15	58:03	0:48	0	12	1	0:00	0:00	
52	58:25	59:02	0:37	0	4	0	0:00	0:09	
53	59:33	59:59	0:26	2	3	0	0:00	0:00	

Table 57 FYA Intersection # 6 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: CR 535			Speed:	55 MPH				
NBL	Minor Street: Lakeside Village Lane			Geometry:	3-Leg				
Opposing Lanes:	3 Lanes	Land Use:	Commercial	Criteria:	Rural/FYA				
Date	Start	End	Totals for Values Below for Collection Period						
Wed 11/21/12	19:00	19:59	31:21	43	320	70	5:20	9:55	2%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	
1	0:21	0:48	0:27	0	5	1	0:00	0:00	
2	1:02	1:24	0:22	1	5	0	0:00	0:00	
3	1:37	2:00	0:23	1	1	1	1:47	0:00	
4	2:12	2:34	0:22	0	2	0	0:00	0:12	
5	3:13	3:35	0:22	0	1	1	3:35	0:27	
6	4:11	4:55	0:44	0	13	1	4:40	0:23	
7	5:25	5:53	0:28	0	1	1	5:31	0:00	
8	6:09	6:39	0:30	4	4	1	6:27	0:30	
9	7:19	7:49	0:30	0	8	4	0:00	0:36	
10	9:06	9:28	0:22	0	6	0	9:21	0:14	
11	9:57	10:20	0:23	1	3	0	0:00	0:00	
12	10:40	11:05	0:25	1	2	0	0:00	0:00	
13	11:20	12:20	1:00	1	13	4	12:20	0:25	
14	12:54	13:20	0:26	0	9	2	0:00	0:23	
15	13:57	14:27	0:30	1	4	1	0:00	0:08	
16	15:06	15:28	0:22	0	10	1	0:00	0:00	
17	15:42	16:17	0:35	1	8	2	16:17	0:00	
18	16:32	17:02	0:30	0	7	0	17:00	0:28	
19	17:44	18:17	0:33	1	8	1	18:02	0:00	
20	18:35	19:10	0:35	0	9	2	0:00	0:23	
21	19:47	20:09	0:22	0	8	0	20:05	0:17	
22	20:27	20:50	0:23	0	8	3	20:50	0:22	
23	21:28	22:01	0:33	0	5	1	0:00	0:07	
24	22:43	23:16	0:33	2	8	2	23:01	0:00	
25	23:32	23:56	0:24	0	3	2	0:00	0:00	
26	24:11	24:32	0:21	0	0	1	0:00	0:00	
27	24:50	25:23	0:33	1	9	2	0:00	0:00	
28	25:36	26:10	0:34	0	9	1	26:10	0:23	
29	26:50	27:15	0:25	0	5	1	0:00	0:00	
30	27:33	28:08	0:35	2	6	2	28:02	0:00	
31	28:24	29:06	0:42	0	9	1	28:56	0:24	
32	29:40	30:02	0:22	0	2	0	0:00	0:08	
33	30:41	31:03	0:22	1	3	0	0:00	0:15	
34	31:39	32:01	0:22	0	4	1	0:00	0:10	
35	32:35	32:54	0:19	1	4	0	32:36	0:35	
36	33:34	33:57	0:23	1	6	1	33:47	0:00	
37	34:17	34:42	0:25	2	4	2	34:41	0:00	
38	34:59	35:37	0:38	3	1	1	0:00	0:00	
39	36:00	36:22	0:22	1	8	1	0:00	0:00	
40	36:37	37:17	0:40	0	3	4	0:00	0:13	
41	37:47	38:17	0:30	0	10	4	38:17	0:32	
42	39:00	39:33	0:33	1	1	0	0:00	0:00	
43	39:49	40:13	0:24	1	2	0	0:00	0:13	
44	40:56	41:38	0:42	0	6	5	41:37	0:26	
45	42:18	43:10	0:52	1	3	2	42:59	0:10	
46	43:50	44:12	0:22	0	5	0	0:00	0:00	
47	44:27	44:49	0:22	0	4	0	0:00	0:19	
48	45:21	45:47	0:26	0	4	1	0:00	0:00	
49	46:04	46:30	0:26	0	5	0	46:17	0:00	
50	46:42	47:04	0:22	1	3	0	0:00	0:00	
51	47:17	47:39	0:22	0	2	1	0:00	0:00	
52	47:56	48:31	0:35	1	5	1	0:00	0:00	
53	48:57	49:25	0:28	1	7	0	49:07	0:13	
54	50:00	50:37	0:37	0	8	0	0:00	0:08	
55	51:19	51:40	0:21	0	3	0	0:00	0:00	
56	51:58	52:34	0:36	3	2	0	52:08	0:00	
57	52:53	53:20	0:27	1	5	1	0:00	0:00	
58	53:34	54:19	0:45	0	5	3	0:00	0:00	
59	54:35	55:08	0:33	1	5	1	0:00	0:26	
60	55:44	56:14	0:30	1	2	0	55:54	0:00	
61	56:35	57:05	0:30	2	1	0	0:00	0:00	
62	57:20	57:41	0:21	2	1	1	57:35	0:00	
63	58:00	58:46	0:46	1	0	1	58:46	0:25	
64	59:21	59:45	0:24	0	7	0	0:00	0:00	

Table 58 FYA Intersection # 6 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection										
Approach	Major Street: CR 535			Speed:	55 MPH					
NBL	Minor Street: Lakeside Village Lane			Geometry:	3-Leg					
Opposing Lanes:	3 Lanes	Land Use:	Commercial	Criteria:	Rural/FYA					
Date	Start	End	Totals for Values Below for Collection Period							
Wed 11/21/12	20:00	20:59	34:02	41	266	70	3:50	5:43	2%	
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)	
					TH	RT	Green	Red		
1	0:00	0:22	0:22	0	0	0				
2	0:43	1:10	0:27	1	2	0				
3	1:25	1:48	0:23	0	4	0				
4	2:02	2:30	0:28	0	4	1				
5	2:45	3:14	0:29	1	2	2				
6	3:55	4:23	0:28	0	10	2				
7	4:52	5:29	0:37	0	4	2				
8	5:51	6:24	0:33	1	3	1				
9	6:36	6:58	0:22	0	0	0				
10	7:27	7:49	0:22	1	8	0				
11	8:05	8:29	0:24	1	3	0				
12	8:43	9:05	0:22	0	5	0				
13	9:23	9:47	0:24	0	1	0				
14	10:01	10:23	0:22	0	2	1				
15	10:39	11:08	0:29	1	8	0				
16	11:27	12:11	0:44	1	5	1				
17	12:29	12:51	0:22	0	2	1				
18	13:10	13:51	0:41	0	5	5				
19	14:22	14:56	0:34	3	5	3				
20	15:42	16:09	0:27	0	3	1				
21	16:27	17:10	0:43	0	7	1				
22	18:01	18:36	0:35	0	8	3				
23	18:50	19:13	0:23	0	6	0				
24	19:27	20:22	0:55	3	4	2				
25	20:38	21:00	0:22	0	0	2				
26	21:13	21:33	0:20	1	0	2				
27	21:47	22:09	0:22	0	1	1				
28	22:44	23:20	0:36	1	7	1				
29	23:47	24:09	0:22	1	0	1				
30	24:26	24:54	0:28	1	6	0				
31	25:19	25:52	0:33	0	3	2				
32	26:12	26:45	0:33	0	7	0				
33	26:57	27:26	0:29	0	4	1				
34	28:07	28:29	0:22	1	1	1				
35	28:49	29:21	0:32	1	6	2				
36	30:10	30:34	0:24	0	4	1				
37	30:47	31:15	0:28	1	3	1				
38	31:49	32:35	0:46	2	11	2				
39	32:51	33:13	0:22	0	4	0				
40	33:28	33:50	0:22	0	2	1				
41	34:06	34:40	0:34	0	5	0				
42	35:01	35:23	0:22	2	3	0				
43	35:38	36:22	0:44	0	1	1				
44	36:50	37:19	0:29	0	4	1				
45	37:54	38:16	0:22	0	2	0				
46	38:31	38:56	0:25	0	4	0				
47	39:27	39:52	0:25	0	1	0				
48	40:10	40:35	0:25	0	1	0				
49	40:55	41:36	0:41	1	7	1				
50	41:52	42:15	0:23	2	2	1				
51	42:30	43:00	0:30	1	3	1				
52	43:31	43:55	0:24	2	6	0				
53	44:09	44:37	0:28	0	2	1				
54	44:53	45:18	0:25	1	5	1				
55	45:33	46:00	0:27	1	1	0				
56	46:37	46:59	0:22	1	3	2				
57	47:33	47:55	0:22	0	7	0				
58	48:23	48:45	0:22	1	2	1				
59	49:15	49:51	0:36	0	9	2				
60	50:26	50:57	0:31	0	11	4				
61	51:28	51:50	0:22	0	1	0				
62	52:06	52:32	0:26	1	1	1				
63	52:51	53:18	0:27	1	4	0				
64	53:32	53:54	0:22	0	2	1				
65	54:12	54:43	0:31	2	0	1				
66	55:14	55:41	0:27	0	5	0				
67	55:59	56:44	0:45	1	3	1				
68	56:58	57:48	0:50	1	7	3				
69	58:03	58:25	0:22	0	1	1				
70	58:44	59:16	0:32	0	1	0				
71	59:28	59:52	0:24	1	2	2				

Table 59 FYA Intersection # 7 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: US 192			Speed:	55 MPH				
EBL	Minor Street: Academy Drive			Geometry:	4-Leg				
Opposing Lanes:	3 Lanes	Land Use: Residential/Commercial		Criteria:	Rural/FYA				
Date	Start	End	Totals for Values Below for Collection Period						
Mon 11/26/12	06:00	06:59	54:40	7	1612	5	7:29	0:09	0%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	
1	0:00	9:34	9:34	0	180	0	0:00	0:00	
2	9:54	17:35	7:41	1	149	1	0:44	0:00	
3	17:53	22:54	5:01	0	128	0	0:00	0:00	
4	23:13	28:14	5:01	4	168	0	1:53	0:00	
5	28:33	30:54	2:21	0	36	0	0:00	0:00	
6	31:13	33:34	2:21	0	108	0	0:00	0:00	
7	33:56	36:14	2:18	1	96	0	1:07	0:00	
8	36:33	41:34	5:01	0	162	0	0:00	0:00	
9	42:11	44:14	2:03	1	88	0	0:20	0:00	
10	44:34	46:54	2:20	0	78	1	0:00	0:00	
11	47:13	47:41	0:28	0	3	0	0:00	0:00	
12	48:08	49:43	1:35	0	69	1	0:00	0:00	
13	50:02	51:29	1:27	0	50	1	0:35	0:03	
14	51:49	54:39	2:50	0	117	1	1:47	0:06	
15	54:58	57:34	2:36	0	85	0	0:00	0:00	
16	57:53	59:56	2:03	0	95	0	1:03	0:00	

Table 60 FYA Intersection # 7 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: US 192			Speed:	55 MPH				
EBL	Minor Street: Academy Drive			Geometry:	4-Leg				
Opposing Lanes:	3 Lanes	Land Use: Residential/Commercial		Criteria:	Rural/FYA				
Date	Start	End	Totals for Values Below for Collection Period						
Mon 11/26/12	07:00	07:59	50:26	13	2271	6	9:24	2:24	0%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	
1	0:00	0:18	0:18	1	10	0	0:09	0:00	
2	0:37	2:58	2:21	0	86	0	1:06	0:25	
3	3:31	8:18	4:47	1	195	1	0:00	0:00	
4	8:37	10:58	2:21	2	87	0	0:19	0:00	
5	11:21	13:38	2:17	0	110	0	1:10	0:24	
6	14:10	16:18	2:08	0	130	0	0:00	0:00	
7	16:37	18:57	2:20	1	109	0	0:09	0:00	
8	19:17	21:38	2:21	1	109	0	1:18	0:00	
9	21:57	24:18	2:21	0	122	0	1:09	0:26	
10	24:55	26:59	2:04	0	117	0	0:00	0:00	
11	27:18	29:39	2:21	0	128	1	0:00	0:00	
12	30:15	32:19	2:04	1	98	2	0:07	0:23	
13	32:54	35:00	2:06	1	96	0	0:18	0:00	
14	35:35	37:38	2:03	0	104	0	0:00	0:00	
15	38:07	40:18	2:11	2	64	0	0:00	0:00	
16	40:41	42:59	2:18	1	88	0	0:00	0:00	
17	43:25	45:38	2:13	0	124	0	1:04	0:22	
18	46:10	48:18	2:08	0	95	0	0:00	0:00	
19	48:42	50:58	2:16	1	76	1	1:23	0:00	
20	51:19	53:38	2:19	0	93	0	0:00	0:00	
21	53:57	56:18	2:21	0	105	0	0:49	0:24	
22	56:53	58:59	2:06	1	109	0	0:23	0:00	
23	59:17	59:59	0:42	0	16	1	0:00	0:00	

Table 61 FYA Intersection # 7 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: US 192			Speed:	55 MPH				
EBL	Minor Street: Academy Drive			Geometry:	4-Leg				
Opposing Lanes:	3 Lanes	Land Use: Residential/Commercial		Criteria:	Rural/FYA				
Date	Start	End	Totals for Values Below for Collection Period						
Mon 11/26/12	08:00	08:59	51:01	19	1983	15	15:21	1:35	0%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	
1	0:00	1:38	1:38	0	84	1	0:00	0:00	
2	2:02	4:18	2:16	0	82	0	0:00	0:00	
3	4:38	6:58	2:20	2	85	0	0:00	0:00	
4	7:22	9:39	2:17	0	70	3	1:22	0:00	
5	9:59	17:38	7:39	1	300	2	2:14	0:26	
6	18:12	22:27	4:15	4	162	1	1:55	0:18	
7	24:20	25:37	1:17	0	63	0	0:35	0:27	
8	26:13	28:18	2:05	0	104	0	0:00	0:00	
9	28:37	30:57	2:20	0	110	0	1:45	0:24	
10	31:30	33:38	2:08	2	102	0	0:54	0:00	
11	34:01	36:17	2:16	0	78	1	0:00	0:00	
12	36:38	41:38	5:00	0	198	5	0:00	0:00	
13	42:11	44:14	2:03	1	93	0	1:10	0:00	
14	44:39	46:57	2:18	1	91	0	0:34	0:00	
15	47:17	49:37	2:20	2	75	1	0:35	0:00	
16	50:00	52:16	2:16	2	76	0	1:28	0:00	
17	52:37	54:57	2:20	1	54	0	0:00	0:00	
18	55:15	57:38	2:23	1	89	0	1:15	0:00	
19	58:09	59:59	1:50	2	67	1	1:34	0:00	

Table 62 FYA Intersection # 7 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: US 192			Speed:	55 MPH				
EBL	Minor Street: Academy Drive			Geometry:	4-Leg				
Opposing Lanes:	3 Lanes	Land Use: Residential/Commercial		Criteria:	Rural/FYA				
Date	Start	End	Totals for Values Below for Collection Period						
Mon 11/26/12	09:00	09:59	52:25	30	1512	12	9:48	0:11	3%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	
1	0:00	5:50	5:50	5	149	1	1:36	0:00	
2	6:11	8:17	2:06	1	71	0	1:33	0:10	
3	8:36	10:58	2:22	2	59	0	0:00	0:00	
4	12:19	16:17	3:58	1	149	3	0:52	0:00	
5	16:51	18:58	2:07	0	105	0	0:00	0:00	
6	19:22	21:40	2:18	1	60	0	0:18	0:00	
7	21:57	24:18	2:21	3	52	2	0:00	0:00	
8	24:39	29:38	4:59	3	127	0	1:14	0:00	
9	30:02	32:19	2:17	0	91	1	0:00	0:00	
10	32:37	34:57	2:20	1	70	0	0:42	0:01	
11	35:21	37:37	2:16	1	53	0	0:13	0:00	
12	37:57	40:17	2:20	2	61	2	0:49	0:00	
13	40:38	45:38	5:00	0	138	1	0:00	0:00	
14	45:57	48:17	2:20	4	60	0	0:56	0:00	
15	49:11	51:00	1:49	1	60	0	0:16	0:00	
16	51:17	53:37	2:20	0	68	0	0:00	0:00	
17	53:58	56:18	2:20	1	69	0	0:17	0:00	
18	56:37	59:59	3:22	4	70	2	1:02	0:00	

Table 63 FYA Intersection # 7 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: US 192			Speed:	55 MPH				
EBL	Minor Street: Academy Drive			Geometry:	4-Leg				
Opposing Lanes:	3 Lanes	Land Use: Residential/Commercial		Criteria:	Rural/FYA				
Date	Start	End	Totals for Values Below for Collection Period						
Mon 11/26/12	12:00	12:59	51:32	28	1415	15	7:50	1:46	0%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	
1	0:00	1:38	1:38	2	48	0	0:25	0:00	
2	1:54	4:28	2:34	2	64	1	0:26	0:00	
3	4:54	7:17	2:23	2	73	0	0:50	0:00	
4	7:41	10:06	2:25	2	64	2	0:18	0:26	
5	10:41	12:56	2:15	1	75	0	0:10	0:00	
6	13:26	15:46	2:20	1	58	0	0:00	0:00	
7	16:06	18:35	2:29	0	66	2	0:00	0:00	
8	19:05	21:25	2:20	1	80	0	0:00	0:00	
9	21:45	24:16	2:31	0	71	0	0:54	0:27	
10	24:52	27:06	2:14	0	68	2	0:39	0:23	
11	27:37	29:55	2:18	2	63	1	0:26	0:00	
12	30:15	32:46	2:31	1	69	0	0:00	0:00	
13	33:08	35:36	2:28	0	53	3	0:00	0:00	
14	36:02	41:16	5:14	2	141	1	0:58	0:00	
15	41:39	44:05	2:26	1	75	0	0:59	0:30	
16	44:44	46:55	2:11	1	65	1	0:11	0:00	
17	47:17	49:47	2:30	1	62	0	0:10	0:00	
18	50:05	52:36	2:31	0	65	1	0:00	0:00	
19	53:01	55:25	2:24	4	57	1	0:07	0:00	
20	55:47	58:15	2:28	3	61	0	0:45	0:00	
21	58:35	59:57	1:22	2	37	0	0:32	0:00	

Table 64 FYA Intersection # 7 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: US 192			Speed:	55 MPH				
EBL	Minor Street: Academy Drive			Geometry:	4-Leg				
Opposing Lanes:	3 Lanes	Land Use: Residential/Commercial		Criteria:	Rural/FYA				
Date	Start	End	Totals for Values Below for Collection Period						
Mon 11/26/12	13:00	13:59	47:13	19	1300	12	7:50	1:46	0%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	
1	0:00	1:07	1:07	2	18	0	0:00	0:00	
2	1:36	3:56	2:20	1	64	1	0:10	0:00	
3	4:21	6:48	2:27	0	73	0	0:00	0:00	
4	7:27	9:38	2:11	3	60	0	0:22	0:00	
5	10:17	12:28	2:11	1	60	1	0:14	0:05	
6	13:06	15:17	2:11	0	67	0	0:00	0:39	
7	16:07	18:07	2:00	0	65	0	0:00	0:00	
8	19:14	20:59	1:45	0	75	1	1:30	0:29	
9	21:38	23:48	2:10	1	58	0	0:17	0:00	
10	24:08	26:37	2:29	0	65	1	0:00	0:00	
11	27:13	29:25	2:12	0	55	0	0:00	0:00	
12	29:53	32:17	2:24	1	73	0	0:38	0:02	
13	32:38	35:08	2:30	0	58	0	0:27	0:31	
14	35:50	37:56	2:06	2	71	2	0:34	0:40	
15	38:49	40:48	1:59	3	60	0	0:30	0:00	
16	41:33	43:36	2:03	0	52	3	0:00	0:00	
17	44:00	46:28	2:28	1	58	1	0:00	0:00	
18	46:50	49:18	2:28	1	58	1	0:00	0:00	
19	49:42	52:08	2:26	1	60	0	0:56	0:00	
20	52:40	54:08	1:28	1	56	0	0:00	0:00	
21	55:20	57:48	2:28	1	62	0	0:12	0:00	
22	58:09	59:59	1:50	0	32	1	0:00	0:00	

Table 65 FYA Intersection # 7 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: US 192			Speed:	55 MPH				
EBL	Minor Street: Academy Drive			Geometry:	4-Leg				
Opposing Lanes:	3 Lanes	Land Use: Residential/Commercial		Criteria:	Rural/FYA				
Date	Start	End	Totals for Values Below for Collection Period						
Mon 11/26/12	14:00	14:59	50:45	39	1400	11	10:04	2:26	0%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T (%)
					TH	RT	Green	Red	
1	0:00	0:38	0:38	0	32	0	0:38	0:24	
2	1:02	3:28	2:26	4	60	1	0:20	0:00	
3	3:54	6:16	2:22	3	69	0	0:11	0:30	
4	6:54	9:08	2:14	1	54	1	0:54	0:34	
5	9:49	11:56	2:07	0	65	0	0:00	0:00	
6	12:26	14:49	2:23	0	85	0	0:00	0:00	
7	15:12	17:38	2:26	4	59	0	0:19	0:00	
8	18:01	18:47	0:46	1	61	1	0:00	0:00	
	19:15	20:50	1:35	0	0	0	0:36	0:00	
9	21:06	26:08	5:02	6	132	1	1:47	0:00	
10	26:29	28:59	2:30	2	68	0	0:00	0:00	
11	29:31	31:45	2:14	1	64	1	0:00	0:00	
12	32:04	34:45	2:41	3	80	0	0:53	0:00	
13	34:54	37:33	2:39	1	61	0	0:00	0:00	
14	37:55	40:34	2:39	2	67	0	0:56	0:00	
15	40:56	43:32	2:36	1	71	1	1:14	0:00	
16	43:56	46:33	2:37	0	79	1	0:00	0:00	
17	46:59	49:34	2:35	1	70	1	0:31	0:00	
18	50:01	52:33	2:32	4	77	0	0:25	0:22	
19	53:08	55:34	2:26	5	51	2	0:14	0:00	
20	55:53	58:32	2:39	0	66	1	1:06	0:36	
21	59:21	59:59	0:38	0	29	0	0:00	0:00	

Table 66 FYA Intersection # 1 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach WBL	Major Street: Lake Underhill Rd			Speed: 45 MPH		
	Minor Street: S Dean Rd			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	0:36	0:39	0:03	0	0:00	0:00
2	5:07	5:10	0:03	2	5:14	0:02
3	7:25	7:28	0:03	3	7:34	0:02
4	9:35	9:39	0:04	0	0:00	0:00
5	11:55	11:58	0:03	0	0:00	0:00
6	12:05	12:08	0:03	0	0:00	0:00
7	12:12	12:15	0:03	0	0:00	0:00
8	19:08	19:12	0:04	1	19:15	0:03
9	21:22	21:25	0:03	0	0:00	0:00
10	21:30	21:34	0:04	0	0:00	0:00
11	28:19	28:22	0:03	3	28:31	0:03
12	35:01	35:04	0:03	0	0:00	0:00
13	35:28	35:31	0:03	0	0:00	0:00
14	37:44	37:49	0:05	1	37:54	0:05
15	40:08	40:12	0:04	0	0:00	0:00
16	42:03	42:06	0:03	0	0:00	0:00
17	42:17	42:22	0:05	1	42:24	0:02
18	42:29	42:32	0:03	1	42:34	0:02
19	44:56	45:00	0:04	1	45:01	0:01
20	46:42	46:47	0:05	0	0:00	0:00
21	46:53	46:55	0:02	3	47:03	0:02
22	49:22	49:25	0:03	0	0:00	0:00
23	51:49	51:52	0:03	0	0:00	0:00
24	54:04	54:06	0:02	0	0:00	0:00
25	54:12	54:17	0:05	0	0:00	0:00
26	56:29	56:34	0:05	0	0:00	0:00
27	56:37	56:41	0:04	0	0:00	0:00
28	58:46	58:51	0:05	1	58:55	0:04
Average			0:03			0:02

Table 67FYA Intersection # 1 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Lake Underhill Rd			Speed: 45 MPH		
WBL	Minor Street: S Dean Rd			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	3:00	3:04	0:04	0	0:00	0:00
2	15:07	15:10	0:03	0	0:00	0:00
3	30:37	30:41	0:04	0	0:00	0:00
4	34:17	34:21	0:04	0	0:00	0:00
5	39:53	39:57	0:04	0	0:00	0:00
6	42:12	42:15	0:03	0	0:00	0:00
7	48:43	48:48	0:05	1	48:50	0:02
8	52:44	52:47	0:03	1	52:51	0:04
9	54:40	54:43	0:03	0	0:00	0:00

Table 68 FYA Intersection # 1 Critical gap and follow up time

WBL	Minor Street: S Dean Rd			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	5:36	5:40	0:04	0	0:00	0:00
2	15:36	15:42	0:06	0	0:00	0:00
3	17:20	17:24	0:04	0	0:00	0:00
4	35:08	35:12	0:04	0	0:00	0:00
5	36:42	36:44	0:02	0	0:00	0:00
6	45:24	45:28	0:04	0	0:00	0:00
7	53:20	53:25	0:05	0	0:00	0:00

Table 69 FYA Intersection # 1 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Lake Underhill Rd			Speed: 45 MPH		
WBL	Minor Street: S Dean Rd			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	1:55	1:59	0:04	0	0:00	0:00
2	5:00	5:03	0:03	0	0:00	0:00
3	11:43	11:47	0:04	0	0:00	0:00
4	35:20	35:23	0:03	0	0:00	0:00
5	35:30	35:34	0:04	1	35:38	0:04
6	38:02	38:06	0:04	0	0:00	0:00
7	40:21	40:24	0:03	0	0:00	0:00
8	45:10	45:13	0:03	4	45:23	0:02
9	47:32	47:35	0:03	2	47:41	0:03
10	49:39	49:43	0:04	5	49:54	0:02
11	54:32	54:35	0:03	2	54:39	0:02
12	57:24	57:28	0:04	0	0:00	0:00

Table 70 FYA Intersection # 1 Critical gap and follow up time

Approach	Major Street: Lake Underhill Rd			Speed: 45 MPH		
WBL	Minor Street: S Dean Rd			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	8:41	8:45	0:04	0	0:00	0:00
2	15:33	15:36	0:03	0	0:00	0:00
3	29:34	29:37	0:03	0	0:00	0:00
4	29:39	29:43	0:04	0	0:00	0:00
5	33:53	33:57	0:04	0	0:00	0:00
6	36:34	36:37	0:03	0	0:00	0:00
7	48:20	48:24	0:04	0	0:00	0:00
8	50:31	50:33	0:02	1	50:36	0:03

Table 71 FYA Intersection # 1 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Lake Underhill Rd			Speed: 45 MPH		
<i>WBL</i>	Minor Street: S Dean Rd			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	4:12	4:16	0:04	0	0:00	0:00
2	14:00	14:04	0:04	0	0:00	0:00
3	20:33	20:35	0:02	0	0:00	0:00
4	44:15	44:18	0:03	4	44:26	0:02
5	46:13	46:16	0:03	0	0:00	0:00
6	58:16	58:20	0:04	0	0:00	0:00

Table 72 FYA Intersection # 1 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach WBL	Major Street: Lake Underhill Rd			Speed: 45 MPH		
	Minor Street: S Dean Rd			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	0:36	0:39	0:03	0	0:00	0:00
2	5:07	5:10	0:03	2	5:14	0:02
3	7:25	7:28	0:03	3	7:34	0:02
4	9:35	9:39	0:04	0	0:00	0:00
5	11:55	11:58	0:03	0	0:00	0:00
6	12:05	12:08	0:03	0	0:00	0:00
7	12:12	12:15	0:03	0	0:00	0:00
8	19:08	19:12	0:04	1	19:15	0:03
9	21:22	21:25	0:03	0	0:00	0:00
10	21:30	21:34	0:04	0	0:00	0:00
11	28:19	28:22	0:03	3	28:31	0:03
12	35:01	35:04	0:03	0	0:00	0:00
13	35:28	35:31	0:03	0	0:00	0:00
14	37:44	37:49	0:05	1	37:54	0:05
15	40:08	40:12	0:04	0	0:00	0:00
16	42:03	42:06	0:03	0	0:00	0:00
17	42:17	42:22	0:05	1	42:24	0:02
18	42:29	42:32	0:03	1	42:34	0:02
19	44:56	45:00	0:04	1	45:01	0:01
20	46:42	46:47	0:05	0	0:00	0:00
21	46:53	46:55	0:02	3	47:03	0:02
22	49:22	49:25	0:03	0	0:00	0:00
23	51:49	51:52	0:03	0	0:00	0:00
24	54:04	54:06	0:02	0	0:00	0:00
25	54:12	54:17	0:05	0	0:00	0:00
26	56:29	56:34	0:05	0	0:00	0:00
27	56:37	56:41	0:04	0	0:00	0:00
28	58:46	58:51	0:05	1	58:55	0:04

Table 73 FYA Intersection # 2 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Lake Underhill Rd			Speed: 45 MPH		
WBL	Minor Street: S Dean Rd			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	1:52	1:57	0:05			0:00
2	3:31	3:38	0:07	1	3:41	0:03
3	3:44	3:47	0:03			0:00
4	4:06	4:10	0:04			0:00
5	4:14	4:18	0:04			0:00
6	11:01	11:04	0:03			0:00
7	11:16	11:20	0:04			0:00
8	12:31	12:36	0:05			0:00
9	12:40	12:43	0:03			0:00
10	14:04	14:08	0:04			0:00
11	15:59	16:03	0:04			0:00
12	17:46	17:51	0:05	2	18:00	0:04
13	19:31	19:34	0:03			0:00
14	19:53	19:56	0:03			0:00
15	21:58	22:02	0:04	1	22:04	0:02
16	22:06	22:09	0:03	1	22:11	0:02
17	23:50	23:53	0:03			0:00
18	23:59	24:03	0:04	2	24:11	0:04
19	25:35	25:40	0:05	1	25:43	0:03
20	25:58	26:00	0:02			0:00
21	28:00	28:03	0:03			0:00
22	28:10	28:13	0:03	2	28:19	0:03
23	28:23	28:27	0:04			0:00
24	29:56	29:59	0:03			0:00
25	30:01	30:04	0:03	1	30:07	0:03
26	30:16	30:18	0:02			0:00
27	31:48	31:53	0:05			0:00
28	32:06	32:09	0:03			0:00
29	34:08	34:12	0:04			0:00
30	35:58	36:02	0:04	2	36:08	0:03
31	36:16	36:18	0:02	0	0:00	0:00
32	37:53	37:56	0:03	0	0:00	0:00
33	38:07	38:10	0:03	2	38:15	0:02
34	40:14	40:18	0:04	0	0:00	0:00
35	41:35	41:39	0:04	0	0:00	0:00
36	41:46	41:50	0:04	0	0:00	0:00
37	42:14	42:16	0:02	1	42:19	0:03
38	44:10	44:14	0:04	0	0:00	0:00
39	46:07	46:10	0:03	1	46:13	0:03
40	48:02	48:06	0:04	3	48:13	0:02
41	51:57	52:00	0:03	0	0:00	0:00
42	54:02	54:05	0:03	1	54:08	0:03
43	55:53	55:55	0:02	0	0:00	0:00
44	57:53	57:56	0:03	1	58:01	0:05
45	58:11	58:14	0:03			0:00
46	59:56	59:59	0:03	0	0:00	0:00

Table 74 FYA Intersection # 2 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Lake Underhill Rd			Speed: 45 MPH		
WBL	Minor Street: S Dean Rd			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	0:00	0:02	0:02			0:00
2	1:44	1:49	0:05	2	1:55	0:03
3	2:11	2:13	0:02			0:00
4	3:49	3:53	0:04			0:00
5	4:01	4:03	0:02	1	4:06	0:03
6	5:48	5:53	0:05			0:00
7	6:05	6:09	0:04	1	6:11	0:02
8	9:27	9:30	0:03			0:00
9	9:34	9:38	0:04	1	9:39	0:01
10	9:53	9:57	0:04			0:00
11	10:03	10:06	0:03			0:00
12	17:38	17:42	0:04			0:00
13	17:56	17:59	0:03	1	18:01	0:02
14	19:46	19:49	0:03			0:00
15	21:43	21:46	0:03			0:00
16	21:53	21:55	0:02			0:00
17	23:47	23:50	0:03			0:00
18	24:10	24:14	0:04			0:00
19	25:28	25:32	0:04			0:00
20	26:01	26:04	0:03			0:00
21	27:33	27:37	0:04	1	27:39	0:02
22	30:00	30:04	0:04	1	30:06	0:02
23	31:59	32:04	0:05			0:00
24	33:51	33:53	0:02	1	33:57	0:04
25	34:02	34:05	0:03			0:00
26	34:09	34:12	0:03			0:00
27	35:20	35:24	0:04	1	35:28	0:04
28	35:40	35:43	0:03			0:00
29	35:53	35:57	0:04			0:00
30	38:13	38:17	0:04			0:00
31	39:40	39:45	0:05			0:00
32	39:51	39:54	0:03	1	40:00	0:06
33	40:02	40:06	0:04			0:00
34	43:44	43:48	0:04			0:00
35	45:31	45:35	0:04			0:00
36	48:17	48:21	0:04			0:00
37	49:55	49:59	0:04	1	50:02	0:03
38	51:39	51:43	0:04			0:00
39	53:54	53:57	0:03	1	54:01	0:04
40	55:58	56:01	0:03			0:00
41	56:05	56:08	0:03	1	56:13	0:05
42	57:57	58:01	0:04			0:00
43	59:54	59:58	0:04			0:00

Table 75 FYA Intersection # 2 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Lake Underhill Rd			Speed: 45 MPH		
WBL	Minor Street: S Dean Rd			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	0:21	0:25	0:04			0:00
2	2:10	2:15	0:05	2	2:18	0:01
3	2:23	2:26	0:03			0:00
4	4:24	4:28	0:04			0:00
5	6:24	6:28	0:04			0:00
6	6:32	6:35	0:03	1	6:37	0:02
7	10:19	10:23	0:04	2	10:32	0:04
8	12:08	12:12	0:04	1	12:15	0:03
9	12:21	12:24	0:03			0:00
10	12:32	12:35	0:03			0:00
11	16:05	16:09	0:04	1	16:13	0:04
12	16:20	16:25	0:05			0:00
13	16:28	16:32	0:04			0:00
14	18:11	18:15	0:04	2	18:20	0:02
15	18:36	18:39	0:03			0:00
16	18:27	18:30	0:03	1	18:33	0:03
17	18:55	18:58	0:03	1	19:00	0:02
18	20:00	20:05	0:05	2	20:12	0:03
19	22:08	22:11	0:03	2	22:18	0:03
20	24:16	24:19	0:03	4	24:33	0:03
21	26:06	26:11	0:05	1	26:15	0:04
22	26:18	26:21	0:03			0:00
23	28:08	28:11	0:03			0:00
24	28:15	28:17	0:02	5	28:35	0:03
25	30:22	30:27	0:05	3	30:34	0:02
26	32:07	32:12	0:05			0:00
27	33:42	33:45	0:03			0:00
28	33:49	33:52	0:03			0:00
29	34:10	34:14	0:04	1	34:16	0:02
30	34:27	34:30	0:03			0:00
31	36:18	36:23	0:05	2	36:34	0:05
32	38:17	38:20	0:03	2	38:25	0:02
33	40:24	40:27	0:03			0:00
34	42:33	42:36	0:03			0:00
35	44:20	44:24	0:04			0:00
36	44:31	44:34	0:03			0:00
37	46:11	46:13	0:02	2	46:18	0:02
38	46:33	46:35	0:02			0:00
39	56:11	56:15	0:04			0:00
40	58:26	58:29	0:03			0:00

Table 76 FYA Intersection # 2 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Lake Underhill Rd			Speed: 45 MPH		
WBL	Minor Street: S Dean Rd			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	4:46	4:49	0:03	0	0:00	0:00
2	12:04	12:08	0:04	0	0:00	0:00
3	12:31	12:36	0:05	0	0:00	0:00
4	12:12	12:14	0:02	0	0:00	0:00
5	19:34	19:37	0:03	0	0:00	0:00
6	45:05	45:09	0:04	0	0:00	0:00
7	47:15	47:18	0:03	0	0:00	0:00
8	49:38	49:41	0:03	0	0:00	0:00
9	51:44	51:48	0:04	1	51:51	0:03
10	54:13	54:16	0:03	1	54:22	0:06
11	54:30	54:32	0:02	0	0:00	0:00
12	56:44	56:46	0:02	0	0:00	0:00
13	56:52	56:55	0:03	0	0:00	0:00

Table 77 FYA Intersection # 2 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Lake Underhill Rd			Speed: 45 MPH		
WBL	Minor Street: S Dean Rd			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	1:11	1:14	0:03	0	0:00	0:00
2	1:48	1:52	0:04	2	1:59	0:03
3	4:12	4:15	0:03	1	4:18	0:03
4	8:58	9:02	0:04	1	9:04	0:02
5	11:16	11:20	0:04	1	11:23	0:03
6	20:26	20:29	0:03	0	0:00	0:00
7	22:56	23:01	0:05	0	0:00	0:00
8	24:34	24:37	0:03			0:00
9	25:11	25:14	0:03	2	25:23	0:04
10	27:23	27:27	0:04	2	27:32	0:02
11	27:38	27:43	0:05	0	0:00	0:00
12	29:21	29:26	0:05	0	0:00	0:00
13	29:41	29:44	0:03	6	30:03	0:03
14	32:14	32:16	0:02	1	32:20	0:04
15	34:20	34:24	0:04	2	34:29	0:02
16	41:35	41:37	0:02			0:00
17	46:14	46:18	0:04	0	0:00	0:00

Table 78 FYA Intersection # 2 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Lake Underhill Rd			Speed: 45 MPH		
<i>WBL</i>	Minor Street: S Dean Rd			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	0:10	0:14	0:04	0	0:00	0:00
2	0:20	0:22	0:02	0	0:00	0:00
3	14:13	14:18	0:05	1	14:20	0:02
4	18:50	18:53	0:03			0:00
5	20:49	20:53	0:04	0	0:00	0:00
6	22:55	22:58	0:03	0	0:00	0:00
7	27:51	27:55	0:04	0	0:00	0:00
8	28:18	28:22	0:04	0	0:00	0:00
9	35:12	35:15	0:03	0	0:00	0:00
10	37:36	37:40	0:04	1	37:42	0:02
11	44:33	44:36	0:03	0	0:00	0:00
12	48:34	48:37	0:03	0	0:00	0:00
13	49:16	49:19	0:03	0	0:00	0:00
14	51:28	51:30	0:02	0	0:00	0:00
15	53:56	53:59	0:03	0	0:00	0:00

Table 79 FYA Intersection # 2 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Lake Underhill Rd			Speed: 45 MPH		
WBL	Minor Street: S Dean Rd			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	7:06	7:09	0:03			0:00
2	10:00	10:03	0:03			0:00
3	14:37	14:40	0:03	2	14:50	0:05
4	19:28	19:33	0:05			0:00
5	21:16	21:19	0:03			0:00
6	21:23	21:26	0:03			0:00
7	21:30	21:34	0:04			0:00
8	23:56	24:00	0:04			0:00
9	24:05	24:08	0:03			0:00
10	26:25	26:28	0:03			0:00
11	28:42	28:46	0:04			0:00
12	30:59	31:03	0:04	3	31:11	0:02
13	37:59	38:03	0:04			0:00
14	38:11	38:15	0:04			0:00
15	44:56	45:00	0:04	1	45:03	0:03
16	47:13	47:16	0:03			0:00
17	47:22	47:25	0:03	1	47:29	0:04
18	49:45	49:50	0:05	4	50:00	0:02
19	51:49	51:53	0:04	1	51:55	0:02
20	56:33	56:36	0:03			0:00

Table 80 FYA Intersection # 3 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Edgewater Drive			Speed: 40 MPH		
EBL	Minor Street: Forest City Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	12:14	12:17	0:03	0	0:00	0:00
2	14:31	14:35	0:04	0	0:00	0:00
3	14:51	14:54	0:03	0	0:00	0:00
4	17:30	17:34	0:04	0	0:00	0:00
5	28:20	28:24	0:04	0	0:00	0:00
6	35:02	35:06	0:04	0	0:00	0:00
7	41:21	41:24	0:03	0	0:00	0:00
8	44:56	44:59	0:03	0	0:00	0:00
9	48:16	48:20	0:04	1	48:22	0:02
10	56:17	56:19	0:02	0	0:00	0:00

Table 81 FYA Intersection # 3 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Edgewater Drive			Speed: 40 MPH		
EBL	Minor Street: Forest City Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	0:26	0:30	0:04	0	0:00	0:00
2	4:51	4:55	0:04	0	0:00	0:00
3	13:39	13:41	0:02	0	0:00	0:00
4	16:00	16:03	0:03	0	0:00	0:00
5	18:40	18:44	0:04	0	0:00	0:00
6	22:54	22:57	0:03	0	0:00	0:00
7	25:40	25:44	0:04	0	0:00	0:00
8	28:08	28:10	0:02	1	28:11	0:01
9	38:11	38:16	0:05	0	0:00	0:00
10	40:50	40:54	0:04	1	40:55	0:01
11	43:13	43:16	0:03	0	0:00	0:00
12	51:35	51:39	0:04	2	51:43	0:02
13	53:48	53:50	0:02	0	0:00	0:00
14	58:11	58:14	0:03	0	0:00	0:00

Table 82 FYA Intersection # 3 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Edgewater Drive			Speed: 40 MPH		
EBL	Minor Street: Forest City Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	2:13	2:16	0:03	1	2:21	0:05
2	5:40	5:43	0:03	0	0:00	0:00
3	10:23	10:26	0:03	0	0:00	0:00
4	14:15	14:19	0:04	2	14:26	0:03
5	16:34	16:37	0:03	0	0:00	0:00
6	21:31	21:33	0:02	0	0:00	0:00
7	26:27	26:29	0:02	0	0:00	0:00
8	28:52	28:55	0:03	0	0:00	0:00
9	31:54	31:58	0:04	1	32:00	0:02
10	36:53	36:55	0:02	0	0:00	0:00
11	37:01	37:04	0:03	0	0:00	0:00
12	48:55	49:01	0:06	0	0:00	0:00
13	54:08	54:10	0:02	0	0:00	0:00

Table 83FYA Intersection # 3 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Edgewater Drive			Speed: 40 MPH		
EBL	Minor Street: Forest City Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	4:11	4:14	0:03	0	0:00	0:00
2	6:24	6:27	0:03	0	0:00	0:00
3	7:05	7:07	0:02	0	0:00	0:00
4	9:59	10:02	0:03	0	0:00	0:00
5	14:47	14:51	0:04	0	0:00	0:00
6	19:50	19:53	0:03	0	0:00	0:00
7	22:09	22:11	0:02	0	0:00	0:00
8	22:18	22:19	0:01	0	0:00	0:00
9	22:44	22:47	0:03	0	0:00	0:00
10	30:13	30:16	0:03	0	0:00	0:00
11	33:15	33:19	0:04	0	0:00	0:00
12	41:21	41:24	0:03	0	0:00	0:00
13	44:40	44:42	0:02	0	0:00	0:00

Table 84 FYA Intersection # 3 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Edgewater Drive			Speed: 40 MPH		
EBL	Minor Street: Forest City Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	1:24	1:27	0:03	0	0:00	0:00
2	1:49	1:53	0:04	0	0:00	0:00
3	15:50	15:53	0:03	0	0:00	0:00
4	18:37	18:41	0:04	0	0:00	0:00
5	18:58	19:02	0:04	0	0:00	0:00
6	24:28	24:31	0:03	0	0:00	0:00
7	39:53	39:58	0:05	0	0:00	0:00
8	51:36	51:39	0:03	0	0:00	0:00
9	3:40	3:44	0:04	0	0:00	0:00
10	11:50	11:53	0:03	0	0:00	0:00
11	12:05	12:08	0:03	0	0:00	0:00
12	15:20	15:22	0:02	0	0:00	0:00
13	18:05	18:08	0:03	0	0:00	0:00
14	25:10	25:13	0:03	0	0:00	0:00
15	52:21	52:23	0:02	0	0:00	0:00
16	53:52	53:55	0:03	1	53:59	0:04

Table 85 FYA Intersection # 3 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Edgewater Drive			Speed: 40 MPH		
EBL	Minor Street: Forest City Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	3:40	3:44	0:04	0:00	0:00	0:00
2	11:50	11:53	0:03	0:00	0:00	0:00
3	12:05	12:08	0:03	0:00	0:00	0:00
4	15:20	15:22	0:02	0:00	0:00	0:00
5	18:05	18:08	0:03	0:00	0:00	0:00
6	25:10	25:13	0:03	0	0:00	0:00
7	52:21	52:23	0:02	0	0:00	0:00
8	53:52	53:55	0:03	1	53:59	0:04

Table 86 FYA Intersection # 3 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Edgewater Drive			Speed: 40 MPH		
EBL	Minor Street: Forest City Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	4:05	4:08	0:03	0	0:00	0:00
2	6:07	6:09	0:02	0	0:00	0:00
3	10:43	10:45	0:02	0	0:00	0:00
4	11:20	11:24	0:04	0	0:00	0:00
5	23:56	23:59	0:03	0	0:00	0:00
6	28:56	28:59	0:03	0	0:00	0:00
7	30:35	30:39	0:04	0	0:00	0:00
8	34:20	34:22	0:02	0	0:00	0:00
9	44:10	44:13	0:03	0	0:00	0:00
10	45:21	45:24	0:03	0	0:00	0:00
11	50:50	50:53	0:03	0	0:00	0:00
12	52:12	52:16	0:04	1	52:18	0:02
13	52:23	52:25	0:02	0	0:00	0:00
14	57:37	57:40	0:03	0	0:00	0:00

Table 87 FYA Intersection # 4 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Pershing Avenue			Speed: 45 MPH		
EBL	Minor Street: Wild Horse Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	1:34	1:38	0:04	0	0:00	0:00

Table 88FYA Intersection # 4 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Pershing Avenue			Speed: 45 MPH		
EBL	Minor Street: Wild Horse Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	3:48	3:51	0:03	0	0:00	0:00
2	5:41	5:45	0:04	0	0:00	0:00
3	5:48	5:51	0:03	0	0:00	0:00
4	7:18	7:21	0:03	0	0:00	0:00
5	8:07	8:11	0:04	1	8:14	0:03
6	8:57	9:01	0:04	0	0:00	0:00
7	10:49	10:52	0:03	2	10:58	0:03
8	12:24	12:28	0:04	1	12:32	0:04
9	14:25	14:29	0:04	0	0:00	0:00
10	16:17	16:23	0:06	0	0:00	0:00
11	18:34	18:38	0:04	0	0:00	0:00
12	24:38	24:41	0:03	0	0:00	0:00
13	30:36	30:39	0:03	2	30:44	0:02
14	35:04	35:07	0:03	0	0:00	0:00
15	37:35	37:38	0:03	0	0:00	0:00
16	39:19	39:21	0:02	0	0:00	0:00
17	42:59	43:01	0:02	0	0:00	0:00
18	45:40	45:42	0:02	0	0:00	0:00
19	46:20	46:21	0:01	0	0:00	0:00
20	47:56	47:57	0:01	0	0:00	0:00
21	48:29	48:31	0:02			
22	48:50	48:51	0:01	0	0:00	0:00
23	51:03	51:04	0:01	0	0:00	0:00
24	52:56	52:57	0:01	0	0:00	0:00
25	54:53	54:55	0:02	0	0:00	0:00
26	56:30	56:32	0:02	0	0:00	0:00
27	56:51	56:52	0:01	0	0:00	0:00
28	56:59	57:01	0:02	0	0:00	0:00
29	57:39	57:40	0:01	0	0:00	0:00
30	58:32	58:34	0:02	0	0:00	0:00
31	59:00	59:01	0:01	1	59:02	0:01
32	59:27	59:29	0:02	0	0:00	0:00

Table 89 FYA Intersection # 4 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Pershing Avenue			Speed: 45 MPH		
<i>EBL</i>	Minor Street: Wild Horse Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	3:53	3:57	0:04	0	0:00	0:00
2	6:11	6:13	0:02	0	0:00	0:00
3	11:44	11:47	0:03	0	0:00	0:00
4	13:42	13:46	0:04	0	0:00	0:00
5	14:53	14:55	0:02	0	0:00	0:00
6	22:32	22:36	0:04	0	0:00	0:00
7	29:04	29:08	0:04	0	0:00	0:00
8	35:56	35:59	0:03	0	0:00	0:00
9	41:31	41:35	0:04	0	0:00	0:00
10	42:42	42:45	0:03	0	0:00	0:00
11	43:13	43:16	0:03	0	0:00	0:00
12	45:29	45:32	0:03	0	0:00	0:00
13	48:37	48:40	0:03	0	0:00	0:00
14	50:14	50:16	0:02	1	50:20	0:04
15	51:47	51:52	0:05	0	0:00	0:00
16	52:32	52:36	0:04	0	0:00	0:00
17	59:05	59:08	0:03	0	0:00	0:00

Table 90 FYA Intersection # 4 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Pershing Avenue			Speed: 45 MPH		
<i>EBL</i>	Minor Street: Wild Horse Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	1:17	1:20	0:03	0	0:00	0:00
2	2:14	2:17	0:03	0	0:00	0:00
3	3:33	3:37	0:04	0	0:00	0:00
4	4:28	4:30	0:02	0	0:00	0:00
5	9:17	9:19	0:02	0	0:00	0:00
6	11:59	12:04	0:05	0	0:00	0:00
7	12:45	12:50	0:05	0	0:00	0:00
8	16:43	16:48	0:05	0	0:00	0:00
9	18:53	18:56	0:03	0	0:00	0:00
10	22:42	22:46	0:04	0	0:00	0:00
11	22:57	23:00	0:03	0	0:00	0:00
12	24:43	24:47	0:04	0	0:00	0:00
13	25:43	25:47	0:04	0	0:00	0:00
14	28:20	28:23	0:03	0	0:00	0:00
15	39:12	39:17	0:05	0	0:00	0:00
16	42:45	42:48	0:03	0	0:00	0:00
17	43:58	44:01	0:03	0	0:00	0:00
18	44:45	44:50	0:05	0	0:00	0:00
19	49:04	49:08	0:04	0	0:00	0:00
20	51:31	51:34	0:03	0	0:00	0:00
21	51:45	51:49	0:04	0	0:00	0:00
22	54:21	54:24	0:03	0	0:00	0:00
23	55:27	55:29	0:02	0	0:00	0:00
24	58:39	58:42	0:03	0	0:00	0:00

Table 91 FYA Intersection # 4 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Pershing Avenue			Speed: 45 MPH		
<i>EBL</i>	Minor Street: Wild Horse Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	4:03	4:08	0:05	0	0:00	0:00
2	4:13	4:16	0:03	0	0:00	0:00
3	10:10	10:14	0:04	0	0:00	0:00
4	12:25	12:29	0:04	0	0:00	0:00
5	13:28	13:32	0:04	0	0:00	0:00
6	13:57	13:58	0:01	0	0:00	0:00
7	14:07	14:09	0:02	0	0:00	0:00
8	14:19	14:22	0:03	0	0:00	0:00
9	15:15	15:18	0:03	0	0:00	0:00
10	15:52	15:57	0:05	0	0:00	0:00
11	16:52	16:56	0:04	0	0:00	0:00
12	17:26	17:30	0:04	0	0:00	0:00
13	22:43	22:46	0:03	0	0:00	0:00
14	24:42	24:45	0:03	0	0:00	0:00
15	28:06	28:09	0:03	0	0:00	0:00
16	40:22	40:26	0:04	0	0:00	0:00
17	44:26	44:29	0:03	0	0:00	0:00
18	44:35	44:38	0:03	0	0:00	0:00
19	48:16	48:19	0:03	0	0:00	0:00
20	53:22	53:26	0:04	0	0:00	0:00
21	53:34	53:37	0:03	0	0:00	0:00
22	55:34	55:37	0:03	0	0:00	0:00
23	56:07	56:10	0:03	0	0:00	0:00
24	57:24	57:28	0:04	0	0:00	0:00

Table 92 FYA Intersection # 4 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Pershing Avenue			Speed: 45 MPH		
EBL	Minor Street: Wild Horse Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	4:42	4:46	0:04	0	0:00	0:00
2	12:44	12:48	0:04	0	0:00	0:00
3	14:08	14:11	0:03			
4	15:08	15:10	0:02	0	0:00	0:00
5	18:11	18:15	0:04	2	18:21	0:03
6	20:14	20:18	0:04	0	0:00	0:00
7	22:18	22:22	0:04	0	0:00	0:00
8	26:52	26:56	0:04	0	0:00	0:00
9	27:58	28:02	0:04	0	0:00	0:00
10	29:58	30:02	0:04	0	0:00	0:00
11	41:41	41:43	0:02	0	0:00	0:00
12	47:34	47:37	0:03	0	0:00	0:00
13	53:17	53:20	0:03	0	0:00	0:00
14	53:34	53:37	0:03	1	53:41	0:04
15	55:10	55:13	0:03	0	0:00	0:00
16	58:00	58:04	0:04	0	0:00	0:00
17	59:31	59:35	0:04	0	0:00	0:00

Table 93 FYA Intersection # 4 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Pershing Avenue			Speed: 45 MPH		
<i>EBL</i>	Minor Street: Wild Horse Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	11:10	11:14	0:04	0	0:00	0:00
2	13:04	13:07	0:03	1	13:09	0:02
3	14:05	14:07	0:02	0	0:00	0:00
4	15:51	15:54	0:03	0	0:00	0:00
5	17:49	17:53	0:04	0	0:00	0:00
6	29:08	29:12	0:04	0	0:00	0:00
7	35:06	35:10	0:04	1	35:12	0:02
8	37:24	37:27	0:03	1	37:30	0:03
9	45:54	45:58	0:04	0	0:00	0:00
10	47:08	47:13	0:05	0	0:00	0:00
11	49:41	49:44	0:03	0	0:00	0:00
12	51:52	51:56	0:04	0	0:00	0:00
13	55:06	55:09	0:03	0	0:00	0:00
14	57:29	57:33	0:04	0	0:00	0:00
15	59:20	59:23	0:03	0	0:00	0:00

Table 94 FYA Intersection # 5 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: State Highway 50			Speed: 45 MPH		
<i>EBL</i>	Minor Street: Cricket Club Cir			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	9:20	9:22	0:02	0	0:00	0:00
2	12:05	12:08	0:03	0	0:00	0:00
3	17:12	17:16	0:04	0	0:00	0:00
4	12:07	12:10	0:03	0	0:00	0:00
5	22:41	22:46	0:05	1	22:49	0:03
6	25:15	25:18	0:03	0	0:00	0:00
7	26:10	26:12	0:02	0	0:00	0:00
8	29:25	29:29	0:04	0	0:00	0:00
9	32:27	32:30	0:03	0	0:00	0:00
10	34:59	35:02	0:03	0	0:00	0:00
11	35:30	35:33	0:03	0	0:00	0:00
12	39:26	39:29	0:03	0	0:00	0:00
13	43:16	43:19	0:03	0	0:00	0:00
14	46:15	46:18	0:03	0	0:00	0:00
15	48:10	48:14	0:04	0	0:00	0:00
16	56:36	56:40	0:04	0	0:00	0:00
17	59:04	59:07	0:03	0	0:00	0:00

Table 95 FYA Intersection # 5 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: State Highway 50			Speed: 45 MPH		
EBL	Minor Street: Cricket Club Cir			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	5:32	5:36	0:04	0	0:00	0:00
2	14:19	14:22	0:03	0	0:00	0:00
3	14:35	14:37	0:02	0	0:00	0:00
4	17:58	18:01	0:03	0	0:00	0:00
5	18:20	18:22	0:02	0	0:00	0:00
6	21:27	21:31	0:04	1	21:33	0:02
7	27:37	27:39	0:02	0	0:00	0:00
8	27:54	27:58	0:04	0	0:00	0:00
9	28:41	28:45	0:04	0	0:00	0:00
10	28:51	28:54	0:03	0	0:00	0:00
11	30:58	31:02	0:04	0	0:00	0:00
12	31:04	31:07	0:03	0	0:00	0:00
13	34:08	34:14	0:06	1	34:16	0:02
14	37:04	37:06	0:02	2	37:15	0:04
15	43:19	43:22	0:03	1	43:25	0:03
16	44:23	44:27	0:04	0	0:00	0:00
17	48:21	48:25	0:04	0	0:00	0:00
18	49:37	49:39	0:02	1	49:43	0:04
19	49:57	50:00	0:03	0	0:00	0:00
20	52:12	52:16	0:04	0	0:00	0:00
21	56:23	56:28	0:05	0	0:00	0:00
22	58:08	58:10	0:02	0	0:00	0:00
23	59:11	59:14	0:03	1	59:19	0:05

Table 96 FYA Intersection # 5 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: State Highway 50			Speed: 45 MPH		
EBL	Minor Street: Cricket Club Cir			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	2:14	2:18	0:04	0	0:00	0:00
2	2:26	2:32	0:06	0	0:00	0:00
3	8:22	8:26	0:04	0	0:00	0:00
4	12:22	12:27	0:05	0	0:00	0:00
5	15:08	15:11	0:03	0	0:00	0:00
6	16:03	16:07	0:04	0	0:00	0:00
7	17:53	17:56	0:03	1	18:00	0:04
8	21:42	21:46	0:04	0	0:00	0:00
9	29:48	29:52	0:04	0	0:00	0:00
10	34:21	34:25	0:04	0	0:00	0:00
11	37:49	37:54	0:05	0	0:00	0:00
12	38:56	38:59	0:03	0	0:00	0:00
13	40:14	40:16	0:02	0	0:00	0:00
14	40:50	40:53	0:03	0	0:00	0:00
15	41:57	42:00	0:03	0	0:00	0:00
16	43:10	43:17	0:07	0	0:00	0:00
17	43:31	43:36	0:05	0	0:00	0:00
18	43:53	43:56	0:03	0	0:00	0:00
19	46:08	46:12	0:04	0	0:00	0:00
20	48:00	48:03	0:03	0	0:00	0:00
21	49:45	49:48	0:03	1	49:51	0:03
22	52:39	52:43	0:04	0	0:00	0:00
23	53:54	53:58	0:04	0	0:00	0:00
24	56:16	56:20	0:04	0	0:00	0:00
25	59:18	59:22	0:04	0	0:00	0:00
26	59:27	59:31	0:04	0	0:00	0:00

Table 97 FYA Intersection # 5 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: State Highway 50			Speed: 45 MPH		
EBL	Minor Street: Cricket Club Cir			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	2:33	2:35	0:02	0	0:00	0:00
2	9:06	9:10	0:04	0	0:00	0:00
3	12:50	12:54	0:04	1	12:57	0:03
4	14:41	14:45	0:04	0	0:00	0:00
5	20:10	20:13	0:03	0	0:00	0:00
6	20:51	20:53	0:02	0	0:00	0:00
7	20:55	20:59	0:04	0	0:00	0:00
8	33:04	33:07	0:03	0	0:00	0:00
9	33:29	33:32	0:03	0	0:00	0:00
10	35:06	35:08	0:02	0	0:00	0:00
11	36:21	36:25	0:04	0	0:00	0:00
12	36:28	36:34	0:06	1	36:37	0:03
13	39:48	39:51	0:03	1	39:58	0:07
14	40:00	40:03	0:03	0	0:00	0:00
15	43:08	43:11	0:03	0	0:00	0:00
16	46:37	46:42	0:05	0	0:00	0:00
17	49:43	49:47	0:04	0	0:00	0:00
18	55:29	55:34	0:05	0	0:00	0:00
19	58:22	58:27	0:05	0	0:00	0:00

Table 98 FYA Intersection # 5 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: State Highway 50			Speed: 45 MPH		
EBL	Minor Street: Cricket Club Cir			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	6:38	6:43	0:05	0	0:00	0:00
2	9:44	9:51	0:07	0	0:00	0:00
3	10:22	10:27	0:05	0	0:00	0:00
4	11:44	11:50	0:06	2	11:55	0:02
5	13:09	13:15	0:06	0	0:00	0:00
6	13:28	13:34	0:06	0	0:00	0:00
7	16:10	16:13	0:03	0	0:00	0:00
8	19:03	19:08	0:05	0	0:00	0:00
9	19:40	19:45	0:05	0	0:00	0:00
10	22:50	22:54	0:04	0	0:00	0:00
11	25:48	25:53	0:05	0	0:00	0:00
12	28:13	28:18	0:05	0	0:00	0:00
13	29:12	29:17	0:05	0	0:00	0:00
14	35:30	35:40	0:10	0	0:00	0:00
15	37:40	37:50	0:10	0	0:00	0:00
16	38:30	38:34	0:04	1	38:38	0:04
17	47:59	48:03	0:04	0	0:00	0:00
18	51:12	51:21	0:09	0	0:00	0:00

Table 99 FYA Intersection # 5 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: State Highway 50			Speed: 45 MPH		
EBL	Minor Street: Cricket Club Cir			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	3:41	3:49	0:08	1	3:51	0:02
2	10:08	10:11	0:03	0	0:00	0:00
3	13:51	13:56	0:05	0	0:00	0:00
4	15:16	15:19	0:03	0	0:00	0:00
5	19:08	19:11	0:03	1	19:16	0:05
6	22:20	22:26	0:06	0	0:00	0:00
7	25:25	25:32	0:07	0	0:00	0:00
8	34:39	34:44	0:05	0	0:00	0:00
9	38:53	38:55	0:02	0	0:00	0:00
10	39:01	39:06	0:05	0	0:00	0:00
11	39:35	39:40	0:05	0	0:00	0:00
12	42:11	42:17	0:06	0	0:00	0:00
13	45:48	45:52	0:04	0	0:00	0:00
14	48:20	48:22	0:02	0	0:00	0:00
15	48:28	48:31	0:03	1	48:33	0:02
16	51:17	51:21	0:04	1	51:23	0:02
17	53:45	53:49	0:04	0	0:00	0:00
18	53:58	54:02	0:04	0	0:00	0:00

Table 100 FYA Intersection # 5 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: State Highway 50			Speed: 45 MPH		
<i>EBL</i>	Minor Street: Cricket Club Cir			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	2:55	2:59	0:04	1	3:03	0:04
2	5:06	5:11	0:05	0	0:00	0:00
3	6:57	7:03	0:06	0	0:00	0:00
4	7:06	7:13	0:07	0	0:00	0:00
5	9:13	9:18	0:05	0	0:00	0:00
6	10:10	10:16	0:06	0	0:00	0:00
7	14:43	14:46	0:03	0	0:00	0:00
8	18:38	18:44	0:06	0	0:00	0:00
9	19:00	19:06	0:06	1	19:09	0:03
10	22:00	22:04	0:04	0	0:00	0:00
11	28:54	28:58	0:04	0	0:00	0:00
12	30:48	30:53	0:05	1	30:56	0:03
13	31:23	31:26	0:03	1	31:28	0:02
14	34:35	34:40	0:05	0	0:00	0:00
15	36:39	36:42	0:03	0	0:00	0:00
16	40:27	40:31	0:04	0	0:00	0:00
17	40:35	40:39	0:04	0	0:00	0:00
18	41:50	41:54	0:04	0	0:00	0:00
19	44:29	44:34	0:05	0	0:00	0:00
20	45:03	45:07	0:04	0	0:00	0:00
21	48:27	48:32	0:05	0	0:00	0:00
22	50:14	50:17	0:03	0	0:00	0:00
23	52:04	52:08	0:04	0	0:00	0:00
24	53:59	54:04	0:05	0	0:00	0:00
25	55:15	55:19	0:04	0	0:00	0:00
26	57:05	57:11	0:06	0	0:00	0:00

Table 101 FYA Intersection # 6 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: CR 535			Speed: 55 MPH		
<i>NBL</i>	Minor Street: Lakeside Village Lane			Geometry: 3-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	1:46	1:52	0:06	0	0:00	0:00
2	1:55	1:59	0:04	0	0:00	0:00
3	2:30	2:35	0:05	0	0:00	0:00
4	2:37	2:41	0:04	0	0:00	0:00
5	5:01	5:06	0:05	0	0:00	0:00
6	6:00	6:06	0:06	0	0:00	0:00
7	6:26	6:31	0:05	0	0:00	0:00
8	6:34	6:40	0:06	0	0:00	0:00
9	6:39	6:43	0:04	0	0:00	0:00
10	7:07	7:13	0:06	0	0:00	0:00
11	7:14	7:18	0:04	0	0:00	0:00
12	7:59	8:02	0:03	1	8:04	0:02
13	8:32	8:37	0:05	0	0:00	0:00
14	8:42	8:46	0:04	0	0:00	0:00
15	9:55	10:00	0:05	0	0:00	0:00
16	17:00	17:05	0:05	0	0:00	0:00
17	18:42	18:46	0:04	0	0:00	0:00
18	23:19	23:23	0:04	0	0:00	0:00
19	23:53	23:59	0:06	2	24:03	0:02
20	26:05	26:11	0:06	0	0:00	0:00
21	26:11	26:16	0:05	0	0:00	0:00
22	27:57	28:02	0:05	0	0:00	0:00
23	28:06	28:11	0:05	0	0:00	0:00
24	29:00	29:05	0:05	0	0:00	0:00
25	30:27	30:31	0:04	0	0:00	0:00
26	31:37	31:40	0:03	0	0:00	0:00
27	32:22	32:26	0:04	0	0:00	0:00
28	34:35	34:39	0:04	0	0:00	0:00
29	36:22	36:27	0:05	0	0:00	0:00
30	37:11	37:15	0:04	0	0:00	0:00
31	38:45	38:49	0:04	0	0:00	0:00
32	40:15	40:18	0:03	0	0:00	0:00
33	45:58	46:02	0:04	1	46:05	0:03
34	46:59	47:03	0:04	0	0:00	0:00
35	47:59	48:04	0:05	0	0:00	0:00
36	53:13	53:18	0:05	1	53:20	0:02
37	53:22	53:26	0:04	0	0:00	0:00
38	54:32	54:36	0:04	0	0:00	0:00
39	55:11	55:16	0:05	0	0:00	0:00
40	56:21	56:26	0:05	0	0:00	0:00
41	58:32	58:36	0:04	0	0:00	0:00

Table 102 FYA Intersection # 6 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: CR 535			Speed: 55 MPH		
<i>NBL</i>	Minor Street: Lakeside Village Lane			Geometry: 3-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	0:58	1:03	0:05	0	0:00	0:00
2	1:29	1:34	0:05	0	0:00	0:00
3	5:11	5:16	0:05	0	0:00	0:00
4	7:08	7:12	0:04	0	0:00	0:00
5	9:40	9:44	0:04	1	9:48	0:04
6	10:30	10:36	0:06	0	0:00	0:00
7	11:23	11:27	0:04	0	0:00	0:00
8	12:06	12:09	0:03	0	0:00	0:00
9	15:28	15:37	0:09	0	0:00	0:00
10	24:27	24:33	0:06	1	24:36	0:03
11	25:33	25:37	0:04	0	0:00	0:00
12	26:07	26:10	0:03	0	0:00	0:00
13	27:16	27:20	0:04	0	0:00	0:00
14	28:35	28:39	0:04	0	0:00	0:00
15	29:37	29:42	0:05	0	0:00	0:00
16	30:42	30:47	0:05	0	0:00	0:00
17	31:51	32:00	0:09	1	32:03	0:03
18	32:52	32:55	0:03	0	0:00	0:00
19	33:31	33:34	0:03	1	33:36	0:02
20	34:15	34:20	0:05	0	0:00	0:00
21	35:08	35:14	0:06	0	0:00	0:00
22	37:11	37:17	0:06	0	0:00	0:00
23	38:59	39:06	0:07	0	0:00	0:00
24	40:23	40:28	0:05	1	40:30	0:02
25	41:58	42:04	0:06	0	0:00	0:00
26	43:15	43:21	0:06	1	43:23	0:02
27	44:23	44:29	0:06	0	0:00	0:00
28	46:19	46:23	0:04	1	46:25	0:02
29	47:24	47:27	0:03	0	0:00	0:00
30	47:45	47:48	0:03	0	0:00	0:00
31	49:23	49:26	0:03	0	0:00	0:00
32	51:07	51:09	0:02	0	0:00	0:00
33	51:10	51:14	0:04	1	51:16	0:02
34	51:18	51:22	0:04	0	0:00	0:00
35	52:15	52:20	0:05	0	0:00	0:00
36	55:06	55:10	0:04	0	0:00	0:00
37	55:54	55:58	0:04	0	0:00	0:00
38	56:07	56:11	0:04	0	0:00	0:00
39	57:00	57:04	0:04	0	0:00	0:00
40	57:56	58:00	0:04	1	58:03	0:03

Table 103 FYA Intersection # 6 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: CR 535			Speed: 55 MPH		
<i>NBL</i>	Minor Street: Lakeside Village Lane			Geometry: 3-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	1:14	1:19	0:05	0	0:00	0:00
2	4:19	4:23	0:04	1	4:26	0:03
3	5:16	5:20	0:04	0	0:00	0:00
4	5:20	5:25	0:05	0	0:00	0:00
5	9:07	9:13	0:06	2	9:18	0:02
6	10:37	10:40	0:03	0	0:00	0:00
7	11:42	11:49	0:07	0	0:00	0:00
8	11:52	11:56	0:04	0	0:00	0:00
9	12:05	12:08	0:03	0	0:00	0:00
10	13:59	14:05	0:06	0	0:00	0:00
11	15:58	16:03	0:05	1	16:05	0:02
12	16:56	17:01	0:05	0	0:00	0:00
13	17:06	17:10	0:04	0	0:00	0:00
14	17:47	17:51	0:04	0	0:00	0:00
15	17:57	18:01	0:04	1	18:03	0:02
16	18:09	18:13	0:04	1	18:16	0:03
17	19:40	19:46	0:06	0	0:00	0:00
18	20:34	20:39	0:05	1	20:41	0:02
19	20:43	20:47	0:04	0	0:00	0:00
20	20:49	20:53	0:04	0	0:00	0:00
21	28:41	28:45	0:04	2	28:48	0:01
22	29:38	29:43	0:05	0	0:00	0:00
23	30:46	30:52	0:06	1	30:53	0:01
24	31:27	31:30	0:03	0	0:00	0:00
25	31:48	31:55	0:07	2	31:59	0:02
26	32:40	32:44	0:04	1	32:46	0:02
27	34:44	34:49	0:05	4	35:00	0:02
28	35:01	35:06	0:05	0	0:00	0:00
29	35:12	35:16	0:04	0	0:00	0:00
30	39:08	39:13	0:05	3	39:20	0:02
31	39:21	39:26	0:05	0	0:00	0:00
32	40:36	40:42	0:06	0	0:00	0:00
33	44:02	44:07	0:05	0	0:00	0:00
34	47:10	47:13	0:03	0	0:00	0:00
35	50:00	50:06	0:06	1	50:08	0:02
36	51:30	51:34	0:04	0	0:00	0:00
37	55:56	56:01	0:05	0	0:00	0:00
38	57:25	57:31	0:06	0	0:00	0:00
39	58:44	58:48	0:04	0	0:00	0:00
40	59:27	59:32	0:05	0	0:00	0:00

Table 104 FYA Intersection # 6 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: CR 535			Speed: 55 MPH		
NBL	Minor Street: Lakeside Village Lane			Geometry: 3-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	0:00	0:05	0:05	0	0:00	0:00
2	1:40	1:43	0:03	1	1:45	0:02
3	1:53	1:58	0:05	1	1:59	0:01
4	4:25	4:29	0:04	2	4:33	0:02
5	5:48	5:52	0:04	1	5:54	0:02
6	7:30	7:36	0:06	0	0:00	0:00
7	7:46	7:52	0:06	2	7:56	0:02
8	9:52	9:58	0:06	2	10:02	0:02
9	10:08	10:12	0:04	0	0:00	0:00
10	10:42	10:48	0:06	0	0:00	0:00
11	11:00	11:03	0:03	2	11:07	0:02
12	12:05	12:13	0:08	0	0:00	0:00
13	12:20	12:24	0:04	1	12:26	0:02
14	13:20	13:24	0:04	0	0:00	0:00
15	15:45	15:50	0:05	0	0:00	0:00
16	16:57	17:02	0:05	1	17:04	0:02
17	19:25	19:28	0:03	1	19:31	0:03
18	20:09	20:12	0:03	0	0:00	0:00
19	21:14	21:19	0:05	0	0:00	0:00
20	22:22	22:27	0:05	1	22:30	0:03
21	23:19	23:23	0:04	0	0:00	0:00
22	23:32	23:35	0:03	0	0:00	0:00
23	23:38	23:42	0:04	1	23:44	0:02
24	24:30	24:35	0:05	2	24:42	0:03
25	26:00	26:06	0:06	0	0:00	0:00
26	27:06	27:10	0:04	0	0:00	0:00
27	29:29	29:33	0:04	0	0:00	0:00
28	32:19	32:22	0:03	0	0:00	0:00
29	32:25	32:30	0:05	0	0:00	0:00
30	33:27	33:32	0:05	0	0:00	0:00
31	37:42	37:48	0:06	1	37:49	0:01
32	38:24	38:28	0:04	1	38:30	0:02
33	43:18	43:23	0:05	2	43:28	0:02
34	44:30	44:33	0:03	1	44:37	0:04
35	45:22	45:26	0:04	0	0:00	0:00
36	45:56	45:59	0:03	1	46:02	0:03
37	46:04	46:08	0:04	0	0:00	0:00
38	47:49	47:53	0:04	0	0:00	0:00
39	48:38	48:43	0:05	0	0:00	0:00
40	49:32	49:35	0:03	1	49:38	0:03
41	51:47	51:50	0:03	0	0:00	0:00
42	54:00	54:04	0:04	0	0:00	0:00
43	55:22	55:27	0:05	2	55:30	0:01
44	55:32	55:38	0:06	0	0:00	0:00
45	57:27	57:31	0:04	0	0:00	0:00
46	57:41	57:45	0:04	1	57:47	0:02
47	58:57	59:01	0:04	0	0:00	0:00
48	59:06	59:10	0:04	0	0:00	0:00

Table 105 FYA Intersection # 6 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: CR 535			Speed: 55 MPH		
NBL	Minor Street: Lakeside Village Lane			Geometry: 3-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	1:34	1:39	0:05	0	0:00	0:00
2	5:45	5:49	0:04	0	0:00	0:00
3	5:51	5:54	0:03	0	0:00	0:00
4	5:59	6:03	0:04	0	0:00	0:00
5	6:32	6:37	0:05	0	0:00	0:00
6	7:32	7:38	0:06	1	7:40	0:02
7	9:58	10:04	0:06	1	10:05	0:01
8	11:25	11:32	0:07	0	0:00	0:00
9	12:20	12:24	0:04	0	0:00	0:00
10	14:31	14:37	0:06	1	14:39	0:02
11	16:36	16:43	0:07	0	0:00	0:00
12	18:50	18:55	0:05	0	0:00	0:00
13	19:26	19:30	0:04	0	0:00	0:00
14	21:31	21:37	0:06	0	0:00	0:00
15	22:10	22:17	0:07	0	0:00	0:00
16	24:18	24:23	0:05	0	0:00	0:00
17	28:50	28:55	0:05	0	0:00	0:00
18	30:37	30:42	0:05	0	0:00	0:00
19	30:55	31:00	0:05	0	0:00	0:00
20	32:20	32:25	0:05	0	0:00	0:00
21	32:41	32:46	0:05	0	0:00	0:00
22	33:14	33:18	0:04	1	33:21	0:03
23	34:18	34:24	0:06	0	0:00	0:00
24	35:47	35:51	0:04	0	0:00	0:00
25	39:47	39:53	0:06	0	0:00	0:00
26	41:16	41:21	0:05	1	41:24	0:03
27	41:27	41:32	0:05	1	41:33	0:01
28	44:10	44:16	0:06	0	0:00	0:00
29	44:47	44:52	0:05	0	0:00	0:00
30	45:23	45:29	0:06	0	0:00	0:00
31	47:39	47:43	0:04	0	0:00	0:00
32	48:47	48:52	0:05	0	0:00	0:00
33	49:16	49:20	0:04	1	49:22	0:02
34	50:24	50:30	0:06	1	50:32	0:02
35	50:33	50:37	0:04	0	0:00	0:00
36	51:19	51:25	0:06	0	0:00	0:00
37	52:30	52:35	0:05	0	0:00	0:00
38	52:38	52:42	0:04	0	0:00	0:00
39	53:05	53:09	0:04	1	53:11	0:02
40	54:55	55:01	0:06	0	0:00	0:00
41	57:34	57:39	0:05	0	0:00	0:00

Table 106 FYA Intersection # 6 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: CR 535			Speed: 55 MPH		
NBL	Minor Street: Lakeside Village Lane			Geometry: 3-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	0:21	0:25	0:04	0	0:00	0:00
2	0:25	0:30	0:05	1	0:34	0:04
3	1:23	1:30	0:07	2	1:37	0:03
4	2:53	2:58	0:05	0	0:00	0:00
5	5:44	5:50	0:06	0	0:00	0:00
6	6:54	7:02	0:08	0	0:00	0:00
7	11:41	11:47	0:06	0	0:00	0:00
8	14:28	14:33	0:05	1	14:35	0:02
9	16:00	16:04	0:04	0	0:00	0:00
10	18:14	18:18	0:04	0	0:00	0:00
11	22:24	22:28	0:04	1	22:31	0:03
12	23:50	23:56	0:06	0	0:00	0:00
13	24:30	24:35	0:05	0	0:00	0:00
14	25:57	26:00	0:03	0	0:00	0:00
15	27:58	28:02	0:04	1	28:05	0:03
16	29:02	29:07	0:05	1	29:09	0:02
17	30:47	30:52	0:05	1	30:54	0:02
18	31:32	31:37	0:05	0	0:00	0:00
19	31:40	31:45	0:05	1	31:47	0:02
20	32:58	33:06	0:08	0	0:00	0:00
21	33:24	33:28	0:04	0	0:00	0:00
22	33:30	33:34	0:04	0	0:00	0:00
23	35:38	35:43	0:05	0	0:00	0:00
24	36:41	36:46	0:05	2	36:51	0:02
25	40:30	40:34	0:04	0	0:00	0:00
26	40:37	40:42	0:05	0	0:00	0:00
27	42:12	42:18	0:06	1	42:20	0:02
28	43:05	43:09	0:04	0	0:00	0:00
29	44:22	44:27	0:05	0	0:00	0:00
30	46:01	46:05	0:04	1	46:08	0:03
31	47:02	47:07	0:05	0	0:00	0:00
32	48:10	48:15	0:05	0	0:00	0:00
33	49:45	49:50	0:05	0	0:00	0:00
34	53:36	53:42	0:06	0	0:00	0:00
35	54:16	54:21	0:05	0	0:00	0:00
36	56:39	56:43	0:04	0	0:00	0:00
37	59:41	59:45	0:04	0	0:00	0:00

Table 107 FYA Intersection # 6 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: CR 535			Speed: 55 MPH		
NBL	Minor Street: Lakeside Village Lane			Geometry: 3-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn	Follow-Up Time
1	1:17	1:21	0:04	0	0:00	0:00
2	1:48	1:53	0:05	0	0:00	0:00
3	6:16	6:23	0:07	0	0:00	0:00
4	6:28	6:34	0:06	2	6:38	0:02
5	10:06	10:11	0:05	0	0:00	0:00
6	10:43	10:47	0:04	0	0:00	0:00
7	12:19	12:23	0:04	0	0:00	0:00
8	14:10	14:13	0:03	0	0:00	0:00
9	16:16	16:19	0:03	0	0:00	0:00
10	17:59	18:03	0:04	0	0:00	0:00
11	23:11	23:15	0:04	1	23:18	0:03
12	25:07	25:13	0:06	0	0:00	0:00
13	27:59	28:04	0:05	0	0:00	0:00
14	28:04	28:09	0:05	0	0:00	0:00
15	30:52	30:59	0:07	0	0:00	0:00
16	32:50	32:56	0:06	0	0:00	0:00
17	33:45	33:49	0:04	0	0:00	0:00
18	34:38	34:43	0:05	1	34:46	0:03
19	35:02	35:07	0:05	0	0:00	0:00
20	35:17	35:24	0:07	0	0:00	0:00
21	35:24	35:30	0:06	0	0:00	0:00
22	36:20	36:23	0:03	0	0:00	0:00
23	39:08	39:13	0:05	0	0:00	0:00
24	40:09	40:13	0:04	0	0:00	0:00
25	42:28	42:32	0:04	0	0:00	0:00
26	46:46	46:52	0:06	0	0:00	0:00
27	48:15	48:20	0:05	0	0:00	0:00
28	49:09	49:13	0:04	0	0:00	0:00
29	52:08	52:13	0:05	0	0:00	0:00
30	52:14	52:18	0:04	0	0:00	0:00
31	52:30	52:35	0:05	0	0:00	0:00
32	53:08	53:12	0:04	0	0:00	0:00
33	55:04	55:08	0:04	0	0:00	0:00
34	55:50	55:56	0:06	0	0:00	0:00
35	56:39	56:43	0:04	0	0:00	0:00
36	57:01	57:07	0:06	0	0:00	0:00
37	57:34	57:38	0:04	1	57:40	0:02
38	58:44	58:48	0:04	0	0:00	0:00

Table 108 FYA Intersection # 6 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: CR 535			Speed: 55 MPH		
NBL	Minor Street: Lakeside Village Lane			Geometry: 3-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	0:52	0:57	0:05	0	0:00	0:00
2	3:05	3:07	0:02	0	0:00	0:00
3	5:55	6:01	0:06	0	0:00	0:00
4	7:45	7:50	0:05	0	0:00	0:00
5	8:25	8:30	0:05	0	0:00	0:00
6	11:02	11:06	0:04	0	0:00	0:00
7	11:41	11:47	0:06	0	0:00	0:00
8	14:33	14:40	0:07	0	0:00	0:00
9	14:53	14:59	0:06	1	15:01	0:02
10	19:40	19:45	0:05	0	0:00	0:00
11	19:49	19:53	0:04	0	0:00	0:00
12	20:14	20:19	0:05	0	0:00	0:00
13	21:21	21:26	0:05	0	0:00	0:00
14	22:49	22:54	0:05	0	0:00	0:00
15	24:09	24:13	0:04	0	0:00	0:00
16	24:34	24:39	0:05	0	0:00	0:00
17	28:20	28:25	0:05	0	0:00	0:00
18	28:58	29:04	0:06	0	0:00	0:00
19	31:11	31:16	0:05	0	0:00	0:00
20	32:00	32:04	0:04	0	0:00	0:00
21	32:06	32:10	0:04	0	0:00	0:00
22	35:08	35:13	0:05	0	0:00	0:00
23	35:15	35:20	0:05	0	0:00	0:00
24	41:30	41:36	0:06	0	0:00	0:00
25	42:06	42:10	0:04	0	0:00	0:00
26	42:12	42:16	0:04	0	0:00	0:00
27	42:36	42:41	0:05	0	0:00	0:00
28	43:51	43:55	0:04	1	43:56	0:01
29	45:15	45:21	0:06	0	0:00	0:00
30	45:48	45:54	0:06	0	0:00	0:00
31	46:42	46:46	0:04	0	0:00	0:00
32	48:39	48:47	0:08	0	0:00	0:00
33	52:13	52:21	0:08	0	0:00	0:00
34	52:27	52:33	0:06	0	0:00	0:00
35	53:13	53:17	0:04	0	0:00	0:00
36	54:15	54:21	0:06	1	54:24	0:03
37	56:10	56:15	0:05	0	0:00	0:00
38	56:23	56:27	0:04	0	0:00	0:00
39	57:42	57:47	0:05	0	0:00	0:00
40	59:36	59:39	0:03	0	0:00	0:00

Table 109 FYA Intersection # 7 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: US 192			Speed: 55 MPH		
EBL	Minor Street: Academy Drive			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	16:20	16:29	0:09	0	0:00	0:00
2	24:25	24:37	0:12	0	0:00	0:00
3	24:43	24:49	0:06	0	0:00	0:00
4	28:08	28:13	0:05	0	0:00	0:00
5	28:13	28:17	0:04	0	0:00	0:00
6	35:37	35:42	0:05	0	0:00	0:00
7	44:04	44:11	0:07	0	0:00	0:00

Table 110 FYA Intersection # 7 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: US 192			Speed: 55 MPH		
EBL	Minor Street: Academy Drive			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	0:05	0:12	0:07	0	0:00	0:00
2	6:37	6:44	0:07	0	0:00	0:00
3	9:03	9:10	0:07	0	0:00	0:00
4	10:21	10:29	0:08	0	0:00	0:00
5	17:29	17:35	0:06	0	0:00	0:00
6	21:24	21:33	0:09	0	0:00	0:00
7	32:06	32:12	0:06	0	0:00	0:00
8	34:07	34:11	0:04	0	0:00	0:00
9	38:44	38:51	0:07	0	0:00	0:00
10	39:10	39:19	0:09	0	0:00	0:00
11	41:54	42:03	0:09	0	0:00	0:00
12	50:08	50:16	0:08	0	0:00	0:00
13	58:48	58:54	0:06	0	0:00	0:00

Table 111 FYA Intersection # 7 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: US 192			Speed: 55 MPH		
EBL	Minor Street: Academy Drive			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	0:11	0:18	0:07	0	0:00	0:00
2	2:06	2:12	0:06	0	0:00	0:00
3	3:27	3:33	0:06	0	0:00	0:00
4	5:19	5:28	0:09	0	0:00	0:00
5	5:38	5:45	0:07	0	0:00	0:00
6	6:39	6:44	0:05	0	0:00	0:00
7	10:32	10:48	0:16	1	10:50	0:02
8	13:58	14:05	0:07	0	0:00	0:00
9	20:39	20:44	0:05	0	0:00	0:00
10	22:55	23:06	0:11	1	23:10	0:04
11	23:29	23:35	0:06	0	0:00	0:00
12	27:34	27:42	0:08	0	0:00	0:00
13	28:37	28:43	0:06	0	0:00	0:00
14	29:01	29:08	0:07	0	0:00	0:00
15	34:29	34:37	0:08	0	0:00	0:00
16	35:31	35:38	0:07	0	0:00	0:00
17	39:48	39:55	0:07	0	0:00	0:00
18	40:07	40:14	0:07	0	0:00	0:00
19	46:07	46:16	0:09	0	0:00	0:00
20	47:25	47:31	0:06	2	47:36	0:02
21	50:28	50:35	0:07	0	0:00	0:00
22	54:55	55:02	0:07	0	0:00	0:00
23	57:57	58:05	0:08	0	0:00	0:00
24	58:20	58:25	0:05	1	58:28	0:03

Table 112 FYA Intersection # 7 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: US 192			Speed: 55 MPH		
EBL	Minor Street: Academy Drive			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	58:42	58:49	0:07	0	0:00	0:00
2	0:11	0:16	0:05	0	0:00	0:00
3	0:24	0:28	0:04	0	0:00	0:00
4	3:08	3:14	0:06	0	0:00	0:00
5	3:31	3:36	0:05	0	0:00	0:00
6	5:52	5:58	0:06	0	0:00	0:00
7	5:59	6:05	0:06	0	0:00	0:00
8	8:43	8:51	0:08	0	0:00	0:00
9	11:46	11:52	0:06	0	0:00	0:00
10	14:25	14:33	0:08	0	0:00	0:00
11	20:33	20:38	0:05	0	0:00	0:00
12	28:20	28:26	0:06	0	0:00	0:00
13	28:51	28:59	0:08	0	0:00	0:00
14	31:25	31:36	0:11	0	0:00	0:00
15	40:43	40:47	0:04	0	0:00	0:00
16	41:02	41:07	0:05	0	0:00	0:00
17	41:10	41:15	0:05	0	0:00	0:00
18	42:46	42:51	0:05	0	0:00	0:00
19	46:11	46:15	0:04	0	0:00	0:00
20	48:35	48:42	0:07	0	0:00	0:00
21	53:14	53:20	0:06	2	53:23	0:01
22	53:59	54:07	0:08	0	0:00	0:00
23	56:46	56:53	0:07	0	0:00	0:00
24	56:58	57:08	0:10	1	57:11	0:03
25	59:33	59:40	0:07	1	59:40	0:00

Table 113 FYA Intersection # 7 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: US 192			Speed: 55 MPH		
EBL	Minor Street: Academy Drive			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	0:05	0:12	0:07	0	0:00	0:00
2	6:37	6:44	0:07	0	0:00	0:00
3	9:03	9:10	0:07	0	0:00	0:00
4	10:21	10:29	0:08	0	0:00	0:00
5	17:29	17:35	0:06	0	0:00	0:00
6	21:24	21:33	0:09	0	0:00	0:00
7	32:06	32:12	0:06	0	0:00	0:00
8	34:07	34:11	0:04	0	0:00	0:00
9	38:44	38:51	0:07	0	0:00	0:00
10	39:10	39:19	0:09	0	0:00	0:00
11	41:54	42:03	0:09	0	0:00	0:00
12	50:08	50:16	0:08	0	0:00	0:00
13	58:48	58:54	0:06	0	0:00	0:00
14	4:52	4:58	0:06	0	0:00	0:00
15	15:05	15:23	0:18	0	0:00	0:00
16	19:47	19:55	0:08	0	0:00	0:00
17	20:06	20:10	0:04	1	20:14	0:04
18	22:38	22:43	0:05	0	0:00	0:00
19	31:57	32:04	0:07	0	0:00	0:00
20	33:01	33:07	0:06	0	0:00	0:00
21	43:34	43:37	0:03	0	0:00	0:00
22	46:50	46:56	0:06	0	0:00	0:00
23	47:39	49:08	1:29	0	0:00	0:00
24	52:06	52:11	0:05	1	52:16	0:05
25	52:51	52:55	0:04	0	0:00	0:00
26	57:06	57:12	0:06	0	0:00	0:00
27	58:36	58:41	0:05	0	0:00	0:00
28	59:39	59:45	0:06	0	0:00	0:00
29	0:11	0:16	0:05	0	0:00	0:00
30	0:24	0:28	0:04	0	0:00	0:00
31	3:08	3:14	0:06	0	0:00	0:00
32	3:31	3:36	0:05	0	0:00	0:00
33	5:52	5:58	0:06	0	0:00	0:00
34	5:59	6:05	0:06	0	0:00	0:00
35	8:43	8:51	0:08	0	0:00	0:00
36	11:46	11:52	0:06	0	0:00	0:00
37	14:25	14:33	0:08	0	0:00	0:00
38	20:33	20:38	0:05	0	0:00	0:00
39	28:20	28:26	0:06	0	0:00	0:00
40	28:51	28:59	0:08	0	0:00	0:00
41	31:25	31:36	0:11	0	0:00	0:00
42	40:43	40:47	0:04	0	0:00	0:00
43	41:02	41:07	0:05	0	0:00	0:00
44	41:10	41:15	0:05	0	0:00	0:00
45	42:46	42:51	0:05	0	0:00	0:00
46	46:11	46:15	0:04	0	0:00	0:00
47	48:35	48:42	0:07	0	0:00	0:00
48	53:14	53:20	0:06	2	53:23	0:01
49	53:59	54:07	0:08	0	0:00	0:00
50	56:46	56:53	0:07	0	0:00	0:00
51	56:58	57:08	0:10	1	57:11	0:03
52	59:33	59:40	0:07	1	59:40	0:00

Table 114 FYA Intersection # 7 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: US 192			Speed: 55 MPH		
<i>EBL</i>	Minor Street: Academy Drive			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	0:15	0:23	0:08	0	0:00	0:00
2	0:41	0:46	0:05	0	0:00	0:00
3	2:34	2:40	0:06	0	0:00	0:00
4	8:32	8:38	0:06	1	8:40	0:02
5	9:33	9:39	0:06	0	0:00	0:00
6	11:40	11:48	0:08	0	0:00	0:00
7	22:30	22:36	0:06	0	0:00	0:00
8	32:14	32:22	0:08	0	0:00	0:00
9	36:46	36:50	0:04	1	36:54	0:04
10	39:36	39:42	0:06	2	39:47	0:02
11	45:11	45:15	0:04	0	0:00	0:00
12	47:55	48:01	0:06	0	0:00	0:00
13	51:16	51:23	0:07	0	0:00	0:00
14	53:27	53:32	0:05	0	0:00	0:00

Table 115 FYA Intersection # 7 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: US 192			Speed: 55 MPH		
<i>EBL</i>	Minor Street: Academy Drive			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group Time	Follow-Up Time
1	57:42	57:48	0:06	0	0:00	0:00
2	1:20	1:25	0:05	0	0:00	0:00
3	2:11	2:18	0:07	0	0:00	0:00
4	2:28	2:32	0:04	0	0:00	0:00
5	3:10	3:16	0:06	0	0:00	0:00
6	4:59	5:03	0:04	0	0:00	0:00
7	5:04	5:08	0:04	0	0:00	0:00
8	5:24	5:28	0:04	0	0:00	0:00
9	7:49	7:55	0:06	0	0:00	0:00
10	15:43	15:48	0:05	0	0:00	0:00
11	16:42	16:48	0:06	0	0:00	0:00
12	17:30	17:37	0:07	1	17:40	0:03
13	19:52	20:00	0:08	0	0:00	0:00
14	23:21	23:25	0:04	0	0:00	0:00
15	23:33	23:37	0:04	0	0:00	0:00
16	23:53	23:56	0:03	0	0:00	0:00
17	24:36	24:43	0:07	0	0:00	0:00
18	24:52	24:57	0:05	0	0:00	0:00
19	26:05	26:11	0:06	0	0:00	0:00
20	26:37	26:43	0:06	0	0:00	0:00
21	27:52	27:58	0:06	0	0:00	0:00
22	30:16	30:23	0:07	0	0:00	0:00
23	32:36	32:41	0:05	0	0:00	0:00
24	33:57	34:04	0:07	1	34:07	0:03
25	37:18	37:23	0:05	0	0:00	0:00
26	39:41	39:48	0:07	0	0:00	0:00
27	39:58	40:03	0:05	0	0:00	0:00
28	43:18	43:23	0:05	0	0:00	0:00
29	49:20	49:25	0:05	0	0:00	0:00
30	52:15	52:22	0:07	0	0:00	0:00
31	52:23	52:30	0:07	2	52:33	0:01
32	53:35	53:40	0:05	0	0:00	0:00
33	54:20	54:26	0:06	1	54:31	0:05
34	54:45	54:51	0:06	1	54:55	0:04

APPENDIX [B]: FIVE-SECTION HEAD DATA COLLECTION SHEETS

Table 116 Five-section Head Intersection # 1 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: SR 50			Speed:	45 MPH				
EBL	Minor Street: Chuluota Road			Geometry:	4-Leg				
Opposing Lanes:	3 Lanes	Land Use:	Residential	Criteria:	Rural				
Date	Start	End	Totals for Values Below for Collection Period						
Wed 11/28/12	07:00	07:59	24:54	40	840	177	15:49	23:20	45%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:02	0:57	0:55	1	24	3	0:16	0:36	
2	2:35	3:18	0:43	3	23	4	0:41	1:19	
3	4:55	5:39	0:44	2	33	3	0:39	1:15	
4	7:10	8:09	0:59	0	55	0	0:31	1:20	
5	9:49	10:46	0:57	1	39	6	0:48	1:33	
6	12:38	13:20	0:42	0	31	8	0:42	1:27	
7	15:05	16:05	1:00	0	41	0	0:56	1:12	
8	17:36	18:32	0:56	1	34	8	0:56	1:03	
9	19:55	21:00	1:05	0	42	11	1:00	1:03	
10	22:22	23:17	0:55	1	22	13	0:35	1:12	
11	24:49	25:22	0:33	0	26	7	0:22	0:48	
12	26:25	27:20	0:55	2	28	6	0:25	0:18	
13	28:18	29:04	0:46	4	32	4	0:28	0:40	
14	30:03	30:42	0:39	1	23	3	0:07	0:11	
15	31:34	32:27	0:53	1	34	7	0:44	1:10	
16	33:35	34:16	0:41	0	27	2	0:35	0:49	
17	35:24	36:11	0:47	1	29	10	0:42	0:38	
18	37:12	38:08	0:56	1	21	7	0:44	0:50	
19	39:18	40:04	0:46	1	25	4	0:00	0:33	
20	41:03	42:00	0:57	1	23	14	0:44	0:19	
21	42:58	43:54	0:56	2	32	6	0:22	0:32	
22	44:45	45:06	0:21	0	11	2	0:00	0:19	
23	46:03	46:58	0:55	1	30	10	0:43	0:46	
24	48:01	48:57	0:56	4	27	8	0:39	0:51	
25	50:06	50:36	0:30	2	13	4	0:00	0:08	
26	51:31	52:16	0:45	4	14	4	0:47	0:16	
27	53:25	54:14	0:49	1	27	4	0:00	0:35	
28	54:59	55:56	0:57	1	16	5	0:07	0:39	
29	56:54	58:00	1:06	2	34	10	0:45	0:35	
30	58:51	59:41	0:50	2	24	4	0:31	0:23	

Table 117 Five-section Head Intersection # 1 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: SR 50			Speed:	45 MPH				
EBL	Minor Street: Chuluota Road			Geometry:	4-Leg				
Opposing Lanes:	3 Lanes	Land Use:	Residential	Criteria:	Rural				
Date	Start	End	Totals for Values Below for Collection Period						
Wed 11/28/12	08:00	08:59	24:40	28	704	180	13:12	20:43	39%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:47	1:14	0:27	0	20	2	0:00	0:32	
2	2:07	2:46	0:39	0	12	2	0:02	1:03	
3	4:05	5:03	0:58	0	25	8	0:35	0:37	
4	5:57	6:51	0:54	2	21	12	0:38	0:06	
5	8:13	9:08	0:55	0	29	7	0:52	0:53	
6	10:21	11:09	0:48	1	32	12	0:35	0:41	
7	12:11	12:56	0:45	0	25	5	0:00	0:26	
8	14:06	15:03	0:57	1	30	10	0:57	0:41	
9	16:03	16:37	0:34	1	24	1	0:23	0:47	
10	17:41	18:37	0:56	0	31	15	0:43	0:55	
11	19:49	20:40	0:51	1	22	8	0:35	1:01	
12	21:58	22:41	0:43	1	18	7	0:00	0:45	
13	23:43	24:17	0:34	1	20	7	0:15	0:18	
14	25:18	26:15	0:57	0	24	8	0:34	0:48	
15	27:22	28:09	0:47	1	25	7	0:46	1:03	
16	29:28	30:10	0:42	1	23	6	0:29	0:00	
17	31:02	31:59	0:57	1	27	11	0:16	0:44	
18	33:00	33:44	0:44	0	24	6	0:00	0:00	
19	34:24	35:21	0:57	2	24	8	0:43	1:05	
20	36:38	37:24	0:46	0	25	5	0:00	1:00	
21	38:42	39:28	0:46	1	20	4	0:12	0:00	
22	40:07	40:56	0:49	1	18	4	0:32	1:06	
23	42:14	43:01	0:47	0	15	2	0:38	0:50	
24	44:05	44:51	0:46	6	20	2	0:28	0:15	
25	46:17	47:14	0:57	1	32	3	0:43	0:53	
26	48:24	49:14	0:50	2	23	6	0:38	0:50	
27	50:18	51:03	0:45	1	11	3	0:16	0:00	
28	51:54	52:42	0:48	2	10	0	0:17	0:29	
29	53:50	54:26	0:36	0	14	0	0:15	0:39	
30	55:22	56:09	0:47	0	23	6	0:46	1:08	
31	57:33	58:14	0:41	1	23	2	0:00	1:08	
32	59:42	59:59	0:17	0	14	1	0:04	0:00	

Table 118 Five-section Head Intersection # 1 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: SR 50			Speed:	45 MPH				
EBL	Minor Street: Chuluota Road			Geometry:	4-Leg				
Opposing Lanes:	3 Lanes	Land Use:	Residential	Criteria:	Rural				
Date	Start	End	Totals for Values Below for Collection Period						
Wed 11/28/12	09:00	09:59	24:24	47	697	85	8:07	16:39	9%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:00	0:37	0:37	1	22	3	0:26	0:30	
2	1:39	2:28	0:49	3	24	4	0:00	0:50	
3	3:38	4:18	0:40	2	18	1	0:08	0:51	
4	5:25	6:03	0:38	1	15	1	0:10	0:47	
5	6:59	7:55	0:56	0	34	2	0:45	1:06	
6	9:17	10:14	0:57	1	34	5	0:34	0:56	
7	11:25	12:05	0:40	0	28	1	0:26	0:49	
8	13:07	13:53	0:46	2	27	4	0:21	0:50	
9	14:51	15:57	1:06	3	19	3	0:53	0:58	
10	17:09	18:05	0:56	0	21	5	0:00	0:17	
11	19:34	20:27	0:53	0	41	5	0:00	0:27	
12	21:32	22:05	0:33	1	13	1	0:00	0:51	
13	23:16	24:00	0:44	0	27	9	0:00	0:14	
14	24:39	25:46	1:07	3	22	1	0:26	1:04	
15	26:38	26:59	0:21	1	8	2	0:19	0:00	
16	28:21	28:56	0:35	2	19	1	0:25	0:25	
17	29:59	30:27	0:28	0	19	1	0:00	0:00	
18	31:02	31:42	0:40	1	12	1	0:00	0:00	
19	32:46	33:15	0:29	0	5	1	0:00	0:45	
20	34:41	35:15	0:34	0	24	4	0:00	0:00	
21	36:05	36:52	0:47	1	28	1	0:17	0:10	
22	37:44	38:11	0:27	1	15	1	0:00	0:00	
23	38:53	39:18	0:25	0	12	2	0:00	0:04	
24	39:55	40:48	0:53	4	26	3	0:42	0:39	
25	41:38	42:01	0:23	0	10	0	0:00	0:00	
26	42:27	43:24	0:57	1	24	3	0:23	0:34	
27	44:17	44:44	0:27	0	12	0	0:00	0:00	
28	45:25	46:11	0:46	3	19	5	0:25	0:26	
29	47:05	47:48	0:43	2	17	0	0:35	0:42	
30	48:38	49:21	0:43	3	19	3	0:00	0:32	
31	50:16	50:51	0:35	1	19	2	0:12	0:11	
32	52:40	53:17	0:37	2	19	2	0:23	0:40	
33	54:07	54:51	0:44	2	5	3	0:00	0:00	
34	55:41	56:17	0:00	1	18	3	0:17	0:22	
35	57:00	57:25	0:25	0	6	1	0:00	0:00	
36	58:06	59:09	1:03	5	16	1	0:00	0:39	

Table 119 Five-section Head Intersection # 1 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: SR 50			Speed:	45 MPH				
EBL	Minor Street: Chuluota Road			Geometry:	4-Leg				
Opposing Lanes:	3 Lanes	Land Use:	Residential	Criteria:	Rural				
Date	Start	End	Totals for Values Below for Collection Period						
Wed 11/28/12	12:00	12:59	25:40	48	623	49	8:39	17:01	8%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:44	1:27	0:43	0	10	0	0:03	0:43	
2	2:25	2:57	0:32	0	16	2	0:00	0:00	
3	3:17	3:53	0:36	0	6	1	0:02	0:37	
4	4:48	5:35	0:47	2	19	2	0:27	0:47	
5	6:32	7:09	0:37	3	18	0	0:27	1:00	
6	8:21	9:18	0:57	0	30	4	0:03	0:51	
7	10:26	10:50	0:24	0	8	1	0:00	0:33	
8	11:38	12:46	1:08	4	29	2	0:56	0:40	
9	13:43	14:28	0:45	2	18	3	0:32	0:36	
10	15:21	15:53	0:32	2	11	1	0:06	0:16	
11	16:43	17:26	0:43	0	20	4	0:00	0:06	
12	18:11	18:57	0:46	1	17	1	0:25	0:13	
13	20:01	20:29	0:28	0	12	0	0:00	0:27	
14	21:22	22:18	0:56	2	21	0	0:34	0:50	
15	23:21	23:58	0:37	1	14	2	0:13	0:47	
16	25:07	25:33	0:26	0	10	1	0:00	0:00	
17	26:09	27:03	0:54	3	23	1	0:17	0:00	
18	27:56	28:39	0:43	1	17	1	0:22	0:28	
19	29:44	30:22	0:38	0	22	0	0:36	0:56	
20	31:33	32:14	0:41	2	15	2	0:06	0:00	
21	33:21	34:13	0:52	4	26	2	0:24	1:13	
22	35:11	35:54	0:43	0	22	2	0:00	0:00	
23	36:28	37:35	1:07	4	15	2	0:33	0:00	
24	38:13	38:54	0:41	3	13	0	0:24	0:27	
25	39:47	40:21	0:34	2	14	1	0:05	0:40	
26	41:09	41:43	0:34	0	22	0	0:00	0:32	
27	42:52	43:13	0:21	0	13	0	0:00	0:00	
28	44:07	44:55	0:48	3	14	1	0:15	0:00	
29	45:55	46:20	0:25	0	6	3	0:00	0:00	
30	47:00	47:52	0:52	3	14	2	0:07	0:47	
31	49:03	50:00	0:57	0	24	0	0:05	0:14	
32	50:57	51:30	0:33	0	12	2	0:00	0:34	
33	52:30	53:16	0:46	2	22	1	0:30	0:52	
34	54:22	55:30	1:08	0	31	4	0:26	0:49	
35	56:32	57:05	0:33	0	19	0	0:29	0:45	
36	57:59	58:24	0:25	0	12	1	0:00	0:18	
37	59:29	59:57	0:28	4	8	0	0:12	0:00	

Table 120 Five-section Head Intersection # 1 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: SR 50			Speed:	45 MPH				
EBL	Minor Street: Chuluota Road			Geometry:	4-Leg				
Opposing Lanes:	3 Lanes	Land Use:	Residential	Criteria:	Rural				
Date	Start	End	Totals for Values Below for Collection Period						
Wed 11/28/12	13:00	13:59	22:53	48	590	71	13:56	28:11	19%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:00	0:09	0:09	2	0	0	0:02	0:53	
2	1:17	2:21	1:04	2	26	3	0:19	0:25	
3	3:31	4:07	0:36	4	11	0	0:11	0:39	
4	5:14	6:06	0:52	1	20	2	0:06	0:00	
5	6:46	7:56	1:10	4	11	4	0:14	0:46	
6	8:56	9:52	0:56	1	19	4	0:28	0:56	
7	11:07	11:56	0:49	1	27	3	0:00	0:46	
8	13:08	14:05	0:57	0	24	4	0:00	1:23	
9	15:49	16:44	0:55	2	23	6	0:02	0:57	
10	18:21	19:00	0:39	3	16	5	0:20	1:35	
11	20:59	21:55	0:56	0	19	4	0:44	1:30	
12	23:42	24:40	0:58	7	18	2	0:14	1:31	
13	26:28	27:24	0:56	2	29	3	0:46	1:37	
14	29:17	30:12	0:55	1	36	2	0:45	1:41	
15	32:12	33:07	0:55	2	34	1	0:48	1:18	
16	34:43	35:40	0:57	1	22	4	0:45	0:03	
17	37:25	38:21	0:56	0	27	0	0:52	2:38	
18	39:52	40:48	0:56	0	25	0	1:18	1:13	
19	42:16	43:25	1:09	1	25	3	1:02	0:49	
20	44:30	45:26	0:56	1	21	2	0:48	1:08	
21	46:49	47:35	0:46	4	19	2	0:32	1:00	
22	48:52	49:49	0:57	4	30	2	0:44	1:03	
23	51:08	51:48	0:40	0	26	4	0:38	1:06	
24	53:08	53:44	0:36	0	21	3	0:35	1:02	
25	55:03	55:37	0:34	0	22	4	0:32	0:41	
26	56:34	57:33	0:59	3	20	4	0:42	1:11	
27	59:00	59:40	0:40	2	19	0	0:29	0:20	

Table 121 Five-section Head Intersection # 1 Left turn data and parameters

Approach	Major Street: SR 50			Speed:	45 MPH				
EBL	Minor Street: Chuluota Road			Geometry:	4-Leg				
Opposing Lanes:	3 Lanes	Land Use:	Residential	Criteria:	Rural				
Date	Start	End	Totals for Values Below for Collection Period						
Wed 11/28/12	14:00	14:59	21:24	50	637	64	13:57	26:54	20%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	1:03	2:00	0:57	0	31	5	0:57	1:59	
2	3:27	4:23	0:56	4	30	2	0:47	0:57	
3	5:38	6:19	0:41	2	20	1	0:28	0:26	
4	7:27	8:04	0:37	3	12	4	0:12	0:50	
5	9:24	10:03	0:39	1	30	1	0:14	0:45	
6	11:39	12:23	0:44	2	26	4	0:30	1:07	
7	13:45	14:23	0:38	3	18	4	0:28	0:58	
8	15:56	16:46	0:50	1	31	5	0:45	1:09	
9	18:14	19:08	0:54	1	28	4	0:46	1:00	
10	20:32	21:22	0:50	3	22	2	0:39	1:03	
11	22:49	23:14	0:25	0	15	1	0:25	1:00	
12	24:31	25:28	0:57	1	25	1	0:47	1:03	
13	26:48	27:26	0:38	1	21	2	0:30	0:58	
14	28:42	29:22	0:40	1	19	3	0:15	1:01	
15	30:39	31:16	0:37	0	14	0	0:00	1:31	
16	32:23	33:07	0:44	2	20	2	0:39	0:00	
17	33:58	34:34	0:36	1	20	3	0:15	0:00	
18	34:56	35:49	0:53	3	12	1	0:21	0:47	
19	37:05	37:54	0:49	3	19	1	0:34	1:00	
20	39:08	39:37	0:29	2	16	1	0:16	1:06	
21	41:00	41:36	0:36	1	23	1	0:24	0:37	
22	42:54	43:25	0:31	0	18	1	0:29	1:02	
23	44:44	45:25	0:41	1	24	1	0:23	0:50	
24	46:32	47:11	0:39	1	22	0	0:36	1:04	
25	48:32	49:12	0:40	2	17	0	0:23	0:58	
26	50:28	51:03	0:35	1	18	5	0:31	0:53	
27	52:14	52:57	0:43	4	17	2	0:21	0:52	
28	54:14	55:01	0:47	1	26	1	0:33	0:17	
29	56:07	56:41	0:34	2	16	1	0:00	0:42	
30	57:49	58:11	0:22	0	12	2	0:00	0:41	
31	59:00	59:42	0:42	3	15	3	0:29	0:18	

Table 122 Five-section Head Intersection # 1 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: SR 50			Speed:	45 MPH				
EBL	Minor Street: Chuluota Road			Geometry:	4-Leg				
Opposing Lanes:	3 Lanes	Land Use: Residential		Criteria:	Rural				
Date	Start	End	Totals for Values Below for Collection Period						
Wed 11/28/12	16:00	16:59	25:01	48	833	103	20:19	25:42	10%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:45	1:41	0:56	1	38	4	0:48	1:30	
2	2:57	3:54	0:57	4	28	4	0:44	0:56	
3	5:07	6:03	0:56	4	24	1	0:41	1:07	
4	7:27	8:24	0:57	0	28	1	0:56	1:08	
5	9:48	10:43	0:55	1	36	2	0:47	0:51	
6	11:50	12:39	0:49	0	31	4	0:46	1:05	
7	14:01	14:59	0:58	4	18	1	0:36	0:56	
8	16:12	16:55	0:43	4	24	3	0:26	0:45	
9	17:57	18:54	0:57	1	31	3	0:54	0:56	
10	20:13	21:09	0:56	3	32	4	0:49	1:01	
11	22:28	23:15	0:47	1	21	3	0:40	0:56	
12	24:28	25:05	0:37	0	20	7	0:00	0:38	
13	26:05	27:00	0:55	2	26	9	0:48	0:52	
14	28:07	29:04	0:57	4	26	2	0:41	0:55	
15	30:15	30:54	0:39	2	18	2	0:16	0:36	
16	32:06	32:54	0:48	0	37	4	0:30	1:02	
17	34:12	35:09	0:57	0	40	5	0:52	1:05	
18	36:29	37:21	0:52	1	32	3	1:31	0:00	
19	38:25	39:22	0:57	3	22	3	0:27	0:55	
20	40:31	41:22	0:51	1	29	5	0:45	0:54	
21	42:32	43:30	0:58	3	28	2	0:44	1:00	
22	44:45	45:42	0:57	3	31	5	0:45	0:55	
23	46:52	47:38	0:46	1	34	1	0:39	0:45	
24	48:39	49:23	0:44	0	32	4	0:31	0:58	
25	50:37	51:15	0:38	0	25	3	0:35	0:54	
26	52:25	53:06	0:41	2	17	4	0:25	1:01	
27	54:24	55:21	0:57	2	36	3	0:40	0:00	
28	56:37	57:35	0:58	0	42	8	0:57	1:00	
29	58:44	59:42	0:58	1	27	3	1:06	1:01	

Table 123 Five-section Head Intersection # 1 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: SR 50			Speed:	45 MPH				
EBL	Minor Street: Chuluota Road			Geometry:	4-Leg				
Opposing Lanes:	3 Lanes	Land Use:	Residential	Criteria:	Rural				
Date	Start	End	Totals for Values Below for Collection Period						
Wed 11/28/12	17:00	17:59	22:59	33	868	125	19:54	28:45	15%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	1:08	2:05	0:57	0	33	8	0:55	1:47	
2	3:17	3:58	0:41	1	22	3	0:39	0:54	
3	5:08	5:36	0:28	0	19	6	0:23	0:42	
4	6:33	7:29	0:56	1	42	11	0:42	1:04	
5	8:52	9:50	0:58	1	37	4	0:50	1:04	
6	11:11	11:53	0:42	1	28	4	0:36	0:56	
7	13:04	13:48	0:44	1	32	3	0:40	0:51	
8	14:55	15:43	0:48	1	30	9	0:43	0:50	
9	16:48	17:32	0:44	5	21	0	0:32	0:52	
10	18:39	19:36	0:57	0	37	7	0:55	1:05	
11	20:57	21:54	0:57	0	43	6	0:56	1:05	
12	23:13	23:52	0:39	0	27	3	0:36	1:03	
13	25:13	26:07	0:54	5	33	3	0:38	0:55	
14	27:18	28:00	0:42	1	31	0	0:32	0:53	
15	29:09	29:52	0:43	0	30	4	0:39	1:04	
16	31:11	31:57	0:46	1	33	4	0:39	0:54	
17	33:07	34:03	0:56	3	26	3	0:39	1:07	
18	35:26	36:14	0:48	0	32	5	0:43	1:05	
19	37:34	38:31	0:57	1	36	7	0:52	0:54	
20	39:41	40:16	0:35	1	21	5	0:31	0:55	
21	41:26	42:13	0:47	2	34	3	0:41	0:56	
22	43:26	44:22	0:56	0	35	1	0:50	0:59	
23	45:36	46:31	0:55	0	41	5	0:52	1:03	
24	47:52	48:31	0:39	1	23	0	0:34	0:47	
25	49:43	50:38	0:55	1	36	3	0:53	0:58	
26	51:52	52:32	0:40	2	18	7	0:32	0:55	
27	53:44	54:39	0:55	0	29	4	0:51	1:10	
28	56:04	56:30	0:26	0	18	3	0:26	0:58	
29	57:43	58:37	0:54	4	21	4	0:33	0:59	

Table 124 Five-section Head Intersection # 1 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: SR 50			Speed:	45 MPH				
EBL	Minor Street: Chuluota Road			Geometry:	4-Leg				
Opposing Lanes: 3 Lanes		Land Use: Residential		Criteria:	Rural				
Date	Start	End	Totals for Values Below for Collection Period						
Wed 11/28/12	18:00	18:59	23:26	66	711	102	17:55	26:08	0%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:00	0:48	0:48	0	38	4	0:48	1:02	
2	2:05	3:00	0:55	4	23	6	0:39	1:19	
3	4:36	5:23	0:47	0	29	1	0:47	1:06	
4	6:45	7:29	0:44	0	33	2	0:43	0:58	
5	8:44	9:32	0:48	1	26	2	0:47	0:57	
6	10:44	11:39	0:55	1	30	6	0:43	0:55	
7	12:51	13:46	0:55	0	34	4	0:55	1:05	
8	15:07	16:02	0:55	3	29	3	0:51	1:00	
9	17:19	18:06	0:47	3	21	8	0:02	0:54	
10	19:15	19:51	0:36	0	23	2	0:30	0:58	
11	21:02	21:46	0:44	1	21	2	0:09	0:42	
12	22:47	23:38	0:51	4	19	6	0:37	0:57	
13	24:51	25:46	0:55	0	37	4	0:47	1:00	
14	27:02	27:58	0:56	6	24	8	0:43	0:44	
15	29:03	29:34	0:31	2	22	3	0:23	0:48	
16	30:43	31:13	0:30	0	19	2	0:28	1:09	
17	32:47	33:23	0:36	5	13	4	0:27	0:36	
18	34:16	35:06	0:50	4	23	3	0:38	0:43	
19	36:09	36:34	0:25	1	11	0	0:03	0:34	
20	37:41	38:23	0:42	4	27	1	0:34	0:50	
21	39:38	40:03	0:25	0	14	4	0:19	0:46	
22	41:09	41:49	0:40	0	25	2	1:32	0:00	
23	42:40	43:34	0:54	0	21	4	0:50	0:37	
24	44:29	44:53	0:24	4	9	2	0:11	0:57	
25	46:08	47:03	0:55	3	29	2	0:28	0:53	
26	48:11	49:06	0:55	4	15	5	0:32	0:49	
27	50:12	50:54	0:42	4	11	3	0:24	0:59	
28	52:08	53:02	0:54	3	25	2	0:46	0:57	
29	54:15	55:03	0:48	6	19	3	0:30	0:57	
30	56:18	57:02	0:44	1	23	3	0:37	0:00	
31	57:55	58:50	0:55	2	18	1	0:12	0:56	

Table 125 Five-section Head Intersection # 2 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: SR 50			Speed:	45 MPH				
WBL	Minor Street: Rouse Lake Road (Walmart)			Geometry:	4-Leg				
Opposing Lanes:	3 Lanes	Land Use:	Commercial	Criteria:	Urban				
Date	Start	End	Totals for Values Below for Collection Period						
Sat 11/17/12	13:30	14:29	36:15	21	1497	95	34:27	18:19	0%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:30	2:01	1:31	0	62	3	1:29	0:57	
2	2:58	4:33	1:35	0	66	5	1:33	0:55	
3	5:42	7:04	1:22	0	54	9	1:22	0:53	
4	8:12	9:30	1:18	2	54	2	1:07	0:36	
5	10:24	12:02	1:38	7	48	7	1:11	0:55	
6	13:09	14:32	1:23	0	57	1	1:20	0:35	
7	15:22	17:02	1:40	0	73	4	1:40	0:41	
8	17:53	19:32	1:39	0	60	2	1:39	0:56	
9	20:41	22:04	1:23	0	60	6	1:22	0:27	
10	22:45	24:34	1:49	0	74	5	1:46	0:55	
11	25:42	27:02	1:20	0	65	4	1:18	0:57	
12	28:10	29:33	1:23	1	67	3	1:21	0:49	
13	30:35	32:02	1:27	0	58	4	1:27	0:31	
14	32:43	34:34	1:51	2	69	4	1:42	0:47	
15	35:33	37:02	1:29	0	55	3	1:29	0:41	
16	37:57	39:32	1:35	2	63	3	1:25	0:57	
17	40:42	42:03	1:21	0	64	2	1:21	0:45	
18	43:02	44:33	1:31	0	70	3	1:31	0:55	
19	45:41	47:03	1:22	0	65	2	1:22	0:51	
20	48:05	49:32	1:27	0	66	4	1:26	0:38	
21	50:24	52:04	1:40	0	72	6	1:37	0:55	
22	53:12	54:34	1:22	1	55	2	1:18	0:31	
23	55:18	57:03	1:45	6	52	7	1:22	0:49	
24	58:09	59:33	1:24	0	68	4	1:19	0:23	

Table 126 Five-section Head Intersection # 2 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: SR 50			Speed:	45 MPH				
WBL	Minor Street: Rouse Lake Road (Walmart)			Geometry:	4-Leg				
Opposing Lanes:	3 Lanes	Land Use:	Commercial	Criteria:	Urban				
Date	Start	End	Totals for Values Below for Collection Period						
Sat 11/17/12	14:30	15:29	36:17	40	1455	106	33:44	17:36	3%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:45	2:05	1:20	1	55	4	1:17	0:57	
2	2:46	4:35	1:49	1	63	4	1:46	0:57	
3	5:46	7:05	1:19	0	60	3	1:16	0:48	
4	8:08	9:37	1:29	8	52	8	1:07	0:19	
5	10:16	12:05	1:49	4	63	2	1:32	0:57	
6	13:16	14:36	1:20	1	56	2	1:14	0:30	
7	15:20	17:05	1:45	1	68	4	1:36	0:56	
8	18:16	19:37	1:21	2	60	5	1:15	0:36	
9	20:30	22:04	1:34	3	56	5	1:22	0:49	
10	23:08	24:35	1:27	0	69	3	1:26	0:55	
11	25:41	27:05	1:24	0	70	3	1:21	0:42	
12	28:00	29:34	1:34	3	57	6	1:23	0:50	
13	30:40	32:06	1:26	2	58	2	1:23	0:36	
14	32:59	34:35	1:36	4	54	3	1:22	0:38	
15	35:25	37:05	1:40	2	59	3	1:34	0:56	
16	38:16	39:38	1:22	0	63	4	1:18	0:55	
17	40:46	42:04	1:18	0	69	3	1:17	0:41	
18	42:59	44:34	1:35	0	70	9	1:35	0:41	
19	45:31	47:04	1:33	5	52	5	1:18	0:23	
20	47:41	49:34	1:53	1	67	12	1:52	0:56	
21	50:46	52:04	1:18	0	54	1	1:14	0:30	
22	52:55	54:36	1:41	1	62	5	1:40	0:54	
23	55:47	57:05	1:18	1	55	6	1:17	0:47	
24	58:09	59:35	1:26	0	63	4	1:19	0:23	

Table 127 Five-section Head Intersection # 2 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: SR 50			Speed:	45 MPH				
WBL	Minor Street: Rouse Lake Road (Walmart)			Geometry:	4-Leg				
Opposing Lanes:	3 Lanes	Land Use:	Commercial	Criteria:	Urban				
Date	Start	End	Totals for Values Below for Collection Period						
Sat 11/17/12	15:30	16:29	34:49	35	1495	83	31:24	20:45	3%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:43	2:06	1:23	3	60	3	1:16	0:54	
2	2:50	4:36	1:46	0	73	5	1:46	0:56	
3	5:47	7:06	1:19	3	50	3	1:12	0:55	
4	8:17	9:36	1:19	3	55	4	1:12	0:51	
5	10:44	12:05	1:21	0	61	3	1:21	0:30	
6	12:50	14:35	1:45	1	82	3	1:42	0:58	
7	15:46	17:07	1:21	2	50	3	1:12	0:41	
8	18:05	19:36	1:31	5	51	3	1:16	0:57	
9	20:47	22:05	1:18	0	64	7	1:18	0:44	
10	23:04	24:35	1:31	4	59	7	1:24	3:15	
11	25:30	27:05	1:35	1	66	3	0:00	0:02	
12	28:11	29:35	1:24	1	71	5	1:24	0:56	
13	30:48	32:06	1:18	1	54	2	1:14	0:39	
14	33:01	34:35	1:34	4	57	2	1:19	0:51	
15	35:43	37:05	1:22	0	62	2	1:21	0:45	
16	38:07	39:35	1:28	1	75	3	1:25	0:57	
17	40:46	42:05	1:19	0	65	2	1:19	0:55	
18	43:16	44:36	1:20	0	67	1	1:16	0:51	
19	45:41	47:05	1:24	0	69	3	1:24	0:48	
20	48:08	49:36	1:28	0	69	4	1:25	0:55	
21	50:48	52:06	1:18	0	59	4	1:18	0:36	
22	52:57	54:35	1:38	3	58	4	1:25	0:57	
23	55:46	57:05	1:19	0	58	4	1:17	0:27	
24	57:46	59:34	1:48	3	60	3	1:38	0:25	

Table 128 Five-section Head Intersection # 2 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: SR 50			Speed:	45 MPH				
WBL	Minor Street: Rouse Lake Road (Walmart)			Geometry:	4-Leg				
Opposing Lanes:	3 Lanes	Land Use:	Commercial	Criteria:	Urban				
Date	Start	End	Totals for Values Below for Collection Period						
Sat 11/17/12	16:30	17:29	34:58	13	1558	86	33:26	19:19	0%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:40	2:08	1:28	2	54	3	1:13	1:00	
2	2:55	4:38	1:43	4	61	3	1:19	0:54	
3	5:46	7:05	1:19	0	64	2	1:19	1:33	
4	8:16	9:33	1:17	0	67	4	1:16	0:00	
5	10:28	12:07	1:39	0	74	4	1:37	0:55	
6	13:16	14:37	1:21	0	63	5	1:21	0:38	
7	15:28	17:02	1:34	0	70	3	1:32	0:57	
8	18:12	19:38	1:26	1	57	6	1:24	0:23	
9	20:17	22:05	1:48	2	73	4	1:45	1:01	
10	23:12	24:35	1:23	0	64	7	1:20	0:45	
11	25:33	27:06	1:33	2	68	2	1:29	0:55	
12	28:15	29:35	1:20	0	62	2	1:20	0:33	
13	30:23	32:04	1:41	0	74	3	1:41	0:42	
14	33:02	34:34	1:32	0	61	7	1:30	0:33	
15	35:20	37:03	1:43	0	64	7	1:42	0:57	
16	38:15	39:34	1:19	0	60	4	0:49	0:57	
17	40:45	42:04	1:19	0	67	3	1:23	0:56	
18	43:15	44:34	1:19	0	64	2	1:18	0:55	
19	45:44	47:08	1:24	0	62	0	1:24	0:45	
20	48:09	49:34	1:25	0	68	4	1:25	0:57	
21	50:44	52:04	1:20	0	66	3	1:19	0:45	
22	53:04	54:33	1:29	0	73	3	1:27	0:59	
23	55:45	57:03	1:18	0	60	4	1:18	0:58	
24	58:16	59:34	1:18	2	62	1	1:15	0:21	

Table 129 Five-section Head Intersection # 2 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: SR 50			Speed:	45 MPH				
WBL	Minor Street: Rouse Lake Road (Walmart)			Geometry:	4-Leg				
Opposing Lanes:	3 Lanes	Land Use:	Commercial	Criteria:	Urban				
Date	Start	End	Totals for Values Below for Collection Period						
Sat 11/17/12	17:30	18:29	35:01	14	1544	79	33:58	19:15	0%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:12	2:05	1:53	2	67	3	1:47	0:55	
2	3:16	4:33	1:17	1	41	2	1:12	0:49	
3	5:34	7:05	1:31	0	51	3	1:31	0:42	
4	8:02	9:34	1:32	0	66	3	1:30	0:59	
5	10:45	12:04	1:19	0	64	2	1:19	0:31	
6	12:50	14:33	1:43	1	76	4	1:43	0:58	
7	15:52	17:03	1:11	0	59	4	1:06	0:56	
8	18:11	19:34	1:23	0	70	5	1:21	0:52	
9	20:39	22:04	1:25	1	63	5	1:21	0:57	
10	23:15	24:34	1:19	0	57	3	1:19	0:36	
11	25:24	27:04	1:40	0	82	2	1:36	0:57	
12	28:15	29:34	1:19	0	67	2	1:19	0:58	
13	30:44	32:04	1:20	0	65	3	1:20	0:45	
14	33:02	34:34	1:32	0	73	2	1:30	0:46	
15	35:33	37:05	1:32	0	70	5	1:32	0:56	
16	38:17	39:35	1:18	0	62	2	1:14	0:48	
17	40:38	42:04	1:26	0	66	3	1:26	0:54	
18	43:14	44:34	1:20	0	69	1	1:19	0:25	
19	45:14	47:04	1:50	7	66	4	1:30	0:56	
20	48:15	49:34	1:19	0	61	4	1:19	0:58	
21	50:46	52:04	1:18	0	63	3	1:15	0:40	
22	53:00	54:34	1:34	0	74	3	1:33	0:34	
23	55:22	57:04	1:42	1	56	10	1:40	0:58	
24	58:16	59:34	1:18	1	56	1	1:16	0:25	

Table 130 Five-section Head Intersection # 2 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: SR 50			Speed:	45 MPH				
WBL	Minor Street: Rouse Lake Road (Walmart)			Geometry:	4-Leg				
Opposing Lanes:	3 Lanes	Land Use:	Commercial	Criteria:	Urban				
Date	Start	End	Totals for Values Below for Collection Period						
Sat 11/17/12	18:30	19:29	35:54	56	1349	87	30:04	19:46	0%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:29	2:04	1:35	1	62	2	1:31	1:02	
2	3:05	4:34	1:29	2	59	1	1:25	1:52	
3	5:40	7:05	1:25	0	62	5	1:24	0:48	
4	8:07	9:34	1:27	0	64	6	1:24	0:36	
5	10:19	12:04	1:45	6	44	3	1:32	0:58	
6	13:16	14:34	1:18	0	62	1	1:18	0:56	
7	15:43	17:04	1:21	0	66	3	1:20	0:31	
8	17:52	19:34	1:42	5	50	4	1:19	0:46	
9	20:34	22:04	1:30	3	58	3	1:21	0:48	
10	23:07	24:34	1:27	0	68	3	1:18	0:33	
11	25:21	27:04	1:43	6	51	5	0:48	0:50	
12	28:07	29:34	1:27	2	51	2	1:17	0:58	
13	30:45	32:04	1:19	5	46	2	1:04	0:59	
14	33:15	34:34	1:19	0	50	1	0:55	0:40	
15	35:28	37:04	1:36	2	58	6	0:53	0:59	
16	38:15	39:34	1:19	1	55	1	1:00	0:33	
17	40:19	42:05	1:46	9	47	5	1:11	0:51	
18	43:11	44:34	1:23	1	58	4	1:23	0:51	
19	45:38	47:04	1:26	2	48	4	1:18	0:37	
20	47:53	49:34	1:41	5	55	6	1:28	0:44	
21	50:29	52:04	1:35	2	53	4	1:25	0:56	
22	53:15	54:34	1:19	0	65	4	0:46	0:58	
23	55:45	57:04	1:19	0	62	3	1:08	0:35	
24	57:51	59:34	1:43	4	55	9	1:36	0:25	

Table 131 Five-section Head Intersection # 2 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: SR 50			Speed:	45 MPH				
WBL	Minor Street: Rouse Lake Road (Walmart)			Geometry:	4-Leg				
Opposing Lanes:	3 Lanes	Land Use:	Commercial	Criteria:	Urban				
Date	Start	End	Totals for Values Below for Collection Period						
Sat 11/17/12	19:30	20:29	37:01	64	1138	77	24:28	16:56	0%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:31	2:04	1:33	0	62	3	1:17	1:13	
2	3:15	4:34	1:19	0	41	5	1:19	0:31	
3	5:19	7:04	1:45	5	50	5	1:17	0:47	
4	8:04	9:34	1:30	0	45	2	1:26	0:50	
5	10:37	12:03	1:26	4	47	3	1:16	0:28	
6	12:43	14:34	1:51	12	42	4	0:58	0:26	
7	15:13	17:04	1:51	3	38	4	0:35	0:53	
8	18:13	19:33	1:20	0	55	3	0:52	0:35	
9	20:23	22:04	1:41	3	56	3	1:19	0:32	
10	22:51	24:34	1:43	4	43	3	0:51	0:48	
11	25:36	27:03	1:27	0	66	3	1:25	0:58	
12	28:14	29:34	1:20	1	52	3	1:08	0:57	
13	30:46	32:04	1:18	3	46	2	1:11	0:40	
14	32:59	34:34	1:35	1	43	2	1:36	0:48	
15	35:35	37:04	1:29	3	45	1	0:42	0:41	
16	37:59	39:33	1:34	0	49	3	1:00	0:48	
17	40:31	42:04	1:33	1	48	3	1:30	0:47	
18	43:07	44:34	1:27	3	38	5	1:09	0:41	
19	45:29	47:03	1:34	0	63	1	1:02	0:49	
20	48:05	49:33	1:28	4	42	7	0:15	0:55	
21	50:39	52:04	1:25	3	47	3	0:00	0:22	
22	52:58	54:34	1:36	2	44	4	0:46	0:41	
23	55:28	57:04	1:36	4	54	4	1:00	0:37	
24	57:54	59:34	1:40	8	22	1	0:34	0:09	

Table 132 Five-section Head Intersection # 2 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: SR 50			Speed:	45 MPH				
WBL	Minor Street: Rouse Lake Road (Walmart)			Geometry:	4-Leg				
Opposing Lanes:	3 Lanes	Land Use:	Commercial	Criteria:	Urban				
Date	Start	End	Totals for Values Below for Collection Period						
Sat 11/17/12	20:30	21:29	42:44	124	937	72	18:33	8:12	1%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:07	2:04	1:57	10	36	1	0:43	0:43	
2	3:00	4:34	1:34	3	40	2	0:00	0:44	
3	5:45	7:04	1:19	0	57	2	0:57	0:30	
4	7:44	9:34	1:50	5	38	8	0:45	0:10	
5	10:38	12:04	1:26	6	36	5	1:03	0:31	
6	12:49	14:34	1:45	3	36	3	1:21	0:34	
7	15:22	17:04	1:42	5	33	1	0:36	0:11	
8	18:00	19:34	1:34	6	38	4	0:50	0:27	
9	20:14	22:04	1:50	3	56	2	0:35	0:09	
10	23:00	24:34	1:34	7	32	1	0:34	0:00	
11	24:56	27:04	2:08	4	43	1	1:13	0:29	
12	27:44	29:34	1:50	9	33	0	0:33	0:41	
13	30:24	32:04	1:40	3	42	5	0:30	0:36	
14	32:57	34:34	1:37	3	41	1	0:51	0:44	
15	35:33	37:04	1:31	2	39	3	0:43	0:35	
16	37:48	39:34	1:46	9	42	2	1:00	0:00	
17	39:56	42:04	2:08	5	50	2	1:16	0:28	
18	42:45	44:34	1:49	3	34	5	0:32	0:00	
19	44:58	47:04	2:06	12	33	3	1:05	0:10	
20	47:44	49:34	1:50	6	46	4	0:33	0:00	
21	50:12	52:05	1:53	9	37	3	1:18	0:04	
22	52:32	54:34	2:02	4	29	5	0:47	0:26	
23	55:13	57:04	1:51	3	27	4	0:06	0:00	
24	57:32	59:34	2:02	4	39	5	0:42	0:00	

Table 133 Five-section Head Intersection # 3 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Curry Ford Road			Speed:	45 MPH				
SBL	Minor Street: Chickasaw Trail			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes		Land Use:	Residential/Commercial		Criteria:	Single Lane		
Date	Start	End	Totals for Values Below for Collection Period						
Thu 11/15/12	07:00	07:59	13:56	26	167	81	2:31	16:06	15%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	1:42	2:07	0:25	0	6	0	0:00	1:26	
2	4:02	4:19	0:17	0	0	0	0:00	2:42	
3	6:22	6:54	0:32	0	3	0	0:00	0:23	
4	8:42	9:05	0:23	2	1	2	0:00	1:09	
5	11:02	11:41	0:39	0	7	2	0:00	0:00	
6	13:22	13:42	0:20	0	1	0	0:00	0:00	
7	15:42	16:02	0:20	1	2	0	0:05	0:00	
8	18:02	18:42	0:40	0	7	0	0:00	0:42	
9	20:22	21:03	0:41	4	8	4	0:23	0:35	
10	22:42	23:23	0:41	2	7	0	0:16	0:21	
11	25:02	25:43	0:41	1	8	7	0:15	0:56	
12	27:22	28:03	0:41	2	9	5	0:10	0:43	
13	29:42	30:23	0:41	0	6	6	0:00	0:00	
14	32:02	32:44	0:42	2	10	5	0:05	1:10	
15	34:22	35:03	0:41	1	11	7	0:36	0:00	
16	36:42	37:23	0:41	2	7	5	0:00	0:39	
17	39:01	39:25	0:24	1	7	7	0:19	1:17	
18	41:22	41:51	0:29	3	6	4	0:00	0:00	
19	43:42	44:22	0:40	1	14	6	0:00	1:05	
20	46:02	46:37	0:35	1	11	5	0:22	0:00	
21	48:22	48:42	0:20	1	1	2	0:00	0:00	
22	50:42	51:24	0:42	1	8	2	0:00	0:54	
23	53:02	53:25	0:23	0	6	2	0:00	0:58	
24	55:22	55:58	0:36	0	13	9	0:00	0:55	
25	57:41	58:23	0:42	1	8	1	0:00	0:11	

Table 134 Five-section Head Intersection # 3 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection										
Approach	Major Street: Curry Ford Road			Speed:	45 MPH					
SBL	Minor Street: Chickasaw Trail			Geometry:	4-Leg					
Opposing Lanes:	2 Lanes		Land Use: Residential/Commercial	Criteria:	Single Lane					
Date	Start	End	Totals for Values Below for Collection Period							
Thu 11/15/12	08:00	08:59	14:02	33	141	106	2:11	16:44	12%	
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)	
					TH	RT	Green	Red		
1	0:04	0:38	0:34	0	5	3	0:00	0:00		
2	2:23	2:49	0:26	3	1	0	0:00	0:18		
3	4:43	5:15	0:32	1	2	3	0:07	1:11		
4	7:03	7:35	0:32	0	5	9	0:00	0:00		
5	9:23	9:48	0:25	4	2	2	0:00	1:04		
6	11:43	12:24	0:41	0	9	2	0:00	1:24		
7	14:03	14:37	0:34	2	7	9	0:25	0:00		
8	16:23	16:56	0:33	0	9	5	0:00	1:04		
9	18:41	19:19	0:38	1	9	10	0:00	0:33		
10	21:03	21:43	0:40	1	12	4	0:05	1:00		
11	23:23	23:53	0:30	2	6	6	0:10	0:21		
12	25:43	26:07	0:24	2	0	1	0:05	1:28		
13	28:03	28:37	0:34	0	6	4	0:00	1:40		
14	30:23	30:44	0:21	1	2	2	0:10	0:07		
15	32:43	33:24	0:41	4	9	3	0:24	0:24		
16	35:11	35:39	0:28	2	5	3	0:11	1:02		
17	37:22	37:56	0:34	0	4	6	0:00	1:00		
18	39:43	40:15	0:32	3	8	3	0:23	0:47		
19	42:00	42:41	0:41	0	3	4	0:00	0:25		
20	44:23	44:44	0:21	2	3	0	0:00	1:04		
21	46:43	47:21	0:38	2	5	7	0:00	1:15		
22	49:03	49:41	0:38	3	8	9	0:11	0:00		
23	51:23	51:58	0:35	0	5	4	0:00	0:00		
24	53:43	54:24	0:41	0	9	4	0:00	0:00		
25	56:03	56:18	0:15	0	0	0	0:00	0:37		
26	58:22	58:56	0:34	0	7	3	0:00	0:00		

Table 135 Five-section Head Intersection # 3 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Curry Ford Road			Speed:	45 MPH				
SBL	Minor Street: Chickasaw Trail			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes		Land Use: Residential/Commercial	Criteria:	Single Lane				
Date	Start	End	Totals for Values Below for Collection Period						
Thu 11/15/12	09:00	09:59	17:48	33	152	66	2:04	12:22	6%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:28	1:11	0:43	6	6	3	0:28	0:35	
2	2:27	2:50	0:23	0	4	2	0:00	0:33	
3	4:05	4:42	0:37	1	0	1	0:00	0:00	
4	5:59	6:26	0:27	0	3	0	0:00	0:32	
5	7:52	8:35	0:43	0	3	3	0:00	0:00	
6	9:52	10:35	0:43	1	7	4	0:08	0:27	
7	11:52	12:26	0:34	0	8	6	0:00	0:00	
8	13:52	14:25	0:33	1	6	0	0:08	0:00	
9	17:52	18:35	0:43	0	11	3	0:00	0:21	
10	19:52	20:24	0:32	2	2	2	0:00	0:00	
11	21:52	22:35	0:43	0	13	0	0:00	0:00	
12	23:52	24:35	0:43	1	11	4	0:16	0:30	
13	25:52	26:34	0:42	1	10	5	0:09	0:25	
14	27:52	28:33	0:41	1	6	8	0:00	0:47	
15	29:52	30:35	0:43	3	2	3	0:11	1:19	
16	31:52	32:21	0:29	4	2	1	0:21	0:00	
17	33:52	34:35	0:43	1	7	0	0:00	0:32	
18	35:52	36:35	0:43	1	3	3	0:00	1:03	
19	37:52	38:35	0:43	3	4	1	0:00	0:01	
20	39:52	40:22	0:30	2	3	0	0:06	0:22	
21	41:52	42:30	0:38	0	3	3	0:00	1:10	
22	43:52	44:14	0:22	0	4	2	0:00	0:00	
23	45:52	46:29	0:37	0	7	0	0:00	0:56	
24	47:52	48:35	0:43	1	7	5	0:00	1:03	
25	49:52	50:35	0:43	2	8	5	0:00	0:00	
26	51:52	52:27	0:35	0	6	0	0:00	1:08	
27	53:51	54:11	0:20	0	3	0	0:00	0:00	
28	55:51	56:21	0:30	1	1	1	0:17	0:38	
29	57:51	58:33	0:42	1	2	1	0:00	0:00	

Table 136 Five-section Head Intersection # 3 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Curry Ford Road			Speed:	45 MPH				
SBL	Minor Street: Chickasaw Trail			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes	Land Use: Residential/Commercial		Criteria:	Single Lane				
Date	Start	End	Totals for Values Below for Collection Period						
Thu 11/15/12	12:00	12:59	16:04	58	102	49	3:16	17:20	0%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	1:42	2:13	0:31	2	0	0	0:00	0:00	
2	3:41	4:20	0:39	0	5	3	0:00	0:12	
3	5:41	6:11	0:30	3	1	0	0:00	1:03	
4	7:42	8:24	0:42	3	3	5	0:17	0:11	
5	9:41	10:11	0:30	3	2	0	0:00	0:13	
6	11:41	12:24	0:43	2	5	1	0:00	0:50	
7	13:41	14:24	0:43	0	4	4	0:00	1:07	
8	15:41	16:03	0:22	2	1	4	0:11	0:00	
9	17:41	17:52	0:11	0	0	0	0:00	0:49	
10	19:41	20:23	0:42	4	4	1	0:13	0:39	
11	21:41	22:16	0:35	5	2	1	0:00	0:50	
12	23:39	23:53	0:14	0	3	0	0:00	1:23	
13	25:41	26:09	0:28	0	7	2	0:00	0:11	
14	27:41	28:23	0:42	2	4	1	0:10	0:00	
15	29:41	30:24	0:43	5	5	3	0:17	0:58	
16	31:41	32:23	0:42	0	5	3	0:40	1:10	
17	33:41	34:08	0:27	1	5	3	0:14	0:45	
18	35:41	36:07	0:26	2	4	1	0:12	0:19	
19	37:41	38:23	0:42	2	6	1	0:16	1:09	
20	39:41	40:20	0:39	3	3	2	0:00	0:56	
21	41:41	42:24	0:43	3	3	2	0:06	0:30	
22	43:41	44:24	0:43	2	2	2	0:12	0:00	
23	45:41	46:10	0:29	2	3	1	0:00	1:08	
24	47:42	48:16	0:34	2	5	1	0:16	1:00	
25	49:51	50:04	0:13	1	0	0	0:06	0:00	
26	51:41	52:24	0:43	4	4	4	0:00	1:00	
27	53:41	54:19	0:38	2	8	0	0:06	0:00	
28	55:42	55:57	0:15	0	0	1	0:00	0:00	
29	57:41	58:16	0:35	3	8	3	0:00	0:57	

Table 137 Five-section Head Intersection # 3 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Curry Ford Road			Speed:	45 MPH				
SBL	Minor Street: Chickasaw Trail			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes		Land Use: Residential/Commercial	Criteria:	Single Lane				
Date	Start	End	Totals for Values Below for Collection Period						
Thu 11/15/12	13:00	13:59	14:58	39	116	33	4:03	17:03	3%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	1:53	2:15	0:22	0	1	0	0:00	0:29	
2	3:53	4:36	0:43	2	6	4	0:06	0:14	
3	5:53	6:36	0:43	5	7	3	0:28	0:40	
4	7:53	8:11	0:18	0	3	2	0:00	1:20	
5	9:53	10:35	0:42	0	3	2	0:00	0:21	
6	11:53	12:24	0:31	1	6	0	0:00	0:41	
7	13:53	14:34	0:41	2	4	2	0:19	1:07	
8	16:04	16:21	0:17	0	2	0	0:00	0:00	
9	17:52	18:17	0:25	4	1	1	0:00	1:10	
10	19:52	20:24	0:32	2	5	0	0:05	1:03	
11	21:52	22:35	0:43	6	8	2	0:23	0:49	
12	23:52	24:30	0:38	2	5	2	0:04	0:51	
13	25:52	26:34	0:42	2	7	3	0:20	1:08	
14	27:55	28:06	0:11	0	3	0	0:00	0:22	
15	29:52	30:16	0:24	1	3	1	0:05	0:00	
16	31:52	32:26	0:34	0	3	0	0:00	0:51	
17	33:52	34:11	0:19	1	3	1	0:08	0:00	
18	35:52	36:13	0:21	1	5	0	0:08	0:36	
19	37:52	38:22	0:30	0	3	1	0:00	0:00	
20	39:52	40:34	0:42	1	6	1	0:27	0:28	
21	41:52	42:04	0:12	0	1	0	0:00	0:00	
22	43:52	44:19	0:27	1	3	0	0:00	1:04	
23	45:52	46:35	0:43	1	4	3	0:00	0:00	
24	47:52	48:29	0:37	1	2	0	0:00	1:05	
25	49:52	50:17	0:25	3	1	0	0:00	1:16	
26	51:52	52:34	0:42	1	4	3	1:13	0:19	
27	53:52	54:11	0:19	0	3	0	0:00	0:00	
28	55:52	56:33	0:41	2	8	1	0:17	1:09	
29	57:52	58:26	0:34	0	6	1	0:00	0:00	

Table 138 Five-section Head Intersection # 3 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Curry Ford Road			Speed:	45 MPH				
SBL	Minor Street: Chickasaw Trail			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes	Land Use: Residential/Commercial		Criteria:	Single Lane				
Date	Start	End	Totals for Values Below for Collection Period						
Thu 11/15/12	14:00	14:59	16:49	49	132	67	1:54	16:46	2%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	1:52	2:06	0:14	0	2	1	0:00	1:15	
2	3:52	4:35	0:43	3	10	0	0:22	0:00	
3	5:52	6:21	0:29	3	5	0	0:07	1:18	
4	7:52	8:12	0:20	0	3	1	0:00	0:00	
5	9:52	10:23	0:31	4	2	2	0:02	1:21	
6	11:52	12:18	0:26	1	5	0	0:15	1:09	
7	13:52	14:35	0:43	2	9	1	0:00	1:07	
8	15:52	16:31	0:39	2	4	2	0:09	0:00	
9	17:52	18:19	0:27	0	5	0	0:00	0:41	
10	20:10	20:37	0:27	0	4	2	0:00	0:44	
11	21:52	22:25	0:33	1	3	2	0:00	0:00	
12	23:52	24:28	0:36	0	3	2	0:00	0:43	
13	25:52	26:20	0:28	1	3	7	0:07	0:10	
14	27:52	28:29	0:37	0	7	0	0:00	0:49	
15	29:52	30:29	0:37	1	4	2	0:00	1:00	
16	31:52	32:35	0:43	1	2	2	0:00	0:00	
17	33:52	34:16	0:24	1	1	1	0:00	1:17	
18	35:52	36:35	0:43	2	8	6	0:00	0:33	
19	37:52	38:29	0:37	1	5	1	0:00	1:06	
20	39:52	40:35	0:43	1	6	8	0:00	0:00	
21	41:52	42:35	0:43	6	3	1	0:11	1:03	
22	43:52	44:35	0:43	3	7	6	0:11	0:00	
23	45:52	46:14	0:22	1	1	2	0:00	1:21	
24	47:52	48:32	0:40	5	6	5	0:08	0:00	
25	49:52	50:35	0:43	0	2	4	0:00	0:14	
26	51:52	52:35	0:43	2	3	4	0:00	0:00	
27	53:52	54:35	0:43	3	5	1	0:12	0:55	
28	55:52	56:34	0:42	3	6	3	0:04	0:00	
29	57:52	58:22	0:30	2	8	1	0:06	0:00	

Table 139 Five-section Head Intersection # 3 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Curry Ford Road			Speed:	45 MPH				
SBL	Minor Street: Chickasaw Trail			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes	Land Use: Residential/Commercial		Criteria:	Single Lane				
Date	Start	End	Totals for Values Below for Collection Period						
Thu 11/15/12	16:00	16:59	14:09	33	186	83	6:06	23:22	9%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:03	0:30	0:27	0	6	3	1:56	0:00	
2	2:19	2:42	0:23	1	2	3	0:00	1:32	
3	4:32	5:00	0:28	2	3	2	0:10	1:39	
4	6:54	7:36	0:42	1	7	2	0:00	1:21	
5	9:24	10:04	0:40	0	10	1	0:00	1:20	
6	11:48	12:14	0:26	0	13	4	1:53	0:00	
7	14:01	14:38	0:37	3	5	2	0:14	1:20	
8	16:25	17:05	0:40	3	6	3	0:15	0:00	
9	18:48	19:14	0:26	0	7	3	0:00	0:00	
10	21:01	21:32	0:31	0	13	3	0:01	1:30	
11	23:21	23:56	0:35	0	6	2	0:15	1:28	
12	25:44	26:12	0:28	0	10	3	0:00	0:00	
13	28:01	28:42	0:41	0	7	2	0:00	1:20	
14	30:28	31:05	0:37	2	6	3	0:20	0:00	
15	32:47	33:13	0:26	0	6	8	0:12	1:25	
16	34:57	35:33	0:36	1	13	2	0:00	0:59	
17	37:16	37:47	0:31	0	8	1	0:00	1:10	
18	39:41	40:22	0:41	2	1	6	0:00	1:16	
19	42:07	42:34	0:27	6	6	2	0:08	1:16	
20	44:22	44:51	0:29	2	8	5	0:15	1:22	
21	46:41	47:11	0:30	2	4	1	0:09	1:25	
22	48:58	49:32	0:34	1	7	4	0:03	1:25	
23	51:19	51:52	0:33	3	9	7	0:00	0:28	
24	53:41	54:22	0:41	3	4	3	0:00	0:00	
25	56:03	56:32	0:29	0	8	2	0:00	0:00	
26	58:20	58:51	0:31	1	11	6	0:15	1:06	

Table 140 Five-section Head Intersection # 3 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Curry Ford Road			Speed:	45 MPH				
SBL	Minor Street: Chickasaw Trail			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes	Land Use: Residential/Commercial		Criteria:	Single Lane				
Date	Start	End	Totals for Values Below for Collection Period						
Thu 11/15/12	17:00	17:59	13:52	29	246	116	4:24	19:57	0%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:41	1:12	0:31	1	11	1	0:18	0:00	
2	2:59	3:33	0:34	0	15	6	0:07	1:29	
3	5:26	6:04	0:38	5	8	4	0:10	1:25	
4	7:49	8:16	0:27	1	5	1	0:00	0:00	
5	9:59	10:40	0:41	3	10	9	0:20	0:50	
6	12:26	12:55	0:29	1	8	6	0:00	0:34	
7	14:40	15:12	0:32	2	8	2	0:20	1:18	
8	17:02	17:44	0:42	1	6	5	0:05	0:00	
9	19:30	19:57	0:27	0	11	6	0:00	0:00	
10	21:44	22:14	0:30	2	12	4	0:16	1:22	
11	24:03	24:34	0:31	0	13	5	0:28	1:30	
12	26:23	26:54	0:31	0	12	2	0:24	1:27	
13	28:44	29:14	0:30	0	12	7	0:00	1:16	
14	31:03	31:34	0:31	2	8	6	0:17	0:00	
15	33:21	33:53	0:32	1	9	1	0:00	0:57	
16	35:38	36:19	0:41	0	10	7	0:00	0:15	
17	38:07	38:36	0:29	3	12	7	0:28	0:00	
18	40:24	40:55	0:31	1	7	3	0:00	0:26	
19	42:44	43:14	0:30	0	5	1	0:00	1:21	
20	45:04	45:41	0:37	0	13	8	0:36	1:29	
21	47:28	47:55	0:27	0	10	6	0:20	1:26	
22	49:42	50:13	0:31	0	13	2	0:04	1:27	
23	52:01	52:31	0:30	0	5	7	0:00	1:25	
24	54:24	54:54	0:30	3	9	4	0:11	0:00	
25	56:44	57:14	0:30	1	1	3	0:00	0:00	
26	59:03	59:33	0:30	2	13	3	0:00	0:00	

Table 141 Five-section Head Intersection # 3 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Curry Ford Road			Speed:		45 MPH			
SBL	Minor Street: Chickasaw Trail			Geometry:		4-Leg			
Opposing Lanes: 2 Lanes		Land Use: Residential/Commercial		Criteria: Single Lane					
Date	Start	End	Totals for Values Below for Collection Period						
Thu 11/15/12	18:00	18:59	13:02	25	174	75	2:39	24:14	0%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	1:23	1:50	0:27	0	6	9	0:20	2:31	
2	3:43	4:14	0:31	1	11	3	0:00	1:03	
3	6:03	6:34	0:31	0	13	2	0:25	1:27	
4	8:23	9:04	0:41	0	6	3	0:02	1:33	
5	10:48	11:14	0:26	5	7	1	0:18	0:59	
6	13:03	13:34	0:31	2	9	4	0:28	0:07	
7	15:21	15:50	0:29	0	9	1	0:00	1:10	
8	17:42	18:23	0:41	1	11	2	0:00	0:28	
9	19:59	20:28	0:29	2	5	2	0:16	0:00	
10	22:23	22:54	0:31	1	6	4	0:00	1:23	
11	24:40	25:12	0:32	0	7	4	0:00	0:42	
12	26:58	27:40	0:42	4	9	2	0:18	1:26	
13	29:22	29:53	0:31	0	7	5	0:00	1:02	
14	31:43	32:15	0:32	0	3	4	0:00	0:54	
15	33:57	34:24	0:27	1	2	4	0:00	0:28	
16	36:18	36:39	0:21	0	6	5	0:00	1:24	
17	38:35	39:08	0:33	0	8	2	0:00	0:57	
18	40:58	41:28	0:30	1	7	3	0:07	0:00	
19	43:16	43:47	0:31	0	11	2	0:07	0:37	
20	45:35	46:05	0:30	1	4	4	0:00	0:55	
21	47:59	48:27	0:28	1	3	2	0:10	0:58	
22	50:23	50:54	0:31	1	1	2	0:00	1:08	
23	52:38	53:04	0:26	1	9	5	0:00	1:12	
24	55:03	55:25	0:22	0	5	0	0:00	0:56	
25	57:22	57:48	0:26	3	7	0	0:08	0:54	
26	59:15	59:38	0:23	0	2	0	0:00	0:00	

Table 142 Five-section Head Intersection # 4 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Avalon Park Boulevard			Speed:	45 MPH				
NBL	Minor Street: Waterford Chase Parkway			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes		Land Use: School/Residential	Criteria:	Pedestrians				
Date	Start	End	Totals for Values Below for Collection Period						
Thu 11/8/12	10:43	11:42	37:54	188	288	64	13:22	12:48	2%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:09	1:44	1:35	10	13	6	0:25	1:00	
2	2:59	3:34	0:35	2	5	1	0:00	0:32	
3	4:22	5:24	1:02	6	11	2	0:22	0:25	
4	6:07	7:13	1:06	5	7	2	0:19	0:24	
5	7:52	9:04	1:12	6	9	1	0:24	0:00	
6	9:20	10:54	1:34	6	10	2	0:05	0:35	
7	11:55	13:13	1:18	8	6	2	0:00	0:24	
8	13:53	14:33	0:40	7	8	0	0:26	1:02	
9	15:45	16:23	0:38	3	5	0	0:23	0:17	
10	16:57	18:13	1:16	4	6	4	0:11	0:22	
11	18:48	20:03	1:15	5	7	1	0:14	0:33	
12	21:00	21:54	0:54	6	11	3	6:40	0:18	
13	22:23	23:44	1:21	8	13	1	0:16	0:29	
14	24:34	25:45	1:11	6	9	1	0:05	0:20	
15	26:21	27:23	1:02	5	8	3	0:25	0:00	
16	27:38	29:14	1:36	8	5	2	0:09	0:00	
17	29:38	31:03	1:25	3	8	2	0:19	0:17	
18	31:31	32:53	1:22	7	11	1	0:12	0:44	
19	33:51	34:43	0:52	4	5	3	0:00	0:35	
20	35:26	36:33	1:07	7	11	0	0:10	0:22	
21	37:21	38:23	1:02	3	12	4	0:11	0:00	
22	38:39	40:13	1:34	11	9	2	0:03	0:23	
23	40:57	42:15	1:18	8	8	3	0:09	0:22	
24	43:13	43:54	0:41	2	9	0	0:11	0:46	
25	45:03	45:44	0:41	2	7	0	0:16	0:00	
26	46:17	47:34	1:17	2	16	3	0:00	0:34	
27	48:19	49:25	1:06	5	8	2	0:17	0:18	
28	49:52	51:14	1:22	10	10	3	0:19	0:00	
29	51:42	53:03	1:21	7	8	2	0:02	0:31	
30	53:51	54:54	1:03	8	7	2	0:11	0:28	
31	55:17	56:44	1:27	9	11	1	0:19	0:21	
32	57:15	58:34	1:19	1	8	3	0:10	0:26	
33	59:17	59:59	0:42	4	7	2	0:09	0:00	

Table 143 Five-section Head Intersection # 4 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Avalon Park Boulevard			Speed:	45 MPH				
NBL	Minor Street: Waterford Chase Parkway			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes		Land Use: School/Residential	Criteria:	Pedestrians				
Date	Start	End	Totals for Values Below for Collection Period						
Thu 11/8/12	11:43	12:42	37:54	169	311	77	7:12	11:03	2%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:00	0:23	0:23	0	2	1	0:03	0:36	
2	1:04	2:13	1:09	6	7	4	0:15	0:31	
3	2:57	4:16	1:19	2	16	2	0:29	0:18	
4	4:48	5:53	1:05	9	6	2	0:12	0:00	
5	6:18	7:43	1:25	7	9	2	0:16	0:27	
6	8:32	9:33	1:01	3	15	1	0:35	0:00	
7	10:00	11:25	1:25	8	14	1	0:18	0:02	
8	11:57	13:13	1:16	8	8	0	0:27	0:00	
9	13:40	15:03	1:23	6	6	2	0:04	0:16	
10	15:56	16:53	0:57	6	10	4	0:16	0:04	
11	17:22	19:12	1:50	8	9	5	0:21	0:09	
12	19:43	20:33	0:50	6	7	0	0:19	0:15	
13	21:15	22:24	1:09	10	15	1	0:24	0:26	
14	23:09	24:13	1:04	4	9	7	0:22	0:15	
15	24:52	26:02	1:10	8	6	1	0:00	0:46	
16	26:57	27:53	0:56	7	5	0	0:00	0:31	
17	28:41	29:43	1:02	5	9	4	0:09	0:15	
18	30:11	31:33	1:22	7	7	0	0:14	0:00	
19	31:49	33:23	1:34	6	11	5	0:27	0:00	
20	33:37	35:13	1:36	5	16	3	0:04	0:57	
21	36:23	37:03	0:40	5	10	3	0:13	0:00	
22	37:21	38:53	1:32	5	7	4	0:20	0:32	
23	39:39	40:43	1:04	2	10	1	0:00	0:00	
24	40:58	42:33	1:35	3	7	1	0:02	0:44	
25	43:37	44:23	0:46	0	15	7	0:00	0:27	
26	45:12	46:13	1:01	4	6	2	0:12	0:36	
27	46:56	48:03	1:07	7	8	1	0:04	0:37	
28	48:51	49:53	1:02	2	6	2	0:00	0:22	
29	50:52	51:43	0:51	0	11	0	0:00	0:28	
30	52:38	53:33	0:55	9	12	4	0:26	0:23	
31	54:15	55:23	1:08	2	9	2	0:20	0:09	
32	56:10	57:13	1:03	3	6	4	0:12	0:32	
33	57:57	59:03	1:06	6	14	1	0:08	0:25	
34	59:51	59:59	0:08	0	3	0	0:00	0:00	

Table 144 Five-section Head Intersection # 4 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Avalon Park Boulevard			Speed:	45 MPH				
NBL	Minor Street: Waterford Chase Parkway			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes		Land Use: School/Residential	Criteria:	Pedestrians				
Date	Start	End	Totals for Values Below for Collection Period						
Thu 11/8/12	12:43	13:42	36:27	159	330	78	7:26	13:17	1%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:00	0:54	0:54	7	6	1	0:06	0:00	
2	1:08	2:44	1:36	6	4	0	0:00	0:29	
3	3:35	4:34	0:59	2	15	2	0:10	0:17	
4	5:15	6:23	1:08	4	5	1	0:00	0:38	
5	7:13	8:13	1:00	7	6	1	0:11	0:00	
6	8:44	10:03	1:19	5	17	3	0:00	0:26	
7	10:44	11:53	1:09	5	10	2	0:01	0:36	
8	12:39	13:43	1:04	5	9	1	0:25	0:00	
9	14:12	15:33	1:21	7	11	0	0:15	0:19	
10	15:58	17:23	1:25	4	10	1	0:00	0:41	
11	18:27	21:03	2:36	8	14	2	0:00	0:37	
12	21:48	22:53	1:05	5	7	5	0:11	0:38	
13	23:49	24:43	0:54	4	9	4	0:18	0:42	
14	25:35	26:33	0:58	8	10	0	0:11	0:19	
15	27:05	28:23	1:18	8	8	2	0:00	0:22	
16	29:07	30:14	1:07	4	10	2	0:05	0:30	
17	31:08	32:03	0:55	4	10	4	0:15	0:28	
18	32:56	33:53	0:57	4	8	1	0:31	0:21	
19	34:36	35:43	1:07	4	15	4	0:17	0:20	
20	36:32	37:33	1:01	7	5	5	0:24	0:15	
21	38:10	39:23	1:13	3	16	1	0:22	0:30	
22	40:11	41:26	1:15	4	10	1	0:00	0:00	
23	41:53	43:03	1:10	3	7	5	0:20	0:46	
24	44:18	44:53	0:35	2	12	3	0:30	0:19	
25	45:25	46:43	1:18	6	20	7	0:39	1:00	
26	48:05	48:33	0:28	2	9	3	0:06	0:28	
27	49:21	50:23	1:02	3	5	3	0:00	0:30	
28	51:12	52:13	1:01	5	8	2	0:16	0:36	
29	53:21	54:03	0:42	1	16	2	0:39	0:30	
30	54:46	55:54	1:08	9	11	0	0:22	0:19	
31	56:36	58:23	1:47	9	17	7	0:38	0:21	
32	58:50	59:45	0:55	4	10	3	0:14	0:00	

Table 145 Five-section Head Intersection # 4 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Avalon Park Boulevard			Speed:	45 MPH				
NBL	Minor Street: Waterford Chase Parkway			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes		Land Use: School/Residential	Criteria:	Pedestrians				
Date	Start	End	Totals for Values Below for Collection Period						
Thu 11/8/12	13:43	14:42	33:30	195	405	88	8:59	14:49	5%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:05	1:23	1:18	3	11	1	0:12	0:27	
2	2:12	3:13	1:01	6	10	4	0:16	0:00	
3	3:32	5:11	1:39	8	17	4	0:17	0:30	
4	5:57	6:53	0:56	2	12	3	0:00	0:32	
5	7:34	8:43	1:09	6	9	1	0:00	0:27	
6	9:40	10:33	0:53	8	13	4	0:13	0:20	
7	11:06	12:23	1:17	3	21	3	0:00	0:27	
8	13:14	14:14	1:00	8	9	5	0:38	0:30	
9	15:09	16:03	0:54	4	9	2	0:00	0:00	
10	16:24	17:53	1:29	7	6	2	0:00	0:40	
11	18:43	19:43	1:00	1	12	4	0:09	0:21	
12	20:14	21:34	1:20	6	15	2	0:07	0:00	
13	22:21	23:23	1:02	7	4	0	0:00	0:13	
14	23:48	25:13	1:25	8	12	1	0:22	0:00	
15	25:43	27:03	1:20	3	15	3	0:16	0:00	
16	27:27	28:53	1:26	8	15	3	0:15	0:30	
17	29:41	30:43	1:02	4	9	2	0:12	0:55	
18	31:48	32:33	0:45	3	10	4	0:37	0:42	
19	33:27	34:23	0:56	9	7	4	0:30	0:38	
20	35:22	36:13	0:51	10	11	0	0:18	0:00	
21	36:54	38:10	1:16	10	11	2	0:07	0:03	
22	38:35	39:53	1:18	13	6	4	0:31	0:25	
23	40:34	41:43	1:09	14	6	3	0:06	0:15	
24	42:30	43:33	1:03	12	19	2	0:33	0:35	
25	44:33	45:24	0:51	7	15	6	0:30	0:17	
26	46:08	47:13	1:05	10	13	2	0:41	0:31	
27	48:03	49:03	1:00	9	5	0	0:00	0:49	
28	50:22	50:54	0:32	0	19	4	0:10	0:37	
29	51:56	52:43	0:47	4	21	3	0:45	1:02	
30	54:05	54:33	0:28	0	17	2	0:23	1:02	
31	55:56	56:23	0:27	2	13	2	0:11	1:00	
32	57:45	58:13	0:28	0	18	4	0:24	1:01	
33	59:36	59:59	0:23	0	15	2	0:16	0:00	

Table 146 Five-section Head Intersection # 4 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Avalon Park Boulevard			Speed:	45 MPH				
NBL	Minor Street: Waterford Chase Parkway			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes		Land Use: School/Residential	Criteria:	Pedestrians				
Date	Start	End	Totals for Values Below for Collection Period						
Thu 11/8/12	14:43	15:42	24:07	95	474	100	14:44	25:57	1%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:00	0:48	0:48	0	9	8	0:48	1:10	
2	2:27	3:18	0:51	5	21	4	0:38	1:14	
3	4:44	5:37	0:53	7	15	7	0:41	1:13	
4	7:08	8:03	0:55	4	27	1	0:36	1:12	
5	9:37	10:29	0:52	2	15	2	0:28	1:09	
6	12:09	13:03	0:54	2	25	3	0:37	1:15	
7	14:44	15:37	0:53	5	12	4	0:31	0:56	
8	16:49	17:27	0:38	2	14	2	0:31	1:01	
9	18:44	19:10	0:26	0	15	1	0:00	1:02	
10	20:25	20:52	0:27	0	18	3	0:27	1:00	
11	22:07	22:35	0:28	0	9	7	0:22	0:49	
12	23:36	24:17	0:41	2	17	5	0:32	0:39	
13	25:05	25:43	0:38	0	13	2	0:32	1:04	
14	27:05	27:33	0:28	2	10	0	0:00	0:12	
15	28:16	29:23	1:07	9	7	2	0:26	0:39	
16	30:17	31:15	0:58	4	21	4	0:32	0:35	
17	32:07	33:03	0:56	4	8	0	0:04	0:55	
18	34:19	34:53	0:34	0	16	5	0:31	0:52	
19	36:06	36:43	0:37	1	10	2	0:29	1:00	
20	38:10	38:33	0:23	0	14	4	0:19	1:01	
21	39:55	40:24	0:29	1	17	4	0:27	0:50	
22	41:36	42:13	0:37	3	14	4	0:31	0:36	
23	43:10	44:15	1:05	8	21	1	0:32	0:48	
24	45:22	45:53	0:31	1	12	3	0:21	0:22	
25	46:28	47:43	1:15	8	9	1	0:13	0:41	
26	48:40	49:34	0:54	4	17	6	0:22	0:21	
27	50:04	51:23	1:19	5	17	3	1:05	1:01	
28	52:45	53:13	0:28	0	16	4	0:26	0:35	
29	54:09	55:03	0:54	8	8	3	0:28	0:54	
30	56:17	56:53	0:36	0	18	0	0:31	0:50	
31	58:03	58:46	0:43	2	14	2	0:18	0:01	
32	59:10	59:59	0:49	6	15	3	0:26	0:00	

Table 147 Five-section Head Intersection # 4 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Avalon Park Boulevard			Speed:	45 MPH				
NBL	Minor Street: Waterford Chase Parkway			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes	Land Use: School/Residential		Criteria:	Pedestrians				
Date	Start	End	Totals for Values Below for Collection Period						
Thu 11/8/12	15:43	16:42	23:14	98	499	111	15:06	26:00	8%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:00	0:33	0:33	5	4	5	0:26	0:34	
2	1:23	2:23	1:00	7	7	2	0:10	0:59	
3	3:31	4:13	0:42	0	19	5	0:37	0:46	
4	5:19	6:03	0:44	5	16	2	0:25	1:00	
5	7:25	7:53	0:28	3	8	0	0:16	0:49	
6	8:52	9:43	0:51	0	27	5	0:45	0:47	
7	10:50	11:33	0:43	8	6	3	0:24	1:00	
8	12:41	13:23	0:42	4	16	1	0:35	0:18	
9	14:05	15:13	1:08	0	21	6	1:15	0:00	
10	16:10	17:03	0:53	1	13	6	0:33	0:40	
11	17:54	18:24	0:30	2	12	1	0:21	0:34	
12	19:15	19:47	0:32	3	6	2	0:05	0:20	
13	20:19	21:20	1:01	7	12	2	0:19	0:51	
14	22:25	23:01	0:36	1	13	5	0:21	0:50	
15	24:12	24:40	0:28	0	16	4	1:13	0:00	
16	25:44	26:21	0:37	2	17	3	0:27	0:52	
17	27:31	28:01	0:30	1	13	2	0:18	1:10	
18	29:30	30:03	0:33	1	19	3	0:30	0:24	
19	30:41	31:23	0:42	2	14	3	0:28	0:48	
20	32:22	33:01	0:39	3	15	1	0:24	1:05	
21	34:26	34:58	0:32	0	18	7	0:09	0:40	
22	35:46	36:26	0:40	5	10	3	0:24	1:44	
23	37:24	38:23	0:59	6	24	5	0:35	0:28	
24	39:01	39:41	0:40	7	7	2	0:17	0:57	
25	41:10	41:38	0:28	0	19	6	0:16	0:41	
26	42:31	43:05	0:34	1	23	1	0:29	1:11	
27	44:35	45:01	0:26	0	19	1	0:25	0:40	
28	45:51	46:26	0:35	3	11	4	0:08	0:47	
29	47:26	48:00	0:34	4	10	7	0:23	0:50	
30	49:13	49:41	0:28	1	5	5	0:21	0:49	
31	50:51	51:21	0:30	7	5	1	0:13	0:36	
32	52:20	53:00	0:40	4	10	0	0:18	0:17	
33	54:21	55:04	0:43	5	2	1	0:00	0:29	
34	55:55	56:27	0:32	0	15	3	0:27	1:10	
35	57:51	58:20	0:29	0	24	1	0:21	0:41	
36	59:13	59:45	0:32	0	23	3	0:28	0:13	

Table 148 Five-section Head Intersection # 4 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Avalon Park Boulevard			Speed:	45 MPH				
NBL	Minor Street: Waterford Chase Parkway			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes	Land Use: School/Residential		Criteria:	Pedestrians				
Date	Start	End	Totals for Values Below for Collection Period						
Thu 11/8/12	16:43	17:42	19:17	29	608	130	15:11	28:38	7%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:38	1:21	0:43	0	28	5	0:32	1:39	
2	2:53	3:21	0:28	0	21	2	0:18	0:40	
3	4:14	4:46	0:32	2	13	0	0:23	0:45	
4	5:48	6:21	0:33	0	22	0	0:28	0:50	
5	7:32	8:01	0:29	0	17	2	0:24	0:50	
6	9:12	9:41	0:29	2	15	2	0:28	1:11	
7	11:10	11:41	0:31	0	24	2	0:24	0:41	
8	12:34	13:06	0:32	3	11	0	0:25	0:45	
9	14:07	14:41	0:34	2	22	4	0:30	0:29	
10	15:34	16:21	0:47	5	12	1	0:15	0:50	
11	17:28	18:01	0:33	0	19	4	0:28	1:13	
12	19:35	20:03	0:28	2	14	6	0:23	0:23	
13	20:56	21:27	0:31	1	11	2	0:31	0:44	
14	22:27	23:01	0:34	2	12	6	0:18	0:49	
15	24:12	24:41	0:29	2	4	2	0:00	0:49	
16	26:09	26:41	0:32	0	22	5	0:26	0:39	
17	27:34	28:07	0:33	0	18	5	0:30	1:09	
18	29:33	30:01	0:28	0	17	4	0:26	0:41	
19	30:52	31:26	0:34	1	18	3	0:27	0:45	
20	32:28	33:01	0:33	2	17	3	0:27	0:51	
21	34:12	34:41	0:29	0	14	7	0:21	0:51	
22	35:52	36:21	0:29	0	19	6	0:29	1:14	
23	37:55	38:23	0:28	0	22	5	0:25	0:40	
24	39:16	39:48	0:32	0	14	2	0:29	0:35	
25	40:38	41:21	0:43	2	18	5	0:32	0:49	
26	42:32	43:01	0:29	1	13	2	0:26	0:51	
27	44:12	44:41	0:29	1	16	6	0:26	0:00	
28	46:05	46:34	0:29	0	14	2	0:25	0:50	
29	47:36	48:07	0:31	0	20	3	0:19	0:45	
30	49:04	49:41	0:37	0	16	6	0:30	0:50	
31	50:52	51:21	0:29	0	18	3	0:27	0:51	
32	52:32	53:01	0:29	0	16	8	0:26	0:51	
33	54:05	54:41	0:36	1	15	4	0:31	0:46	
34	55:48	56:21	0:33	0	18	8	0:30	0:50	
35	57:32	58:01	0:29	0	19	2	0:23	1:12	
36	59:27	59:59	0:32	0	19	3	0:29	0:00	

Table 149 Five-section Head Intersection # 4 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Avalon Park Boulevard			Speed:	45 MPH				
NBL	Minor Street: Waterford Chase Parkway			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes		Land Use: School/Residential	Criteria:	Pedestrians				
Date	Start	End	Totals for Values Below for Collection Period						
Thu 11/8/12	17:43	18:42	19:17	26	648	148	15:31	29:34	0%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:00	0:02	0:02	0	2	0	0:02	1:07	
2	1:21	1:50	0:29	1	18	3	0:19	0:40	
3	2:43	3:11	0:28	0	21	3	0:23	0:40	
4	4:04	4:41	0:37	0	27	5	0:33	0:54	
5	5:47	6:21	0:34	2	22	1	0:30	0:48	
6	7:31	8:01	0:30	0	22	5	0:22	0:50	
7	9:12	9:41	0:29	0	19	4	0:26	0:50	
8	10:52	11:22	0:30	0	15	6	0:26	0:48	
9	12:32	13:01	0:29	4	8	1	0:20	0:47	
10	14:12	14:41	0:29	0	22	4	0:27	0:46	
11	15:46	16:21	0:35	2	13	3	0:24	0:50	
12	17:32	18:01	0:29	0	22	5	0:27	0:49	
13	19:12	19:41	0:29	0	23	4	0:27	0:50	
14	20:52	21:21	0:29	0	20	4	0:21	0:50	
15	22:32	23:01	0:29	1	18	5	0:21	1:14	
16	24:35	25:03	0:28	0	20	5	0:26	0:41	
17	25:56	26:27	0:31	2	23	4	0:20	0:44	
18	27:27	28:01	0:34	0	16	1	0:28	0:50	
19	29:08	29:41	0:33	0	22	5	0:29	0:50	
20	30:52	31:21	0:29	0	12	6	0:24	0:42	
21	32:26	33:01	0:35	0	21	6	0:33	0:49	
22	34:12	34:42	0:30	1	14	8	0:25	0:49	
23	35:52	36:21	0:29	3	10	3	0:16	0:29	
24	37:01	38:01	1:00	5	20	2	0:44	0:50	
25	39:12	39:41	0:29	0	14	0	0:25	1:13	
26	41:15	41:44	0:29	0	18	7	0:28	0:40	
27	42:36	43:08	0:32	0	18	6	0:26	0:41	
28	44:07	44:41	0:34	0	20	3	0:27	0:44	
29	45:46	46:22	0:36	1	12	3	0:13	0:49	
30	47:32	48:01	0:29	0	18	7	0:22	0:44	
31	49:06	49:42	0:36	1	14	4	0:26	0:49	
32	50:42	51:21	0:39	0	19	1	0:35	0:50	
33	52:32	53:01	0:29	0	14	4	0:28	0:49	
34	54:11	54:41	0:30	0	14	6	0:28	0:50	
35	55:52	56:21	0:29	0	20	7	0:28	0:52	
36	57:32	58:02	0:30	1	21	3	0:25	0:50	
37	59:04	59:42	0:38	2	16	4	0:27	0:16	

Table 150 Five-section Head Intersection # 5 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Lake Underhill Road			Speed:	45 MPH				
EBL	Minor Street: Chickasaw Trail			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes	Land Use: Commercial/Residential		Criteria:	Geometry/Single Lane				
Date	Start	End	Totals for Values Below for Collection Period						
Wed 11/14/12	07:00	07:59	23:45	26	380	157	5:49	18:20	12%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:00	0:24	0:24	0	6	4	0:24	1:13	
2	1:53	2:54	1:01	0	14	6	0:00	0:23	
3	4:21	5:24	1:03	1	16	4	0:00	0:44	
4	6:49	7:54	1:05	1	17	9	0:10	0:00	
5	9:14	10:24	1:10	2	14	4	0:24	0:10	
6	11:52	12:54	1:02	2	21	5	0:39	0:34	
7	14:27	15:24	0:57	1	12	1	0:00	0:47	
8	16:54	17:54	1:00	4	13	6	0:40	1:06	
9	19:25	20:24	0:59	1	16	9	0:18	1:12	
10	21:58	22:54	0:56	2	15	5	0:00	0:00	
11	24:23	25:24	1:01	2	8	4	0:00	0:23	
12	27:05	27:54	0:49	3	15	4	0:35	0:00	
13	29:13	30:24	1:11	1	19	8	0:00	0:00	
14	31:53	32:54	1:01	1	15	8	0:27	1:23	
15	34:30	35:27	0:57	1	14	13	0:12	1:01	
16	36:58	37:54	0:56	1	15	8	0:20	1:14	
17	39:32	40:24	0:52	0	20	6	0:00	1:25	
18	42:03	42:54	0:51	1	18	8	0:00	1:25	
19	44:30	45:54	1:24	0	18	6	0:00	0:27	
20	47:02	47:54	0:52	0	22	7	0:21	1:24	
21	49:35	50:24	0:49	0	8	9	0:00	0:57	
22	51:58	52:54	0:56	1	17	4	0:09	0:51	
23	54:34	55:24	0:50	1	16	6	0:31	0:23	
24	56:47	57:54	1:07	0	22	10	0:39	1:18	
25	59:27	59:59	0:32	0	9	3	0:00	0:00	

Table 151 Five-section Head Intersection # 5 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Lake Underhill Road			Speed:	45 MPH				
EBL	Minor Street: Chickasaw Trail			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes	Land Use: Commercial/Residential		Criteria:	Geometry/Single Lane				
Date	Start	End	Totals for Values Below for Collection Period						
Wed 11/14/12	08:00	08:59	23:42	40	330	130	8:19	20:43	18%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:00	0:24	0:24	0	7	4	0:00	0:07	
2	1:43	2:54	1:11	3	14	12	0:21	1:00	
3	4:20	5:24	1:04	1	18	4	0:36	1:17	
4	6:53	7:54	1:01	0	17	8	0:10	1:19	
5	9:28	10:24	0:56	1	17	6	0:49	1:18	
6	11:59	12:54	0:55	1	8	2	0:00	1:13	
7	14:23	15:24	1:01	1	13	4	0:41	0:22	
8	16:56	17:54	0:58	3	6	9	0:05	0:00	
9	19:08	20:24	1:16	3	12	6	0:06	0:57	
10	21:55	22:54	0:59	1	16	11	0:31	1:25	
11	24:34	25:26	0:52	2	11	5	0:22	1:13	
12	26:52	27:54	1:02	1	17	2	0:35	0:29	
13	29:28	30:24	0:56	2	7	10	0:11	1:27	
14	32:03	32:54	0:51	0	16	5	0:40	1:25	
15	34:33	35:24	0:51	2	16	2	0:30	0:17	
16	36:54	37:54	1:00	1	15	6	0:25	0:11	
17	39:27	40:24	0:57	0	16	6	0:39	0:49	
18	41:58	42:54	0:56	2	14	8	0:00	0:54	
19	44:32	45:24	0:52	0	17	5	0:00	1:25	
20	47:03	47:54	0:51	2	11	3	0:10	0:56	
21	49:26	50:02	0:36	6	6	0	0:21	0:25	
22	51:21	52:06	0:45	2	5	0	0:08	0:00	
23	52:26	53:12	0:46	1	7	4	0:31	1:17	
24	54:34	55:31	0:57	2	19	4	0:00	0:00	
25	56:42	57:54	1:12	1	17	4	0:28	0:57	
26	59:26	59:59	0:33	2	8	0	0:00	0:00	

Table 152 Five-section Head Intersection # 5 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Lake Underhill Road			Speed:	45 MPH				
EBL	Minor Street: Chickasaw Trail			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes	Land Use: Commercial/Residential		Criteria:	Geometry/Single Lane				
Date	Start	End	Totals for Values Below for Collection Period						
Wed 11/14/12	12:00	12:59	19:42	52	271	99	7:27	18:21	6%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:47	1:22	0:35	4	5	1	0:17	1:36	
2	2:44	3:22	0:38	0	7	2	0:00	0:55	
3	4:40	5:21	0:41	2	9	1	0:21	0:25	
4	6:40	7:22	0:42	2	13	4	0:00	0:38	
5	8:41	9:21	0:40	1	5	1	0:00	0:09	
6	10:36	11:22	0:46	3	9	0	0:18	0:08	
7	12:40	13:22	0:42	1	10	1	0:22	0:00	
8	14:25	15:21	0:56	3	14	4	0:24	0:00	
9	16:25	17:22	0:57	4	9	3	0:16	0:57	
10	18:45	19:22	0:37	1	7	3	0:00	0:55	
11	20:44	21:22	0:38	3	7	3	0:24	0:51	
12	22:45	23:22	0:37	1	7	0	0:16	0:53	
13	24:46	25:21	0:35	3	9	2	0:18	0:40	
14	26:47	27:22	0:35	2	14	33	1:21	0:00	
15	28:45	29:22	0:37	0	11	1	0:00	0:37	
16	30:47	31:22	0:35	1	7	7	0:00	0:00	
17	32:37	33:22	0:45	1	4	5	0:07	0:45	
18	34:42	35:22	0:40	3	6	4	0:09	1:04	
19	36:46	37:22	0:36	0	9	1	0:00	0:42	
20	38:44	39:21	0:37	2	10	3	0:13	0:24	
21	40:41	41:22	0:41	2	10	3	0:28	0:42	
22	42:44	43:22	0:38	3	15	2	0:30	0:00	
23	44:37	45:22	0:45	0	6	1	0:17	1:09	
24	46:47	47:22	0:35	3	9	2	0:15	1:13	
25	48:47	49:22	0:35	2	8	2	0:18	0:42	
26	50:45	51:22	0:37	1	12	2	0:20	1:07	
27	52:45	53:22	0:37	1	8	3	0:00	0:15	
28	54:46	55:21	0:35	2	6	0	0:18	0:53	
29	56:46	57:21	0:35	1	12	2	0:15	0:26	
30	58:47	59:22	0:35	0	13	3	0:00	0:15	

Table 153 Five-section Head Intersection # 5 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Lake Underhill Road			Speed:	45 MPH				
EBL	Minor Street: Chickasaw Trail			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes	Land Use: Commercial/Residential		Criteria:	Geometry/Single Lane				
Date	Start	End	Totals for Values Below for Collection Period						
Wed 11/14/12	13:00	13:59	19:32	33	288	83	5:25	20:52	9%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:49	1:24	0:35	1	11	2	0:34	1:31	
2	2:44	3:24	0:40	0	11	1	0:00	0:42	
3	4:45	5:24	0:39	0	12	1	0:10	0:10	
4	6:38	7:24	0:46	1	14	2	0:42	0:31	
5	8:49	9:24	0:35	0	6	2	0:00	0:39	
6	10:49	11:24	0:35	0	13	3	0:00	0:38	
7	12:41	13:24	0:43	1	9	3	0:20	0:20	
8	14:49	15:24	0:35	0	17	6	0:25	1:09	
9	16:49	17:24	0:35	0	11	1	0:00	0:47	
10	18:49	19:24	0:35	1	8	2	0:00	0:40	
11	20:49	21:24	0:35	2	11	1	0:00	1:01	
12	22:45	23:24	0:39	2	8	2	0:00	0:31	
13	24:43	25:24	0:41	2	11	2	0:00	0:23	
14	26:49	27:24	0:35	1	9	2	0:15	0:19	
15	28:48	29:24	0:36	1	7	0	0:08	1:01	
16	30:38	31:24	0:46	4	6	3	0:00	0:11	
17	32:46	33:24	0:38	1	6	2	0:00	0:56	
18	34:46	35:24	0:38	0	15	4	0:00	1:03	
19	36:48	37:24	0:36	0	5	6	0:00	0:35	
20	38:41	39:24	0:43	1	6	1	0:00	1:06	
21	40:39	41:24	0:45	0	3	5	0:00	0:51	
22	42:41	43:24	0:43	0	13	1	0:00	0:57	
23	44:41	45:24	0:43	5	10	2	0:29	0:33	
24	46:49	47:24	0:35	2	9	6	0:17	0:51	
25	48:42	49:24	0:42	2	3	2	0:11	0:12	
26	50:36	51:24	0:48	2	11	5	0:17	0:18	
27	52:44	53:24	0:40	0	9	5	0:00	0:00	
28	54:43	55:24	0:41	1	11	4	0:32	1:11	
29	56:49	57:24	0:35	0	15	3	0:35	1:11	
30	58:49	59:24	0:35	3	8	4	0:30	0:35	

Table 154 Five-section Head Intersection # 5 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Lake Underhill Road			Speed:	45 MPH				
EBL	Minor Street: Chickasaw Trail			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes	Land Use: Commercial/Residential		Criteria:	Geometry/Single Lane				
Date	Start	End	Totals for Values Below for Collection Period						
Wed 11/14/12	14:00	14:59	20:02	40	267	93	6:05	24:03	8%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:49	1:24	0:35	0	5	4	0:00	1:29	
2	2:44	3:24	0:40	1	6	4	0:29	1:08	
3	4:49	5:24	0:35	0	13	6	0:00	0:44	
4	6:41	7:24	0:43	2	9	4	0:22	1:07	
5	8:45	9:24	0:39	4	9	2	0:00	0:48	
6	10:44	11:24	0:40	2	7	4	0:21	0:34	
7	12:43	13:24	0:41	1	7	2	0:00	1:05	
8	14:43	15:24	0:41	0	8	4	0:03	1:06	
9	16:45	17:24	0:39	1	13	9	0:32	1:09	
10	18:43	19:24	0:41	1	10	5	0:29	1:07	
11	20:49	21:24	0:35	1	8	5	0:10	0:44	
12	22:44	23:23	0:39	1	8	0	0:00	0:45	
13	24:46	25:23	0:37	2	11	2	0:22	0:09	
14	26:41	27:23	0:42	4	9	4	0:00	0:48	
15	28:46	29:23	0:37	2	6	2	0:07	0:32	
16	30:42	31:29	0:47	0	7	1	0:00	0:46	
17	32:42	33:23	0:41	1	14	2	0:07	0:10	
18	34:38	35:23	0:45	3	7	2	0:24	0:07	
19	36:37	37:23	0:46	2	11	2	0:24	1:11	
20	38:45	39:23	0:38	1	10	3	0:00	0:55	
21	40:48	41:23	0:35	0	13	2	0:16	0:52	
22	42:45	43:23	0:38	0	9	4	0:34	1:07	
23	44:45	45:23	0:38	1	5	2	0:00	0:48	
24	46:48	47:23	0:35	1	9	2	0:00	0:37	
25	48:41	49:24	0:43	1	9	1	0:10	0:30	
26	50:44	51:23	0:39	2	8	3	0:16	0:43	
27	52:46	53:23	0:37	1	9	2	0:12	1:09	
28	54:49	55:23	0:34	0	11	5	0:15	1:11	
29	56:48	57:23	0:35	1	8	3	0:19	0:42	
30	58:48	59:55	1:07	4	8	2	0:13	0:00	

Table 155 Five-section Head Intersection # 5 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection										
Approach	Major Street: Lake Underhill Road				Speed:	45 MPH				
EBL	Minor Street: Chickasaw Trail				Geometry:	4-Leg				
Opposing Lanes:	2 Lanes		Land Use: Commercial/Residential		Criteria:	Geometry/Single Lane				
Date	Start	End	Totals for Values Below for Collection Period							
Wed 11/14/12	16:00	16:59	18:32	51	217	64	5:47	24:29	2%	
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)	
					TH	RT	Green	Red		
1	0:00	0:33	0:33	2	10	1	0:29	0:11		
2	2:07	2:53	0:46	1	12	4	0:35	1:17		
3	4:32	5:14	0:42	1	10	3	0:29	1:04		
4	6:50	7:33	0:43	1	13	1	0:29	1:20		
5	9:15	9:53	0:38	1	8	2	0:11	0:36		
6	11:38	12:13	0:35	1	6	0	0:00	0:00		
7	13:39	14:33	0:54	2	4	1	0:00	0:52		
8	16:07	16:53	0:46	2	9	6	0:14	1:04		
9	18:28	19:13	0:45	2	9	2	0:07	0:56		
10	20:47	21:33	0:46	1	10	5	0:01	1:04		
11	23:15	23:53	0:38	0	13	2	0:26	1:22		
12	25:36	26:13	0:37	0	5	2	0:28	1:22		
13	27:55	28:33	0:38	3	5	2	0:11	0:52		
14	30:12	30:53	0:41	3	12	2	0:16	1:19		
15	32:35	33:13	0:38	3	10	1	0:23	0:56		
16	34:57	35:33	0:36	2	6	1	0:00	0:00		
17	36:47	37:53	1:06	4	11	0	0:00	1:17		
18	39:28	40:13	0:45	2	12	3	0:00	0:58		
19	41:47	42:33	0:46	2	14	3	0:33	1:22		
20	44:12	44:53	0:41	2	4	6	0:13	1:23		
21	46:37	47:13	0:36	3	7	1	0:10	1:17		
22	48:47	49:33	0:46	3	8	3	0:05	1:06		
23	51:04	51:53	0:49	1	6	3	0:00	0:21		
24	53:37	54:13	0:36	3	6	2	0:18	0:44		
25	55:46	56:33	0:47	1	4	8	0:00	1:02		
26	58:09	58:53	0:44	5	3	0	0:09	0:44		

Table 156 Five-section Head Intersection # 5 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection										
Approach	Major Street: Lake Underhill Road				Speed:	45 MPH				
EBL	Minor Street: Chickasaw Trail				Geometry:	4-Leg				
Opposing Lanes:	2 Lanes		Land Use: Commercial/Residential		Criteria:	Geometry/Single Lane				
Date	Start	End	Totals for Values Below for Collection Period							
Wed 11/14/12	17:00	17:59	18:04	50	235	70	5:56	27:37	6%	
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)	
					TH	RT	Green	Red		
1	0:30	1:16	0:46	0	12	4	0:00	1:22		
2	2:59	3:35	0:36	1	8	2	0:35	1:24		
3	5:20	5:56	0:36	3	10	3	0:25	1:02		
4	7:28	8:15	0:47	1	6	2	0:00	1:03		
5	9:56	10:35	0:39	1	7	2	0:18	1:15		
6	12:19	12:56	0:37	0	11	2	0:35	1:22		
7	14:40	15:16	0:36	3	7	2	0:00	0:47		
8	16:51	17:36	0:45	2	9	3	0:04	1:06		
9	19:10	19:56	0:46	2	13	0	0:00	1:00		
10	21:35	22:16	0:41	6	7	1	0:15	0:39		
11	23:49	24:36	0:47	3	8	7	0:31	1:17		
12	26:15	26:56	0:41	2	5	3	0:25	1:11		
13	28:35	29:16	0:41	4	9	2	0:04	1:02		
14	30:58	31:36	0:38	2	8	2	0:10	1:07		
15	33:13	33:56	0:43	1	14	2	0:35	1:20		
16	35:37	36:16	0:39	2	5	6	0:00	1:18		
17	38:00	38:36	0:36	1	6	4	0:00	0:16		
18	40:12	40:56	0:44	3	9	3	0:15	1:22		
19	42:40	43:16	0:36	0	16	4	0:00	0:52		
20	44:58	45:36	0:38	0	13	3	0:14	1:22		
21	47:20	47:56	0:36	0	9	1	0:00	1:13		
22	49:38	50:16	0:38	1	9	1	0:24	1:18		
23	51:46	52:36	0:50	2	7	3	0:09	1:02		
24	54:08	54:56	0:48	5	4	1	0:00	0:36		
25	56:22	57:16	0:54	1	17	2	0:53	1:21		
26	58:50	59:36	0:46	4	6	5	0:04	0:00		

Table 157 Five-section Head Intersection # 5 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection										
Approach	Major Street: Lake Underhill Road				Speed:		45 MPH			
EBL	Minor Street: Chickasaw Trail				Geometry:		4-Leg			
Opposing Lanes:		2 Lanes		Land Use: Commercial/Residential		Criteria: Geometry/Single Lane				
Date	Start	End	Totals for Values Below for Collection Period							
Wed 11/14/12	18:00	18:59	17:57	29	259	77	6:48	30:16	10%	
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)	
					TH	RT	Green	Red		
1	1:07	1:56	0:49	2	10	3	0:00	1:08		
2	3:38	4:16	0:38	0	12	2	0:38	1:17		
3	5:55	6:36	0:41	2	9	1	0:00	1:09		
4	8:15	8:55	0:40	0	7	5	0:13	1:23		
5	10:39	11:16	0:37	0	8	5	0:34	1:22		
6	12:59	13:35	0:36	1	11	4	0:24	1:22		
7	15:19	15:56	0:37	0	14	8	0:17	1:22		
8	17:38	18:15	0:37	0	13	5	0:00	1:19		
9	19:53	20:36	0:43	3	10	2	0:28	0:54		
10	22:14	22:55	0:41	0	6	4	0:00	1:23		
11	24:40	25:16	0:36	2	9	2	0:12	1:19		
12	26:58	27:36	0:38	0	14	3	0:03	1:21		
13	29:20	29:56	0:36	0	12	4	0:27	1:24		
14	31:28	32:16	0:48	1	11	0	0:12	1:23		
15	33:59	34:35	0:36	0	10	2	0:07	1:22		
16	36:17	36:55	0:38	1	13	6	0:15	1:20		
17	38:37	39:15	0:38	4	9	0	0:09	0:13		
18	40:52	41:35	0:43	0	18	2	0:41	1:27		
19	43:19	43:56	0:37	0	12	1	0:23	1:22		
20	45:27	46:15	0:48	0	4	4	0:19	1:23		
21	48:00	48:37	0:37	2	7	0	0:28	1:03		
22	50:10	50:55	0:45	2	7	3	0:00	0:57		
23	52:28	53:16	0:48	2	7	4	0:17	1:20		
24	54:27	55:35	1:08	2	9	2	0:24	1:21		
25	57:13	57:55	0:42	0	9	1	0:00	0:22		
26	59:19	59:59	0:40	5	8	4	0:17	0:00		

Table 158 Five-section Head Intersection # 6 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: CR 535			Speed:	55 MPH				
SBL	Minor Street: Overstreet Road			Geometry:	4-Leg				
Opposing Lanes:	3 Lanes	Land Use: School/Residential		Criteria:	Pedestrians				
Date	Start	End	Totals for Values Below for Collection Period						
Mon 11/19/12	07:00	07:59	31:36	7	349	3	1:43	2:55	2%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:00	0:27	0:27	0	3	0	0:00	0:00	
2	0:48	1:53	1:05	0	6	0	0:00	0:00	
3	2:09	2:44	0:35	0	5	0	0:00	0:00	
4	3:01	3:27	0:26	0	4	0	0:00	0:00	
5	4:02	4:34	0:32	0	4	0	0:00	0:00	
6	4:53	5:25	0:32	0	4	0	0:00	0:00	
7	6:00	7:19	1:19	0	4	0	0:00	0:00	
8	7:37	8:14	0:37	0	2	0	0:00	0:00	
9	8:37	9:01	0:24	0	3	0	0:00	0:00	
10	9:19	9:40	0:21	0	2	0	0:00	0:00	
11	10:31	10:53	0:22	0	10	0	0:00	0:00	
12	11:16	11:53	0:37	0	3	0	0:00	0:15	
13	12:12	12:42	0:30	0	0	0	0:00	0:00	
14	13:07	13:37	0:30	0	4	0	0:00	0:00	
15	14:07	14:54	0:47	0	8	0	0:00	0:00	
16	15:15	15:39	0:24	0	5	0	0:00	0:00	
17	16:31	17:01	0:30	0	1	0	0:00	0:00	
18	17:16	18:09	0:53	0	9	1	0:00	0:00	
19	18:40	19:03	0:23	0	7	0	0:00	0:00	
20	19:36	20:01	0:25	0	2	0	0:00	0:00	
21	20:16	20:42	0:26	0	3	0	0:00	0:00	
22	20:59	21:30	0:31	0	8	0	0:00	0:00	
23	22:10	23:09	0:59	0	8	0	0:00	0:00	
24	23:30	23:55	0:25	0	2	0	0:00	0:00	
25	24:35	24:57	0:22	0	11	0	0:00	0:00	
26	25:31	25:53	0:22	0	13	0	0:00	0:00	
27	26:20	26:57	0:37	0	8	0	0:00	0:00	
28	27:41	28:16	0:35	1	5	0	0:00	0:00	
29	28:43	29:16	0:33	0	10	0	0:00	0:00	
30	29:31	29:54	0:23	0	11	0	0:00	0:00	
31	30:26	31:11	0:45	0	8	0	0:00	0:00	
32	31:25	31:58	0:33	0	8	0	0:00	0:00	
33	32:16	32:57	0:41	0	8	0	0:00	0:00	
34	33:21	33:47	0:26	0	8	0	0:00	0:00	
35	34:02	34:53	0:51	0	9	0	0:00	0:00	
36	35:16	35:44	0:28	0	9	0	0:00	0:00	
37	36:02	36:44	0:42	0	6	0	0:00	0:00	
38	37:32	38:28	0:56	2	17	0	0:30	0:00	
39	40:04	40:36	0:32	0	8	0	0:00	2:07	
40	42:58	43:47	0:49	0	24	0	0:00	0:18	
41	44:37	45:50	1:13	0	16	1	1:13	0:15	
42	46:09	46:33	0:24	0	5	0	0:00	0:00	
43	47:07	47:33	0:26	0	5	0	0:00	0:00	
44	48:30	49:09	0:39	0	8	0	0:00	0:00	
45	49:27	50:17	0:50	2	7	0	0:00	0:00	
46	51:08	52:01	0:53	0	9	0	0:00	0:00	
47	52:39	53:27	0:48	1	4	0	0:00	0:00	
48	53:47	54:16	0:29	0	2	0	0:00	0:00	
49	54:36	55:00	0:24	0	2	1	0:00	0:00	
50	55:27	56:07	0:40	1	14	0	0:00	0:00	
51	56:32	57:20	0:48	0	3	0	0:00	0:00	
52	57:42	58:09	0:27	0	4	0	0:00	0:00	

Table 159 Five-section Head Intersection # 6 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection										
Approach	Major Street: CR 535			Speed:	55 MPH					
SBL	Minor Street: Overstreet Road			Geometry:	4-Leg					
Opposing Lanes:	3 Lanes		Land Use: School/Residential	Criteria:	Pedestrians					
Date	Start	End	Totals for Values Below for Collection Period							
Mon 11/19/12	08:00	08:59	29:16	12	320	1	0:48	2:39	2%	
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)	
					TH	RT	Green	Red		
1	0:06	0:48	0:42	0	19	0	0:00	0:00		
2	1:21	1:45	0:24	0	4	0	0:00	0:00		
3	2:02	2:35	0:33	0	3	0	0:00	0:00		
4	2:59	3:18	0:19	0	3	0	0:00	0:07		
5	4:22	4:45	0:23	2	2	0	0:07	0:00		
6	5:12	5:46	0:34	0	9	0	0:00	0:00		
7	6:16	6:43	0:27	0	11	0	0:00	0:00		
8	7:17	7:42	0:25	1	5	0	0:00	0:00		
9	7:55	8:57	1:02	2	8	0	0:00	0:33		
10	10:07	11:08	1:01	0	23	1	0:00	0:00		
11	12:34	13:11	0:37	0	8	0	0:00	0:00		
12	13:46	14:26	0:40	0	13	0	0:00	0:00		
13	14:41	15:03	0:22	0	0	0	0:00	0:00		
14	15:27	16:02	0:35	0	6	0	0:00	0:00		
15	16:24	17:36	1:12	0	12	0	0:00	0:00		
16	18:10	18:33	0:23	0	1	0	0:00	0:00		
17	18:55	19:33	0:38	0	9	0	0:00	0:00		
18	20:27	20:56	0:29	1	2	0	0:00	0:00		
19	21:14	21:37	0:23	0	5	0	0:00	0:00		
20	21:58	22:56	0:58	1	7	0	0:00	0:00		
21	23:43	24:16	0:33	1	3	0	0:00	0:00		
22	24:49	25:36	0:47	0	7	0	0:00	0:00		
23	25:52	26:23	0:31	0	1	0	0:00	0:00		
24	26:45	27:06	0:21	0	6	0	0:00	0:00		
25	27:23	27:44	0:21	0	4	0	0:00	0:00		
26	27:59	28:21	0:22	0	3	0	0:00	0:00		
27	28:48	29:27	0:39	0	10	0	0:00	0:27		
28	31:05	31:30	0:25	0	17	0	0:00	0:00		
29	32:18	32:55	0:37	0	6	0	0:00	0:00		
30	34:11	34:40	0:29	1	13	0	0:11	0:00		
31	36:13	36:51	0:38	0	5	0	0:00	0:00		
32	37:55	38:43	0:48	0	6	0	0:17	0:33		
33	39:25	39:47	0:22	0	3	0	0:00	0:59		
34	41:12	41:34	0:22	0	8	0	0:00	0:00		
35	42:11	42:36	0:25	0	8	0	0:00	0:00		
36	43:01	43:51	0:50	1	5	0	0:00	0:00		
37	44:34	44:57	0:23	0	0	0	0:00	0:00		
38	45:20	45:56	0:36	0	5	0	0:00	0:00		
39	46:23	47:03	0:40	0	4	0	0:00	0:00		
40	47:35	47:59	0:24	0	5	0	0:00	0:00		
41	48:21	48:59	0:38	0	2	0	0:00	0:00		
42	49:14	49:53	0:39	1	4	0	0:00	0:00		
43	50:10	50:51	0:41	0	8	0	0:00	0:00		
44	51:05	51:27	0:22	0	4	0	0:00	0:00		
45	52:25	52:47	0:22	0	2	0	0:00	0:00		
46	53:05	53:36	0:31	0	2	0	0:00	0:00		
47	54:03	54:25	0:22	0	0	0	0:00	0:00		
48	54:56	55:52	0:56	1	7	0	0:13	0:00		
49	56:11	56:35	0:24	0	3	0	0:00	0:00		
50	56:54	57:18	0:24	0	6	0	0:00	0:00		
51	57:43	58:06	0:23	0	4	0	0:00	0:00		
52	58:23	58:55	0:32	0	7	0	0:00	0:00		
53	59:30	59:52	0:22	0	2	0	0:00	0:00		

Table 160 Five-section Head Intersection # 6 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection										
Approach	Major Street: CR 535			Speed:	55 MPH					
SBL	Minor Street: Overstreet Road			Geometry:	4-Leg					
Opposing Lanes:	3 Lanes	Land Use: School/Residential		Criteria:	Pedestrians					
Date	Start	End	Totals for Values Below for Collection Period							
Mon 11/19/12	12:00	12:59	29:22	31	277	3	1:57	3:26	2%	
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)	
					TH	RT	Green	Red		
1	1:47	2:21	0:34	1	7	0	0:16	0:05		
2	3:18	3:43	0:25	1	6	0	0:21	0:12		
3	4:02	4:24	0:22	0	1	0	0:00	0:00		
4	4:54	5:17	0:23	0	5	0	0:00	0:03		
5	5:46	6:14	0:28	2	4	0	0:07	0:44		
6	7:25	8:14	0:49	1	3	0	0:00	0:00		
7	8:46	9:09	0:23	0	2	0	0:00	0:00		
8	9:26	9:52	0:26	0	6	0	0:00	0:00		
9	10:07	10:38	0:31	0	4	0	0:00	0:05		
10	11:09	11:48	0:39	1	4	0	0:05	0:00		
11	12:05	12:27	0:22	0	2	1	0:00	0:00		
12	13:18	13:53	0:35	0	6	0	0:00	0:00		
13	14:11	14:35	0:24	0	8	0	0:00	0:00		
14	14:54	15:28	0:34	0	5	0	0:00	0:00		
15	15:48	16:33	0:45	2	3	0	0:00	0:00		
16	16:46	17:18	0:32	1	5	0	0:00	0:00		
17	17:38	18:02	0:24	0	7	0	0:00	0:00		
18	18:16	18:47	0:31	0	5	0	0:00	0:00		
19	19:50	20:24	0:34	0	20	0	0:00	0:00		
20	21:20	21:41	0:21	0	9	0	0:00	0:00		
21	22:04	22:51	0:47	1	10	0	0:00	0:00		
22	23:40	24:32	0:52	2	6	0	0:04	0:30		
23	25:09	25:31	0:22	0	3	0	0:00	0:00		
24	25:52	26:18	0:26	0	6	0	0:00	0:00		
25	26:34	27:50	1:16	1	13	0	0:00	0:00		
26	28:38	29:44	1:06	4	5	0	0:00	0:00		
27	30:26	31:01	0:35	0	2	1	0:00	0:00		
28	31:17	31:40	0:23	0	6	0	0:00	0:00		
29	32:17	33:13	0:56	1	4	0	0:00	0:00		
30	33:51	34:34	0:43	0	6	0	0:00	0:00		
31	35:30	35:55	0:25	0	2	1	0:00	0:00		
32	36:15	36:37	0:22	0	3	0	0:00	0:00		
33	37:09	37:32	0:23	0	1	0	0:00	0:00		
34	38:10	38:56	0:46	0	14	0	0:00	0:00		
35	39:40	40:03	0:23	0	2	0	0:00	0:00		
36	40:44	41:14	0:30	0	2	0	0:00	0:00		
37	42:03	42:48	0:45	2	8	0	0:27	0:00		
38	43:15	43:50	0:35	0	3	0	0:00	0:01		
39	44:15	44:38	0:23	1	4	0	0:18	0:00		
40	45:15	45:43	0:28	1	0	0	0:00	0:00		
41	46:29	47:13	0:44	0	3	0	0:00	0:07		
42	47:53	48:15	0:22	0	6	0	0:00	0:26		
43	49:08	49:35	0:27	0	5	0	0:00	0:10		
44	50:19	50:58	0:39	1	11	0	0:09	0:00		
45	51:20	51:45	0:25	0	4	0	0:00	0:00		
46	52:05	52:32	0:27	1	1	0	0:00	0:00		
47	52:53	53:29	0:36	1	5	0	0:00	0:00		
48	53:51	54:36	0:45	0	4	0	0:00	0:15		
49	55:06	55:38	0:32	3	9	0	0:10	0:00		
50	56:08	56:51	0:43	2	6	0	0:00	0:00		
51	57:13	57:50	0:37	1	2	0	0:00	0:00		
52	58:31	59:08	0:37	0	9	0	0:00	0:48		

Table 161 Five-section Head Intersection # 6 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection										
Approach	Major Street: CR 535			Speed:	55 MPH					
SBL	Minor Street: Overstreet Road			Geometry:	4-Leg					
Opposing Lanes:	3 Lanes	Land Use: School/Residential		Criteria:	Pedestrians					
Date	Start	End	Totals for Values Below for Collection Period							
Mon 11/19/12	13:00	13:59	30:27	33	356	8	2:37	1:47	2%	
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)	
					TH	RT	Green	Red		
1	0:09	0:55	0:46	0	15	0	0:00	0:00		
2	1:48	2:14	0:26	0	11	0	0:00	0:00		
3	2:47	3:10	0:23	0	1	0	0:00	0:00		
4	3:27	3:59	0:32	0	8	0	0:00	0:00		
5	4:18	4:46	0:28	0	4	0	0:00	0:00		
6	5:00	5:30	0:30	0	6	0	0:00	0:00		
7	6:23	6:51	0:28	1	4	0	0:00	0:29		
8	7:39	8:17	0:38	0	13	0	0:00	0:00		
9	8:31	8:53	0:22	0	7	0	0:00	0:00		
10	9:12	9:35	0:23	0	7	0	0:00	0:00		
11	10:14	10:46	0:32	3	7	0	0:00	0:00		
12	11:06	11:35	0:29	2	3	0	0:00	0:00		
13	11:53	12:15	0:22	1	2	0	0:00	0:00		
14	12:33	12:57	0:24	0	2	0	0:00	0:20		
15	13:51	14:12	0:21	0	9	0	0:00	0:00		
16	14:27	15:02	0:35	1	8	0	0:00	0:00		
17	15:16	15:38	0:22	0	1	0	0:00	0:00		
18	16:09	16:50	0:41	2	9	1	0:15	0:00		
19	17:18	18:00	0:42	0	6	0	0:00	0:00		
20	18:18	18:49	0:31	1	5	0	0:00	0:00		
21	19:07	19:36	0:29	0	8	0	0:00	0:00		
22	19:56	20:28	0:32	1	7	0	0:00	0:00		
23	20:48	21:36	0:48	1	9	0	0:00	0:00		
24	22:23	23:03	0:40	0	5	0	0:00	0:00		
25	23:18	23:39	0:21	2	4	0	0:00	0:00		
26	23:57	24:18	0:21	0	5	0	0:00	0:21		
27	24:53	25:26	0:33	1	4	0	0:21	0:00		
28	25:43	26:23	0:40	1	8	0	0:00	0:14		
29	27:10	27:42	0:32	1	0	0	0:00	0:00		
30	28:16	28:38	0:22	0	1	1	0:00	0:00		
31	29:07	29:38	0:31	0	6	0	0:00	0:00		
32	29:57	30:18	0:21	0	3	0	0:00	0:00		
33	31:10	31:38	0:28	0	12	0	0:00	0:00		
34	32:08	32:45	0:37	4	9	0	0:00	0:00		
35	33:32	34:00	0:28	0	7	0	0:00	0:00		
36	34:17	34:43	0:26	1	6	0	0:13	0:00		
37	35:11	35:36	0:25	0	5	0	0:00	0:00		
38	36:14	36:42	0:28	1	4	0	0:14	0:00		
39	37:01	37:37	0:36	2	6	0	0:00	0:00		
40	37:58	38:27	0:29	0	7	0	0:00	0:09		
41	39:30	40:04	0:34	1	7	1	0:05	0:00		
42	41:00	41:34	0:34	0	4	1	0:00	0:00		
43	41:51	42:13	0:22	0	3	0	0:00	0:00		
44	42:48	43:11	0:23	0	10	0	0:00	0:00		
45	43:43	44:20	0:37	0	6	0	0:00	0:00		
46	44:42	45:09	0:27	1	11	0	0:07	0:00		
47	45:24	45:46	0:22	1	4	3	0:12	0:00		
48	46:00	46:23	0:23	0	1	0	0:00	0:00		
49	46:40	47:03	0:23	0	6	0	0:00	0:00		
50	47:55	48:22	0:27	0	2	0	0:00	0:00		
51	48:36	49:17	0:41	1	5	0	0:00	0:00		
52	50:19	51:04	0:45	1	9	0	0:00	0:00		
53	51:20	52:27	1:07	1	16	0	0:55	0:14		
54	53:04	54:14	1:10	1	13	1	0:15	0:00		
55	54:49	55:10	0:21	0	0	0	0:00	0:00		
56	55:26	55:56	0:30	0	5	0	0:00	0:00		
57	57:12	57:33	0:21	0	3	0	0:00	0:00		
58	57:52	58:20	0:28	0	1	0	0:00	0:00		
59	59:02	59:32	0:30	0	6	0	0:00	0:00		

Table 162 Five-section Head Intersection # 6 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection										
Approach	Major Street: CR 535			Speed:	55 MPH					
SBL	Minor Street: Overstreet Road			Geometry:	4-Leg					
Opposing Lanes:	3 Lanes	Land Use: School/Residential		Criteria:	Pedestrians					
Date	Start	End	Totals for Values Below for Collection Period							
Mon 11/19/12	14:00	14:59	32:03	35	384	2	2:32	1:11	2%	
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)	
					TH	RT	Green	Red		
1	0:09	0:33	0:24	1	8	0	0:00	0:00		
2	0:54	1:16	0:22	0	1	0	0:00	0:00		
3	1:32	2:06	0:34	1	7	0	0:08	0:00		
4	2:35	2:59	0:24	0	0	0	0:00	0:00		
5	3:20	3:42	0:22	2	2	0	0:00	0:00		
6	4:12	4:38	0:26	0	4	0	0:00	0:00		
7	5:12	5:58	0:46	1	5	0	0:14	0:00		
8	6:16	6:49	0:33	0	4	0	0:00	0:00		
9	7:06	7:30	0:24	0	3	0	0:00	0:00		
10	8:19	8:44	0:25	0	9	0	0:00	0:00		
11	9:16	9:44	0:28	0	6	0	0:00	0:00		
12	10:14	10:41	0:27	0	3	0	0:00	0:00		
13	11:07	11:28	0:21	0	11	0	0:00	0:00		
14	12:01	12:28	0:27	0	5	0	0:00	0:00		
15	12:53	13:36	0:43	1	13	0	0:07	0:00		
16	14:20	14:45	0:25	1	3	1	0:00	0:00		
17	15:03	16:25	1:22	1	8	0	0:00	0:00		
18	16:40	17:05	0:25	0	5	0	0:00	0:00		
19	17:25	17:49	0:24	2	2	0	0:00	0:00		
20	18:16	18:58	0:42	0	5	0	0:00	0:00		
21	19:17	19:44	0:27	0	13	0	0:00	0:00		
22	20:25	21:00	0:35	1	8	0	0:10	0:00		
23	21:30	22:00	0:30	2	7	0	0:00	0:23		
24	22:48	23:30	0:42	1	15	0	0:00	0:00		
25	24:01	25:21	1:20	1	9	0	0:32	0:23		
26	26:11	26:33	0:22	0	3	0	0:00	0:00		
27	26:54	27:24	0:30	0	2	0	0:00	0:00		
28	27:52	29:00	1:08	0	8	0	0:00	0:00		
29	29:36	30:35	0:59	1	11	0	0:09	0:00		
30	31:17	31:57	0:40	2	8	0	0:00	0:00		
31	32:16	32:38	0:22	0	6	0	0:00	0:00		
32	32:56	33:27	0:31	0	3	0	0:00	0:00		
33	33:45	34:07	0:22	0	2	0	0:00	0:00		
34	34:41	35:39	0:58	1	7	0	0:00	0:00		
35	36:11	36:58	0:47	2	10	0	0:14	0:00		
36	37:17	37:42	0:25	0	5	1	0:00	0:19		
37	38:15	38:50	0:35	1	10	0	0:00	0:00		
38	39:42	40:29	0:47	1	8	0	0:00	0:00		
39	40:56	41:20	0:24	0	6	0	0:00	0:00		
40	41:39	42:12	0:33	2	9	0	0:00	0:00		
41	42:44	43:06	0:22	1	9	0	0:00	0:00		
42	43:22	44:06	0:44	2	10	0	0:25	0:00		
43	44:50	45:46	0:56	0	6	0	0:00	0:00		
44	46:17	46:42	0:25	0	8	0	0:00	0:00		
45	46:57	47:22	0:25	0	2	0	0:00	0:00		
46	47:39	48:38	0:59	1	20	0	0:00	0:00		
47	49:18	49:40	0:22	0	7	0	0:00	0:00		
48	49:59	50:21	0:22	0	6	0	0:00	0:00		
49	50:53	51:20	0:27	1	2	0	0:00	0:00		
50	51:54	52:45	0:51	1	7	0	0:00	0:00		
51	53:03	53:29	0:26	0	6	0	0:00	0:00		
52	54:36	55:09	0:33	2	6	0	0:06	0:00		
53	55:29	55:57	0:28	0	9	0	0:00	0:00		
54	56:15	56:48	0:33	1	6	0	0:00	0:00		
55	57:44	58:04	0:20	0	10	0	0:00	0:06		
56	58:53	59:16	0:23	0	16	0	0:00	0:00		
57	59:53	59:59	0:06	1	0	0	0:27	0:00		

Table 163 Five-section Head Intersection # 6 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: CR 535			Speed:	55 MPH				
SBL	Minor Street: Overstreet Road			Geometry:	4-Leg				
Opposing Lanes:	3 Lanes	Land Use: School/Residential		Criteria:	Pedestrians				
Date	Start	End	Totals for Values Below for Collection Period						
Mon 11/19/12	16:00	16:59	25:05	21	541	4	1:54	3:19	2%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:36	1:16	0:40	0	17	0	0:00	0:00	
2	2:24	2:58	0:34	2	10	0	0:12	0:00	
3	4:49	5:12	0:23	0	14	0	0:00	0:00	
4	5:53	6:35	0:42	1	6	0	0:00	0:04	
5	7:11	7:58	0:47	1	11	0	0:12	0:00	
6	8:27	9:33	1:06	3	17	0	0:39	0:00	
7	10:25	10:49	0:24	0	9	0	0:00	0:00	
8	11:04	11:36	0:32	0	10	0	0:00	0:00	
9	12:09	13:00	0:51	1	10	0	0:00	0:00	
10	13:22	13:50	0:28	0	12	0	0:00	0:00	
11	14:17	14:38	0:21	2	0	0	0:06	0:15	
12	15:53	16:32	0:39	0	20	1	0:00	0:00	
13	17:12	17:54	0:42	1	9	0	0:07	0:00	
14	18:33	18:58	0:25	0	2	0	0:00	0:03	
15	19:54	20:30	0:36	1	7	0	0:11	0:00	
16	21:11	21:43	0:32	0	3	0	0:00	0:00	
17	22:02	22:48	0:46	0	19	0	0:00	0:00	
18	23:05	23:43	0:38	0	17	0	0:00	0:00	
19	24:33	25:02	0:29	0	12	0	0:00	0:00	
20	25:16	26:05	0:49	1	11	0	0:00	0:00	
21	26:22	27:12	0:50	1	16	0	0:00	0:42	
22	28:09	28:45	0:36	1	15	0	0:00	0:39	
23	29:41	30:13	0:32	1	16	2	0:00	0:00	
24	30:45	31:09	0:24	0	6	0	0:00	0:00	
25	31:50	32:23	0:33	0	4	0	0:00	0:00	
26	33:16	33:38	0:22	1	3	0	0:00	0:12	
27	34:12	34:56	0:44	0	21	0	0:00	0:00	
28	36:41	37:22	0:41	1	26	0	0:21	0:00	
29	37:48	38:43	0:55	0	20	0	0:00	0:00	
30	39:26	39:59	0:33	0	14	0	0:00	0:00	
31	40:16	40:50	0:34	2	14	0	0:00	0:00	
32	41:53	42:40	0:47	0	38	0	0:00	0:00	
33	43:12	43:53	0:41	0	14	1	0:00	0:00	
34	44:09	44:49	0:40	1	14	0	0:00	0:00	
35	45:22	45:44	0:22	0	1	0	0:00	0:44	
36	47:25	48:05	0:40	0	26	0	0:00	0:40	
37	49:22	49:55	0:33	0	24	0	0:00	0:00	
38	50:37	50:59	0:22	0	6	0	0:00	0:00	
39	51:58	52:21	0:23	0	17	0	0:00	0:00	
40	54:06	54:32	0:26	0	5	0	0:00	0:00	
41	56:17	56:43	0:26	0	15	0	0:06	0:00	
42	57:45	58:22	0:37	0	10	0	0:00	0:00	

Table 164 Five-section Head Intersection # 6 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: CR 535			Speed:	55 MPH				
SBL	Minor Street: Overstreet Road			Geometry:	4-Leg				
Opposing Lanes:	3 Lanes	Land Use: School/Residential		Criteria:	Pedestrians				
Date	Start	End	Totals for Values Below for Collection Period						
Mon 11/19/12	17:00	17:59	26:05	26	646	3	3:25	7:47	2%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:12	0:43	0:31	2	9	0	0:12	0:00	
2	1:46	2:13	0:27	0	6	0	0:00	0:00	
3	2:52	3:18	0:26	0	5	0	0:00	0:00	
4	3:38	4:28	0:50	0	20	0	0:00	0:00	
5	5:35	6:15	0:40	0	10	0	0:12	0:02	
6	6:50	7:13	0:23	1	11	0	0:09	0:20	
7	7:51	8:34	0:43	3	19	0	0:00	0:00	
8	9:11	9:35	0:24	2	7	0	0:00	0:04	
9	10:11	10:33	0:22	1	6	0	0:14	0:05	
10	11:06	11:49	0:43	2	11	0	0:18	0:00	
11	12:50	13:20	0:30	0	6	0	0:00	0:00	
12	14:14	16:05	1:51	1	56	0	0:07	0:55	
13	18:02	18:46	0:44	1	27	0	0:00	0:00	
14	19:46	20:16	0:30	0	7	0	0:00	0:00	
15	21:00	21:50	0:50	2	14	0	0:00	0:00	
16	22:32	23:30	0:58	0	24	0	0:00	0:00	
17	23:58	24:21	0:23	0	5	0	0:00	0:00	
18	25:15	25:59	0:44	0	10	0	0:00	0:00	
19	27:38	28:24	0:46	0	38	0	0:00	2:00	
20	29:32	29:59	0:27	0	18	0	0:00	0:00	
21	31:02	31:36	0:34	2	7	0	0:00	0:35	
22	32:35	33:15	0:40	0	21	0	0:00	0:00	
23	34:30	34:54	0:24	0	10	0	0:00	0:00	
24	35:32	36:22	0:50	0	25	0	0:00	0:00	
25	37:24	38:11	0:47	1	13	0	0:00	1:35	
26	40:03	40:44	0:41	1	30	1	0:38	0:00	
27	41:38	42:15	0:37	0	25	0	0:00	0:33	
28	43:16	44:04	0:48	0	29	0	0:00	0:14	
29	45:07	45:57	0:50	1	40	0	0:11	0:00	
30	46:49	47:12	0:23	0	2	0	0:00	0:14	
31	47:48	48:15	0:27	0	16	0	0:00	0:00	
32	48:44	49:39	0:55	1	16	0	0:09	0:00	
33	50:15	51:05	0:50	0	21	0	0:51	0:00	
34	51:41	52:31	0:50	1	22	1	0:10	0:42	
35	53:27	54:17	0:50	0	19	0	0:00	0:00	
36	55:08	56:20	1:12	3	12	0	0:00	0:00	
37	57:24	57:46	0:22	0	3	0	0:00	0:09	
38	58:19	58:44	0:25	1	8	0	0:14	0:19	
39	59:31	59:59	0:28	0	18	1	0:00	0:00	

Table 165 Five-section Head Intersection # 6 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: CR 535				Speed:		55 MPH		
SBL	Minor Street: Overstreet Road				Geometry:		4-Leg		
Opposing Lanes: 3 Lanes		Land Use: School/Residential			Criteria:		Pedestrians		
Date	Start	End	Totals for Values Below for Collection Period						
Mon 11/19/12	18:00	18:59	26:44	23	378	3	2:55	5:21	2%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:00	0:04	0:04	0	0	0	0:00	0:31	
2	0:56	1:22	0:26	1	17	0	0:00	0:32	
3	2:17	2:39	0:22	0	8	0	0:00	0:00	
4	2:58	3:30	0:32	1	7	0	0:14	0:00	
5	3:47	4:26	0:39	0	8	0	0:00	0:00	
6	4:42	5:04	0:22	0	10	0	0:00	0:00	
7	5:44	6:26	0:42	1	18	0	0:33	0:00	
8	8:34	9:07	0:33	2	16	0	0:00	0:01	
9	10:28	11:07	0:39	1	6	0	0:32	0:00	
10	12:09	12:56	0:47	0	18	0	0:00	0:00	
11	13:45	14:14	0:29	0	7	0	0:00	0:00	
12	14:38	15:01	0:23	0	11	0	0:00	0:00	
13	15:50	16:17	0:27	1	4	1	0:00	0:00	
14	17:02	17:40	0:38	1	3	0	0:00	0:00	
15	18:24	18:56	0:32	0	2	0	0:00	0:38	
16	20:14	20:44	0:30	0	9	0	0:00	0:21	
17	21:45	22:33	0:48	0	12	0	0:02	0:41	
18	23:34	24:04	0:30	0	7	0	0:00	0:00	
19	24:25	25:01	0:36	0	14	1	0:00	0:00	
20	25:39	26:29	0:50	2	15	1	0:42	0:00	
21	27:34	28:22	0:48	1	9	0	0:07	0:00	
22	28:48	29:42	0:54	1	14	0	0:00	0:00	
23	30:02	30:52	0:50	0	15	0	0:00	0:31	
24	31:10	32:12	1:02	1	13	0	0:00	0:00	
25	32:48	33:15	0:27	2	3	0	0:07	0:00	
26	33:32	34:15	0:43	1	5	0	0:00	0:00	
27	34:30	35:22	0:52	0	6	0	0:00	0:00	
28	36:25	36:54	0:29	0	2	0	0:00	0:51	
29	38:50	39:31	0:41	2	19	0	0:30	0:00	
30	40:36	41:10	0:34	0	2	0	0:00	0:00	
31	41:32	42:12	0:40	0	13	0	0:00	0:00	
32	42:47	43:19	0:32	0	6	0	0:00	0:13	
33	43:49	44:10	0:21	0	2	0	0:00	0:00	
34	44:49	45:27	0:38	0	6	0	0:00	0:00	
35	46:59	47:38	0:39	1	6	0	0:00	0:00	
36	48:43	49:14	0:31	0	4	0	0:00	0:00	
37	49:48	50:15	0:27	1	9	0	0:00	0:00	
38	50:34	50:56	0:22	0	6	0	0:00	0:00	
39	51:34	52:17	0:43	2	2	0	0:08	0:40	
40	53:12	53:48	0:36	1	16	0	0:00	0:00	
41	54:05	54:37	0:32	0	4	0	0:00	0:00	
42	54:51	55:19	0:28	0	3	0	0:00	0:00	
43	55:33	55:56	0:23	0	5	0	0:00	0:00	
44	56:18	56:43	0:25	0	0	0	0:00	0:19	
45	57:24	57:46	0:22	0	3	0	0:00	0:00	
46	58:09	58:43	0:34	0	10	0	0:00	0:00	
47	59:08	59:30	0:22	0	3	0	0:00	0:03	

Table 166 Five-section Head Intersection # 7 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Lake Underhill Road			Speed:	40 MPH				
SBL	Minor Street: Woodbury Road			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes		Land Use: School/Residential	Criteria:	Pedestrians				
Date	Start	End	Totals for Values Below for Collection Period						
Mon 11/12/12	09:59	10:58	11:35	36	54	7	0:49	23:39	3%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:28	0:59	0:31	5	0	0	0:00	0:24	
2	2:35	2:47	0:12	0	0	0	0:00	0:25	
3	3:55	4:13	0:18	3	1	1	0:10	0:45	
4	5:06	5:34	0:28	2	2	0	0:00	0:52	
5	6:52	7:03	0:11	0	0	0	0:00	0:00	
6	8:17	8:26	0:09	0	1	0	0:00	0:00	
7	9:46	9:59	0:13	1	0	0	0:00	0:26	
8	10:47	10:59	0:12	0	2	0	0:00	0:53	
9	13:30	13:47	0:17	1	2	0	0:10	0:41	
10	14:52	15:09	0:17	0	4	0	0:00	0:57	
11	16:27	16:36	0:09	2	0	0	0:06	1:08	
12	18:02	18:13	0:11	1	0	0	0:00	0:18	
13	19:12	19:52	0:40	2	1	0	0:04	0:36	
14	20:59	21:16	0:17	1	2	1	0:00	0:22	
15	22:21	22:41	0:20	0	0	0	0:00	0:51	
16	24:00	24:17	0:17	2	2	0	0:00	0:54	
17	27:28	27:42	0:14	0	3	1	0:00	0:35	
18	28:42	29:01	0:19	2	2	0	0:00	0:52	
19	30:24	30:47	0:23	0	4	0	0:00	0:42	
20	31:41	31:59	0:18	1	2	0	0:00	0:58	
21	33:15	33:26	0:11	0	1	0	0:00	0:39	
22	34:34	34:50	0:16	1	2	2	0:10	0:23	
23	36:13	36:44	0:31	1	1	0	0:09	0:38	
24	38:03	38:28	0:25	1	2	0	0:00	0:30	
25	39:55	40:21	0:26	2	0	0	0:00	0:27	
26	41:41	41:55	0:14	2	0	0	0:00	1:01	
27	43:18	43:41	0:23	0	1	0	0:00	0:55	
28	44:54	45:15	0:21	0	0	0	0:00	0:31	
29	46:06	46:21	0:15	0	1	0	0:00	0:20	
30	47:26	47:40	0:14	2	2	0	0:00	0:48	
31	48:45	49:20	0:35	1	3	0	0:00	0:51	
32	50:38	50:55	0:17	0	2	0	0:00	0:41	
33	52:17	52:34	0:17	0	4	2	0:00	0:38	
34	53:57	54:20	0:23	2	2	0	0:00	1:28	
35	56:55	57:10	0:15	1	2	0	0:00	0:46	
36	58:15	58:38	0:23	0	3	0	0:00	0:24	
37	59:46	59:59	0:13	0	0	0	0:00	0:00	

Table 167 Five-section Head Intersection # 7 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Lake Underhill Road			Speed:	40 MPH				
SBL	Minor Street: Woodbury Road			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes	Land Use: School/Residential		Criteria:	Pedestrians				
Date	Start	End	Totals for Values Below for Collection Period						
Mon 11/12/12	10:59	11:58	12:40	44	75	8	0:54	24:16	0%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	2:18	2:39	0:21	1	0	0	0:04	0:59	
2	3:55	4:09	0:14	2	3	0	0:00	0:45	
3	5:07	5:25	0:18	1	3	2	0:00	0:00	
4	6:02	6:25	0:23	1	1	0	0:00	0:00	
5	6:59	7:10	0:11	0	1	0	0:00	0:13	
6	8:04	8:42	0:38	3	0	0	0:00	0:51	
7	10:04	10:21	0:17	1	0	0	0:00	0:43	
8	11:24	11:44	0:20	0	2	0	0:00	0:37	
9	12:42	13:00	0:18	1	3	0	0:00	0:35	
10	14:07	14:32	0:25	0	3	0	0:00	0:41	
11	15:42	16:07	0:25	2	3	0	0:05	0:37	
12	17:17	17:29	0:12	0	1	0	0:00	0:36	
13	18:34	18:49	0:15	3	1	0	0:00	0:27	
14	19:56	20:14	0:18	1	0	0	0:00	0:22	
15	21:22	21:34	0:12	3	0	0	0:00	0:46	
16	22:32	22:50	0:18	0	4	0	0:00	0:54	
17	24:03	24:28	0:25	0	4	1	0:00	0:23	
18	25:25	25:42	0:17	0	1	0	0:00	0:58	
19	27:48	28:00	0:12	2	0	1	0:08	0:52	
20	29:02	29:17	0:15	2	2	1	0:00	0:53	
21	30:51	31:05	0:14	0	1	0	0:00	0:31	
22	32:22	32:32	0:10	3	0	0	0:05	0:29	
23	33:36	33:56	0:20	0	5	0	0:16	0:43	
24	34:59	35:11	0:12	1	2	1	0:00	0:11	
25	35:55	36:08	0:13	1	2	0	0:12	1:09	
26	37:33	37:50	0:17	0	3	0	0:00	0:42	
27	38:46	38:58	0:12	4	0	0	0:04	0:39	
28	39:57	40:12	0:15	0	0	0	0:00	0:24	
29	41:18	41:31	0:13	1	3	0	0:00	0:36	
30	42:24	42:50	0:26	0	2	0	0:00	0:21	
31	44:07	44:37	0:30	2	0	1	0:00	0:44	
32	45:58	46:13	0:15	0	3	1	0:00	0:41	
33	47:15	47:33	0:18	1	3	0	0:00	0:35	
34	49:47	50:26	0:39	4	2	0	0:00	0:27	
35	51:25	51:39	0:14	0	2	0	0:00	0:58	
36	52:50	53:15	0:25	1	4	0	0:00	0:48	
37	54:42	55:00	0:18	0	0	0	0:00	0:33	
38	56:22	56:50	0:28	0	5	0	0:00	0:43	
39	57:58	58:20	0:22	0	5	0	0:00	0:50	
40	59:33	59:58	0:25	3	1	0	0:00	0:00	

Table 168 Five-section Head Intersection # 7 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Lake Underhill Road			Speed:	40 MPH				
SBL	Minor Street: Woodbury Road			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes	Land Use: School/Residential		Criteria:	Pedestrians				
Date	Start	End	Totals for Values Below for Collection Period						
Mon 11/12/12	11:59	12:58	14:47	73	120	15	1:58	24:04	0%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:01	0:11	0:10	1	0	1	0:00	0:37	
2	1:28	2:08	0:40	11	0	0	0:04	1:05	
3	3:40	3:55	0:15	3	3	0	0:09	0:55	
4	5:30	5:54	0:24	2	1	0	0:00	0:35	
5	7:01	7:33	0:32	2	9	0	0:05	1:11	
6	9:01	9:30	0:29	1	5	1	0:00	0:05	
7	10:43	11:23	0:40	5	2	1	0:05	0:34	
8	12:51	13:18	0:27	2	0	0	0:00	0:32	
9	14:29	14:55	0:26	2	8	0	0:09	0:30	
10	16:06	16:36	0:30	4	2	0	0:00	0:29	
11	17:42	18:09	0:27	2	4	0	0:00	0:55	
12	19:31	19:49	0:18	0	3	0	0:00	0:22	
13	21:04	21:21	0:17	1	0	0	0:00	0:00	
14	22:02	22:30	0:28	2	6	1	0:16	0:29	
15	23:53	24:16	0:23	2	1	0	0:08	1:08	
16	25:47	26:23	0:36	1	7	1	0:00	0:46	
17	27:25	27:43	0:18	2	4	0	0:00	0:47	
18	28:40	29:20	0:40	4	4	2	0:15	0:28	
19	30:27	31:04	0:37	2	1	0	0:00	0:57	
20	32:39	33:17	0:38	0	3	1	0:00	0:27	
21	34:31	34:46	0:15	1	1	0	0:00	0:55	
22	36:17	36:44	0:27	0	5	1	0:00	0:25	
23	38:09	38:36	0:27	2	3	1	0:00	0:54	
24	40:00	40:21	0:21	1	3	0	0:09	0:36	
25	41:24	41:47	0:23	1	4	0	0:03	1:07	
26	43:15	43:42	0:27	3	5	1	0:00	0:41	
27	44:52	45:01	0:09	0	1	1	0:00	1:05	
28	46:27	46:47	0:20	1	6	1	0:09	1:06	
29	48:08	48:26	0:18	3	3	2	0:11	0:28	
30	49:48	50:16	0:28	2	7	0	0:00	0:33	
31	51:38	52:14	0:36	3	7	0	0:00	0:29	
32	53:28	54:03	0:35	2	7	0	0:15	1:13	
33	56:47	57:09	0:22	4	0	0	0:00	1:03	
34	58:43	59:07	0:24	1	5	0	0:00	0:37	

Table 169 Five-section Head Intersection # 7 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Lake Underhill Road			Speed:	40 MPH				
SBL	Minor Street: Woodbury Road			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes	Land Use: School/Residential		Criteria:	Pedestrians				
Date	Start	End	Totals for Values Below for Collection Period						
Mon 11/12/12	12:59	13:58	11:14	34	97	16	2:25	28:57	3%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:17	0:31	0:14	1	2	0	0:11	0:52	
2	1:47	2:07	0:20	1	1	0	0:00	0:57	
3	3:23	3:35	0:12	2	1	0	0:04	0:41	
4	4:26	4:45	0:19	0	4	0	1:03	0:39	
5	7:04	7:23	0:19	1	4	1	0:00	0:57	
6	8:34	8:57	0:23	3	3	0	0:00	0:47	
7	10:01	10:29	0:28	1	7	0	0:13	0:32	
8	11:30	11:46	0:16	0	4	0	0:00	0:30	
9	12:35	12:47	0:12	0	1	1	0:00	0:27	
10	13:50	14:06	0:16	0	3	0	0:09	0:47	
11	15:09	15:22	0:13	0	2	0	0:00	0:47	
12	16:45	17:02	0:17	0	5	1	0:15	0:52	
13	18:12	18:36	0:24	0	2	0	0:00	0:44	
14	19:56	20:07	0:11	1	2	0	0:07	0:33	
15	21:09	21:24	0:15	0	4	2	0:00	0:47	
16	22:44	22:55	0:11	0	1	3	0:00	0:35	
17	24:16	24:32	0:16	0	2	1	0:00	1:04	
18	25:57	26:23	0:26	0	4	1	0:00	0:49	
19	27:35	27:50	0:15	0	2	0	0:00	0:31	
20	29:19	29:39	0:20	6	0	0	0:00	1:09	
21	31:14	31:28	0:14	1	2	0	0:05	0:52	
22	32:45	32:58	0:13	0	2	0	0:00	0:57	
23	34:27	34:50	0:23	0	3	0	0:00	0:43	
24	36:00	36:18	0:18	1	3	0	0:05	0:34	
25	37:33	38:00	0:27	1	0	3	0:00	0:31	
26	39:08	39:28	0:20	0	5	0	0:00	0:52	
27	40:56	41:11	0:15	2	2	0	0:00	0:51	
28	42:25	42:36	0:11	1	1	0	0:00	0:32	
29	43:53	44:04	0:11	1	0	1	0:00	0:38	
30	45:34	45:45	0:11	3	0	0	0:00	0:31	
31	46:47	47:05	0:18	1	4	1	0:09	1:16	
32	48:39	49:01	0:22	0	5	0	0:00	0:39	
33	50:19	50:39	0:20	0	1	0	0:00	1:02	
34	52:04	52:18	0:14	0	4	1	0:00	0:59	
35	53:37	53:56	0:19	0	3	0	0:00	1:00	
36	55:17	55:38	0:21	0	6	0	0:00	0:53	
37	57:01	57:25	0:24	0	2	0	0:00	0:54	
38	59:01	59:27	0:26	7	0	0	0:04	0:13	

Table 170 Five-section Head Intersection # 7 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Lake Underhill Road			Speed:	40 MPH				
SBL	Minor Street: Woodbury Road			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes	Land Use: School/Residential		Criteria:	Pedestrians				
Date	Start	End	Totals for Values Below for Collection Period						
Mon 11/12/12	13:59	14:58	12:03	55	99	14	2:18	26:32	5%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	1:05	1:34	0:29	1	8	2	0:19	0:59	
2	2:52	3:24	0:32	1	5	1	0:00	0:21	
3	4:44	5:16	0:32	4	0	0	0:05	0:57	
4	8:00	8:23	0:23	1	4	2	0:00	0:45	
5	9:40	9:58	0:18	1	4	0	0:08	0:56	
6	11:12	11:34	0:22	1	2	1	0:00	0:40	
7	13:01	13:22	0:21	2	3	3	0:05	1:01	
8	14:45	15:15	0:30	6	5	0	0:12	0:42	
9	16:10	16:27	0:17	3	1	0	0:00	0:40	
10	17:36	17:52	0:16	1	2	0	0:00	1:03	
11	19:16	19:29	0:13	0	1	0	0:00	0:53	
12	20:56	21:30	0:34	4	7	0	0:14	0:55	
13	22:55	23:33	0:38	1	6	0	0:08	1:05	
14	25:04	25:46	0:42	2	1	0	0:09	2:47	
15	31:10	31:36	0:26	1	3	0	0:00	0:26	
16	32:43	33:04	0:21	5	0	0	0:07	0:42	
17	34:09	34:26	0:17	0	0	0	0:00	0:00	
18	35:41	36:22	0:41	7	5	0	0:00	0:59	
19	37:43	38:06	0:23	0	2	0	0:00	0:59	
20	40:46	41:03	0:17	0	4	1	0:00	1:11	
21	42:36	43:05	0:29	3	3	0	0:07	0:43	
22	44:27	45:02	0:35	0	3	1	0:00	1:39	
23	47:18	47:51	0:33	3	3	1	0:05	1:08	
24	49:19	49:36	0:17	2	4	1	0:00	0:31	
25	51:56	52:21	0:25	2	5	0	0:00	1:18	
26	54:41	55:09	0:28	2	6	1	0:18	1:59	
27	57:26	57:47	0:21	0	5	0	0:00	1:07	
28	59:19	59:42	0:23	2	7	0	0:21	0:06	

Table 171 Five-section Head Intersection # 7 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection										
Approach	Major Street: Lake Underhill Road				Speed:	40 MPH				
SBL	Minor Street: Woodbury Road				Geometry:	4-Leg				
Opposing Lanes:	2 Lanes		Land Use: School/Residential		Criteria:	Pedestrians				
Date	Start	End	Totals for Values Below for Collection Period							
Mon 11/12/12	14:59	15:58	10:28	38	138	52	3:12	35:11	11%	
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)	
					TH	RT	Green	Red		
1	1:59	2:24	0:25	0	9	0	0:09	3:47		
2	4:45	5:08	0:23	0	8	5	0:17	1:55		
3	7:28	7:57	0:29	1	7	7	0:00	1:05		
4	10:18	10:48	0:30	0	8	2	0:00	2:12		
5	13:13	13:41	0:28	3	4	1	0:09	0:57		
6	15:59	16:29	0:30	0	5	1	0:00	0:57		
7	17:47	18:07	0:20	3	3	2	0:11	1:57		
8	20:27	21:01	0:34	3	7	5	0:19	1:11		
9	22:33	22:57	0:24	0	0	1	0:00	1:28		
10	25:19	25:47	0:28	5	3	0	0:19	1:55		
11	28:11	28:45	0:34	1	11	1	0:21	1:07		
12	30:11	30:41	0:30	2	5	4	0:15	1:18		
13	33:02	33:32	0:30	7	3	1	0:00	1:41		
14	35:53	36:26	0:33	3	9	1	0:23	1:12		
15	38:02	38:21	0:19	0	4	2	0:18	1:09		
16	39:53	40:09	0:16	2	2	1	0:00	1:06		
17	41:40	42:03	0:23	1	2	1	0:00	1:09		
18	44:27	44:50	0:23	0	5	1	0:00	0:44		
19	46:22	46:41	0:19	2	2	0	0:00	0:55		
20	48:00	48:34	0:34	5	5	2	0:08	0:59		
21	50:07	50:29	0:22	0	6	2	0:00	1:06		
22	51:54	52:12	0:18	0	5	1	0:00	1:24		
23	54:36	55:02	0:26	0	11	7	0:00	1:58		
24	57:27	57:57	0:30	0	14	4	0:23	1:59		

Table 172 Five-section Head Intersection # 7 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Lake Underhill Road			Speed:	40 MPH				
SBL	Minor Street: Woodbury Road			Geometry:	4-Leg				
Opposing Lanes:	2 Lanes	Land Use: School/Residential		Criteria:	Pedestrians				
Date	Start	End	Totals for Values Below for Collection Period						
Mon 11/12/12	15:59	16:58	11:13	52	121	50	4:17	35:23	0%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:18	0:51	0:33	0	12	4	0:11	1:14	
2	2:28	2:52	0:24	0	4	7	0:05	1:59	
3	5:11	5:45	0:34	3	10	4	0:28	1:55	
4	8:03	8:33	0:30	1	9	5	0:21	0:59	
5	10:10	10:32	0:22	4	2	1	0:11	1:47	
6	12:55	13:18	0:23	0	4	1	0:00	1:24	
7	15:32	15:58	0:26	3	4	6	0:13	0:30	
8	17:33	17:58	0:25	3	2	0	0:11	0:44	
9	19:30	19:56	0:26	7	1	2	0:00	1:02	
10	21:32	21:58	0:26	0	6	0	0:21	1:14	
11	23:34	23:56	0:22	1	3	1	0:18	1:54	
12	26:24	26:41	0:17	0	4	1	0:00	0:57	
13	28:18	28:47	0:29	0	3	4	0:00	1:05	
14	30:24	30:53	0:29	4	4	2	0:12	1:59	
15	33:13	33:52	0:39	5	4	1	0:22	1:46	
16	36:00	36:39	0:39	3	10	2	0:32	1:51	
17	38:51	39:20	0:29	3	2	2	0:06	1:53	
18	41:36	42:05	0:29	1	9	2	0:00	1:43	
19	44:46	45:27	0:41	0	8	1	0:00	1:45	
20	47:47	48:07	0:20	0	2	1	0:00	2:11	
21	51:00	51:41	0:41	1	5	2	0:12	1:36	
22	54:00	54:37	0:37	5	9	0	0:23	1:48	
23	56:46	57:18	0:32	8	4	1	0:11	2:07	

Table 173 Five-section Head Intersection # 7 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection										
Approach	Major Street: Lake Underhill Road			Speed:	40 MPH					
SBL	Minor Street: Woodbury Road			Geometry:	4-Leg					
Opposing Lanes:	2 Lanes		Land Use: School/Residential	Criteria:	Pedestrians					
Date	Start	End	Totals for Values Below for Collection Period							
Mon 11/12/12	16:59	17:58	11:40	69	163	70	6:14	36:40	1%	
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)	
					TH	RT	Green	Red		
1	0:01	0:39	0:38	4	11	2	0:23	1:48		
2	3:00	3:33	0:33	5	4	1	0:13	1:51		
3	5:57	6:39	0:42	0	3	1	0:00	1:39		
4	8:51	9:35	0:44	3	6	1	0:17	1:41		
5	11:47	12:36	0:49	11	7	1	0:10	1:49		
6	15:01	15:24	0:23	2	8	6	0:16	1:56		
7	18:01	18:39	0:38	3	13	9	0:32	1:43		
8	21:01	21:39	0:38	7	9	2	0:23	1:45		
9	24:01	24:27	0:26	2	7	3	0:18	1:54		
10	27:01	27:30	0:29	0	9	6	0:29	1:56		
11	30:01	30:28	0:27	3	6	3	0:18	1:38		
12	32:49	33:12	0:23	1	6	4	0:16	2:13		
13	35:43	36:31	0:48	2	12	3	0:01	1:55		
14	38:52	39:39	0:47	2	14	6	0:31	1:41		
15	42:00	42:22	0:22	1	6	6	0:16	2:04		
16	45:00	45:28	0:28	3	10	0	0:20	1:53		
17	48:00	48:28	0:28	6	4	1	0:14	1:51		
18	50:52	51:39	0:47	4	10	7	0:28	1:47		
19	54:00	54:35	0:35	2	12	2	0:32	1:50		
20	57:00	57:35	0:35	8	6	6	0:17	1:46		

Table 174 Five-section Head Intersection # 7 Left turn data and parameters

Flashing Yellow Arrow Left Turn Data Collection									
Approach	Major Street: Lake Underhill Road			Speed:		40 MPH			
SBL	Minor Street: Woodbury Road			Geometry:		4-Leg			
Opposing Lanes:		2 Lanes	Land Use: School/Residential		Criteria:		Pedestrians		
Date	Start	End	Totals for Values Below for Collection Period						
Mon 11/12/12	17:59	18:58	9:54	48	142	22	3:47	37:15	0%
Cycle	Start Clock Time	End Clock Time	Permitted Green Time	Left Turn Volume	Opposing		Delay		T(%)
					TH	RT	Green	Red	
1	0:01	0:40	0:39	0	10	1	0:00	1:39	
2	3:00	3:38	0:38	4	9	4	0:22	1:43	
3	5:58	6:34	0:36	1	10	1	0:00	1:40	
4	8:53	9:36	0:43	1	7	2	0:07	1:38	
5	11:58	12:24	0:26	2	8	1	0:20	1:50	
6	14:45	15:14	0:29	1	9	1	0:00	2:10	
7	17:56	18:36	0:40	2	10	1	0:15	1:35	
8	21:01	21:24	0:23	2	6	0	0:11	1:59	
9	24:01	24:35	0:34	8	6	0	0:20	1:45	
10	27:01	27:39	0:38	6	5	1	0:11	1:39	
11	30:01	30:19	0:18	0	6	1	0:03	2:07	
12	33:00	33:25	0:25	2	7	0	0:18	1:56	
13	36:00	36:20	0:20	2	5	1	0:15	2:05	
14	38:49	39:14	0:25	3	7	0	0:12	2:07	
15	41:55	42:29	0:34	2	6	0	0:29	1:56	
16	45:01	45:29	0:28	3	8	1	0:14	1:59	
17	48:02	48:26	0:24	4	7	2	0:10	1:58	
18	51:01	51:20	0:19	2	5	0	0:14	2:08	
19	54:00	54:20	0:20	2	4	2	0:06	2:05	
20	57:01	57:20	0:19	0	4	2	0:00	0:37	
21	58:30	58:46	0:16	1	3	1	0:00	0:39	

Table 175 Five-section Head Intersection # 1 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: SR 50			Speed: 45 MPH		
<i>EBL</i>	Minor Street: Chuluota Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	2:11	2:19	0:08	2	2:26	0:03
2	4:20	4:27	0:07	0	0:00	0:00
3	5:59	6:04	0:05	0	0:00	0:00
4	8:01	8:07	0:06	0	0:00	0:00
5	9:52	9:55	0:03	0	0:00	0:00
6	10:07	10:11	0:04	0	0:00	0:00
7	11:39	11:43	0:04	0	0:00	0:00
8	14:23	14:27	0:04	0	0:00	0:00
9	14:46	14:52	0:06	0	0:00	0:00
10	15:51	15:56	0:05	0	0:00	0:00
11	16:14	16:19	0:05	0	0:00	0:00
12	16:25	16:30	0:05	0	0:00	0:00
13	16:30	16:35	0:05	0	0:00	0:00
14	22:53	22:56	0:03	0	0:00	0:00
15	23:02	23:07	0:05	0	0:00	0:00
16	24:13	24:18	0:05	1	24:20	0:02
17	24:20	24:24	0:04	0	0:00	0:00
18	27:20	27:25	0:05	0	0:00	0:00
19	29:02	29:07	0:05	0	0:00	0:00
20	29:15	29:20	0:05	0	0:00	0:00
21	31:44	31:48	0:04	0	0:00	0:00
22	31:51	31:55	0:04	0	0:00	0:00
23	32:14	32:19	0:05	0	0:00	0:00
24	34:12	34:18	0:06	0	0:00	0:00
25	36:22	36:27	0:05	0	0:00	0:00
26	37:01	37:05	0:04	0	0:00	0:00
27	43:48	43:54	0:06	0	0:00	0:00
28	43:57	44:02	0:05	0	0:00	0:00
29	44:05	44:09	0:04	0	0:00	0:00
30	47:35	47:39	0:04	0	0:00	0:00
31	49:02	49:07	0:05	0	0:00	0:00
32	50:38	50:42	0:04	0	0:00	0:00
33	52:39	52:43	0:04	1	52:46	0:03
34	54:15	54:21	0:06	0	0:00	0:00
35	54:24	54:28	0:04	1	54:30	0:02

Table 176 Five-section Head Intersection # 1 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: SR 50			Speed: 45 MPH		
<i>EBL</i>	Minor Street: Chuluota Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	6:44	6:49	0:05	1	6:51	0:02
2	11:02	11:07	0:05	0	0:00	0:00
3	14:47	14:51	0:04	0	0:00	0:00
4	16:28	16:35	0:07	0	0:00	0:00
5	20:32	20:38	0:06	0	0:00	0:00
6	22:33	22:40	0:07	0	0:00	0:00
7	24:09	24:17	0:08	0	0:00	0:00
8	28:03	28:07	0:04	0	0:00	0:00
9	29:53	30:00	0:07	0	0:00	0:00
10	31:52	31:57	0:05	0	0:00	0:00
11	34:50	35:00	0:10	1	35:02	0:02
12	39:08	39:17	0:09	0	0:00	0:00
13	40:36	40:45	0:09	0	0:00	0:00
14	44:30	44:36	0:06	3	44:42	0:02
15	44:43	44:48	0:05	1	44:50	0:02
16	47:02	47:12	0:10	0	0:00	0:00
17	49:04	49:10	0:06	1	49:12	0:02
18	50:33	50:41	0:08	0	0:00	0:00
19	52:24	52:31	0:07	0	0:00	0:00
20	52:30	52:41	0:11	0	0:00	0:00
21	58:08	58:12	0:04	0	0:00	0:00

Table 177 Five-section Head Intersection # 1 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: SR 50			Speed: 45 MPH		
<i>EBL</i>	Minor Street: Chuluota Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	0:22	0:30	0:00	0	0:00	0:00
2	2:17	2:23	0:00	2	2:27	0:02
3	4:04	4:09	0:00	1	4:13	0:04
4	5:50	5:57	0:00	0	0:00	0:00
5	10:05	10:12	0:07	0	0:00	0:00
6	13:39	13:48	0:09	1	13:52	0:04
7	15:03	15:10	0:07	2	15:18	0:04
8	21:56	22:01	0:05	0	0:00	0:00
9	25:06	25:13	0:07	1	25:16	0:03
10	25:24	25:31	0:07	0	0:00	0:00
11	26:52	26:57	0:05	0	0:00	0:00
12	28:47	28:53	0:06	1	28:56	0:03
13	31:28	31:34	0:06	0	0:00	0:00
14	36:43	36:48	0:00	0	0:00	0:00
15	38:06	38:11	0:00	0	0:00	0:00
16	40:33	40:38	0:00	3	40:47	0:03
17	43:13	43:24	0:11	0	0:00	0:00
18	45:45	45:51	0:06	0	0:00	0:00
19	45:58	46:04	0:06	1	46:08	0:04
20	47:34	47:40	0:06	1	47:44	0:04
21	49:04	49:08	0:04	0	0:00	0:00
22	49:08	49:12	0:04	1	49:17	0:05
23	50:45	50:50	0:05	0	0:00	0:00
24	53:03	53:10	0:07	1	53:13	0:03
25	54:33	54:40	0:07	0	0:00	0:00
26	54:45	54:50	0:05	0	0:00	0:00
27	56:06	56:14	0:08	0	0:00	0:00
28	58:22	58:28	0:06	1	58:33	0:05
29	58:43	58:48	0:05	0	0:00	0:00
30	58:48	58:56	0:08	0	0:00	0:00
31	58:57	59:02	0:05	0	0:00	0:00

Table 178 Five-section Head Intersection # 1 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: SR 50			Speed: 45 MPH		
<i>EBL</i>	Minor Street: Chuluota Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	3:27	3:32	0:00	0	0:00	0:00
2	4:13	4:20	0:00	2	4:24	0:02
3	6:10	6:16	0:00	1	6:21	0:05
4	7:48	7:52	0:00	0	0:00	0:00
5	7:53	7:58	0:05	1	8:00	0:02
6	9:57	10:04	0:07	0	0:00	0:00
7	12:16	12:22	0:06	1	12:23	0:01
8	14:12	14:17	0:05	1	14:19	0:02
9	14:19	14:23	0:04	0	0:00	0:00
10	16:35	16:45	0:10	0	0:00	0:00
11	18:59	19:07	0:08	0	0:00	0:00
12	20:53	21:01	0:08	0	0:00	0:00
13	21:15	21:20	0:05	1	21:23	0:03
14	25:20	25:27	0:07	0	0:00	0:00
15	27:16	27:23	0:07	0	0:00	0:00
16	29:11	29:20	0:09	0	0:00	0:00
17	32:58	33:03	0:05	1	33:06	0:03
18	34:29	34:35	0:06	0	0:00	0:00
19	35:04	35:10	0:06	0	0:00	0:00
20	35:20	35:26	0:06	0	0:00	0:00
21	35:41	35:47	0:06	0	0:00	0:00
22	37:22	37:28	0:06	1	37:31	0:03
23	37:48	37:54	0:06	0	0:00	0:00
24	39:29	39:37	0:08	1	39:38	0:01
25	41:32	41:38	0:06	0	0:00	0:00
26	45:18	45:24	0:06	0	0:00	0:00
27	47:05	47:13	0:08	0	0:00	0:00
28	48:41	48:49	0:08	0	0:00	0:00
29	49:07	49:12	0:05	0	0:00	0:00
30	50:54	51:02	0:08	0	0:00	0:00
31	52:37	52:44	0:07	0	0:00	0:00
32	52:44	52:49	0:05	0	0:00	0:00
33	52:51	52:57	0:06	1	52:59	0:02
34	54:43	54:51	0:08	0	0:00	0:00
35	56:33	56:38	0:05	1	56:40	0:02
36	59:12	59:19	0:07	0	0:00	0:00
37	59:35	59:39	0:04	1	59:41	0:02

Table 179 Five-section Head Intersection # 1 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: SR 50			Speed: 45 MPH		
<i>EBL</i>	Minor Street: Chuluota Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	5:12	5:20	0:08	1	5:23	0:03
2	6:58	7:05	0:07	2	7:10	0:02
3	12:09	12:15	0:06	0	0:00	0:00
4	12:13	12:21	0:08	0	0:00	0:00
5	12:26	12:32	0:06	0	0:00	0:00
6	12:41	12:46	0:05	0	0:00	0:00
7	14:19	14:26	0:07	1	14:28	0:02
8	15:39	15:46	0:07	0	0:00	0:00
9	15:49	15:52	0:03	0	0:00	0:00
10	18:51	18:54	0:03	0	0:00	0:00
11	22:06	22:14	0:08	0	0:00	0:00
12	22:13	22:19	0:06	0	0:00	0:00
13	23:46	23:53	0:07	0	0:00	0:00
14	26:46	26:51	0:05	1	26:54	0:03
15	26:56	27:00	0:04	0	0:00	0:00
16	28:27	28:34	0:07	0	0:00	0:00
17	32:01	32:06	0:05	1	32:08	0:02
18	33:58	34:04	0:06	3	34:10	0:02
19	36:38	36:47	0:09	1	36:49	0:02
20	36:51	36:56	0:05	0	0:00	0:00
21	36:57	37:02	0:05	0	0:00	0:00
22	38:36	38:41	0:05	1	38:43	0:02
23	38:50	38:54	0:04	0	0:00	0:00
24	40:03	40:16	0:13	1	40:17	0:01
25	44:27	44:36	0:09	0	0:00	0:00
26	44:35	44:44	0:09	0	0:00	0:00
27	44:40	44:48	0:08	0	0:00	0:00
28	47:20	47:30	0:10	0	0:00	0:00
29	47:33	47:37	0:04	1	47:39	0:02
30	52:58	53:04	0:06	0	0:00	0:00
31	53:05	53:13	0:08	0	0:00	0:00
32	59:41	59:47	0:06	3	59:56	0:03

Table 180 Five-section Head Intersection # 1 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: SR 50			Speed: 45 MPH		
<i>EBL</i>	Minor Street: Chuluota Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	1:35	1:39	0:04	0	0:00	0:00
2	3:41	3:46	0:05	3	3:53	0:02
3	5:44	5:49	0:05	1	5:53	0:04
4	5:56	6:01	0:05	1	6:02	0:01
5	10:35	10:40	0:05	0	0:00	0:00
6	14:19	14:28	0:09	0	0:00	0:00
7	14:35	14:42	0:07	1	14:44	0:02
8	14:43	14:49	0:06	0	0:00	0:00
9	16:35	16:44	0:09	0	0:00	0:00
10	16:38	16:49	0:11	2	16:53	0:02
11	18:42	18:55	0:13	0	0:00	0:00
12	20:58	21:04	0:06	2	21:09	0:02
13	23:04	23:12	0:08	0	0:00	0:00
14	26:26	26:32	0:06	0	0:00	0:00
15	26:54	27:00	0:06	0	0:00	0:00
16	28:33	28:40	0:07	0	0:00	0:00
17	28:43	28:48	0:05	1	28:50	0:02
18	28:51	29:03	0:12	0	0:00	0:00
19	30:43	30:48	0:05	1	30:51	0:03
20	37:11	37:17	0:06	0	0:00	0:00
21	38:50	38:57	0:07	0	0:00	0:00
22	38:59	39:05	0:06	0	0:00	0:00
23	39:16	39:22	0:06	0	0:00	0:00
24	41:12	41:19	0:07	0	0:00	0:00
25	42:55	43:00	0:05	2	43:04	0:02
26	45:07	45:12	0:05	1	45:14	0:02
27	45:30	45:44	0:14	0	0:00	0:00
28	47:30	47:36	0:06	0	0:00	0:00
29	52:47	53:01	0:14	0	0:00	0:00
30	53:01	53:07	0:06	0	0:00	0:00
31	55:04	55:15	0:11	0	0:00	0:00
32	55:15	55:18	0:03	0	0:00	0:00
33	59:05	59:12	0:07	0	0:00	0:00

Table 181 Five-section Head Intersection # 1 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: SR 50			Speed: 45 MPH		
<i>EBL</i>	Minor Street: Chuluota Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	0:00	0:04	0:04	0	0:00	0:00
2	0:04	0:09	0:05	0	0:00	0:00
3	1:51	2:06	0:15	0	0:00	0:00
4	2:07	2:14	0:07	0	0:00	0:00
5	3:46	3:52	0:06	0	0:00	0:00
6	3:50	3:57	0:07	1	3:59	0:02
7	3:58	4:05	0:07	0	0:00	0:00
8	5:46	5:57	0:11	0	0:00	0:00
9	7:04	7:11	0:07	0	0:00	0:00
10	7:30	7:34	0:04	2	7:40	0:03
11	9:36	9:42	0:06	0	0:00	0:00
12	11:50	11:54	0:04	0	0:00	0:00
13	16:22	16:29	0:07	1	16:31	0:02
14	18:34	18:44	0:10	1	18:46	0:02
15	18:56	19:00	0:04	0	0:00	0:00
16	24:03	24:11	0:08	0	0:00	0:00
17	24:08	24:17	0:09	5	24:28	0:02
18	27:16	27:21	0:05	1	27:23	0:02
19	29:55	30:05	0:10	0	0:00	0:00
20	32:47	33:56	1:09	0	0:00	0:00
21	32:55	33:00	0:05	0	0:00	0:00
22	35:06	35:14	0:08	0	0:00	0:00
23	42:57	43:03	0:06	0	0:00	0:00
24	45:11	45:16	0:05	0	0:00	0:00
25	47:14	47:23	0:09	0	0:00	0:00
26	47:22	47:27	0:05	2	47:32	0:02
27	49:25	49:30	0:05	2	49:34	0:02
28	49:34	49:38	0:04	0	0:00	0:00
29	57:01	57:06	0:05	0	0:00	0:00
30	57:06	57:11	0:05	0	0:00	0:00
31	57:10	57:16	0:06	0	0:00	0:00
32	59:29	59:38	0:09	1	59:39	0:01

Table 182 Five-section Head Intersection # 1 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: SR 50			Speed: 45 MPH		
<i>EBL</i>	Minor Street: Chuluota Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	3:51	3:55	0:04	0	0:00	0:00
2	7:25	7:31	0:06	0	0:00	0:00
3	9:41	9:46	0:05	0	0:00	0:00
4	11:47	12:52	1:05	0	0:00	0:00
5	13:43	13:48	0:05	0	0:00	0:00
6	15:34	15:39	0:05	0	0:00	0:00
7	17:12	17:23	0:11	4	17:30	0:01
8	25:45	25:50	0:05	0	0:00	0:00
9	25:48	25:55	0:07	3	26:00	0:01
10	27:53	28:01	0:08	0	0:00	0:00
11	31:50	31:54	0:04	0	0:00	0:00
12	33:36	33:44	0:08	0	0:00	0:00
13	33:42	33:47	0:05	0	0:00	0:00
14	33:56	34:01	0:05	0	0:00	0:00
15	38:25	38:30	0:05	0	0:00	0:00
16	40:08	40:14	0:06	0	0:00	0:00
17	42:05	42:12	0:07	1	42:14	0:02
18	48:17	48:25	0:08	0	0:00	0:00
19	50:27	50:38	0:11	0	0:00	0:00
20	52:16	52:21	0:05	0	0:00	0:00
21	52:27	52:33	0:06	0	0:00	0:00
22	58:09	58:18	0:09	2	58:23	0:02
23	58:28	58:36	0:08	0	0:00	0:00

Table 183 Five-section Head Intersection # 1 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: SR 50			Speed: 45 MPH		
<i>EBL</i>	Minor Street: Chuluota Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	2:36	2:41	0:05	0	0:00	0:00
2	2:40	2:45	0:05	0	0:00	0:00
3	2:53	2:59	0:06	1	3:00	0:01
4	9:25	9:31	0:06	0	0:00	0:00
5	11:27	11:39	0:12	0	0:00	0:00
6	15:36	15:47	0:11	1	15:50	0:03
7	15:56	16:00	0:04	0	0:00	0:00
8	17:55	18:00	0:05	0	0:00	0:00
9	17:57	18:04	0:07	1	18:06	0:02
10	21:28	21:36	0:08	0	0:00	0:00
11	23:25	23:31	0:06	0	0:00	0:00
12	23:28	23:36	0:08	2	23:40	0:02
13	27:41	27:50	0:09	5	28:01	0:02
14	29:22	29:33	0:11	1	29:35	0:02
15	32:55	33:02	0:07	0	0:00	0:00
16	33:07	33:15	0:08	3	33:24	0:03
17	34:45	34:52	0:07	1	34:54	0:02
18	34:57	35:06	0:09	1	35:08	0:02
19	36:29	36:35	0:06	0	0:00	0:00
20	38:15	38:21	0:06	3	38:26	0:01
21	44:42	44:49	0:07	3	44:55	0:02
22	46:35	46:45	0:10	0	0:00	0:00
23	46:45	46:51	0:06	0	0:00	0:00
24	46:50	46:55	0:05	0	0:00	0:00
25	48:34	48:42	0:08	0	0:00	0:00
26	48:42	48:49	0:07	0	0:00	0:00
27	48:54	49:02	0:08	1	49:05	0:03
28	50:33	50:41	0:08	2	50:46	0:02
29	50:49	50:54	0:05	0	0:00	0:00
30	53:56	54:01	0:05	2	54:04	0:01
31	54:35	54:43	0:08	2	54:48	0:02
32	54:57	55:02	0:05	2	55:05	0:01
33	56:51	57:01	0:10	0	0:00	0:00
34	58:29	58:35	0:06	0	0:00	0:00
35	58:38	58:45	0:07	0	0:00	0:00

Table 184 Five-section Head Intersection # 2 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: SR 50			Speed: 45 MPH		
<i>WBL</i>	Minor Street: Rouse Lake Road (Walmart)			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	8:47	8:53	0:06	0	0:00	0:00
2	9:31	9:36	0:05	0	0:00	0:00
3	10:59	11:06	0:07	1	11:08	0:02
4	11:08	11:14	0:06	0	0:00	0:00
5	11:16	11:21	0:05	2	11:26	0:02
6	11:59	12:05	0:06	0	0:00	0:00
7	29:31	29:35	0:04	0	0:00	0:00
8	34:27	34:32	0:05	1	34:34	0:02
9	39:03	39:11	0:08	0	0:00	0:00
10	39:10	39:15	0:05	0	0:00	0:00
11	54:00	54:05	0:05	0	0:00	0:00
12	56:06	56:14	0:08	1	56:19	0:05
13	56:19	56:25	0:06	0	0:00	0:00
14	56:28	56:34	0:06	0	0:00	0:00
15	56:59	57:05	0:06	1	57:06	0:01

Table 185 Five-section Head Intersection # 2 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: SR 50			Speed: 45 MPH		
WBL	Minor Street: Rouse Lake Road (Walmart)			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	1:46	1:51	0:05	0	0:00	0:00
2	4:07	4:11	0:04	0	0:00	0:00
3	8:47	8:53	0:06	4	9:04	0:02
4	9:19	9:23	0:04	0	0:00	0:00
5	9:34	9:40	0:06	1	9:41	0:01
6	11:14	11:20	0:06	0	0:00	0:00
7	11:22	11:26	0:04	2	11:32	0:03
8	14:28	14:32	0:04	0	0:00	0:00
9	16:28	16:33	0:05	0	0:00	0:00
10	19:02	19:10	0:08	0	0:00	0:00
11	19:36	19:41	0:05	0	0:00	0:00
12	21:24	21:32	0:08	2	21:38	0:00
13	28:38	28:44	0:06	2	28:48	0:00
14	32:03	32:08	0:00	1	32:10	0:00
15	33:38	33:43	0:05	1	33:45	0:00
16	33:51	33:57	0:06	1	33:59	0:00
17	36:17	36:22	0:05	0	0:00	0:00
18	37:03	37:07	0:04	0	0:00	0:00
19	46:29	46:32	0:03	2	46:40	0:00
20	46:51	46:55	0:04	0	0:00	0:00
21	47:04	47:08	0:04	0	0:00	0:00
22	49:23	49:29	0:06	0	0:00	0:00
23	53:54	54:00	0:06	0	0:00	0:00
24	57:03	57:06	0:00	0	0:00	0:00

Table 186 Five-section Head Intersection # 2 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: SR 50			Speed: 45 MPH		
WBL	Minor Street: Rouse Lake Road (Walmart)			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	1:32	1:37	0:05	1	1:40	0:03
2	2:03	2:10	0:07	0	0:00	0:00
3	6:33	6:38	0:05	1	6:40	0:02
4	7:06	7:09	0:03	0	0:00	0:00
5	9:09	9:14	0:05	1	9:17	0:03
6	9:35	9:39	0:04	0	0:00	0:00
7	14:08	14:13	0:05	0	0:00	0:00
8	16:36	16:40	0:04	0	0:00	0:00
9	17:03	17:07	0:04	0	0:00	0:00
10	18:49	18:53	0:04	3	19:03	0:03
11	19:07	19:11	0:04	0	0:00	0:00
12	24:00	24:06	0:06	1	24:09	0:03
13	24:33	24:38	0:05	1	24:40	0:02
14	26:25	26:30	0:05	0	0:00	0:00
15	29:35	29:39	0:04	0	0:00	0:00
16	32:03	32:07	0:04	0	0:00	0:00
17	33:47	33:51	0:04	3	34:01	0:03
18	39:35	39:41	0:06	0	0:00	0:00
19	53:52	53:57	0:05	2	54:04	0:03
20	59:12	59:17	0:05	1	59:20	0:03
21	59:24	59:28	0:04	0	0:00	0:00

Table 187 Five-section Head Intersection # 2 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: SR 50			Speed: 45 MPH		
WBL	Minor Street: Rouse Lake Road (Walmart)			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	1:10	1:15	0:05	0	0:00	0:00
2	1:17	1:24	0:07	0	0:00	0:00
3	3:42	3:46	0:04	0	0:00	0:00
4	3:47	3:55	0:08	0	0:00	0:00
5	3:58	4:01	0:03	0	0:00	0:00
6	4:33	4:38	0:05	0	0:00	0:00
7	19:33	19:39	0:06	0	0:00	0:00
8	20:19	20:25	0:06	0	0:00	0:00
9	21:50	21:53	0:03	0	0:00	0:00
10	26:28	26:33	0:05	0	0:00	0:00
11	27:03	27:07	0:04	0	0:00	0:00
12	59:35	59:39	0:04	1	59:41	0:02

Table 188 Five-section Head Intersection # 2 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: SR 50			Speed: 45 MPH		
WBL	Minor Street: Rouse Lake Road (Walmart)			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	1:05	1:11	0:06	1	1:13	0:02
2	3:52	3:59	0:07	0	0:00	0:00
3	14:32	14:38	0:06	0	0:00	0:00
4	22:04	22:09	0:05	0	0:00	0:00
5	46:08	46:13	0:05	1	46:16	0:03
6	46:19	46:26	0:07	0	0:00	0:00
7	46:26	46:31	0:05	3	46:39	0:02
8	57:03	57:10	0:07	0	0:00	0:00
9	59:32	59:36	0:04	0	0:00	0:00

Table 189 Five-section Head Intersection # 2 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: SR 50			Speed: 45 MPH		
WBL	Minor Street: Rouse Lake Road (Walmart)			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	1:38	1:43	0:05	0	0:00	0:00
2	4:36	4:40	0:04	1	4:42	0:02
3	11:08	11:15	0:07	2	11:19	0:02
4	11:45	11:50	0:05	0	0:00	0:00
5	11:53	11:57	0:04	0	0:00	0:00
6	12:00	12:04	0:04	0	0:00	0:00
7	18:23	18:29	0:06	3	18:39	0:03
8	18:41	18:48	0:07	0	0:00	0:00
9	21:17	21:23	0:06	2	21:27	0:02
10	25:55	26:02	0:07	1	26:04	0:02
11	26:08	26:13	0:05	0	0:00	0:00
12	26:25	26:30	0:05	0	0:00	0:00
13	26:55	27:01	0:06	1	27:03	0:02
14	29:23	29:29	0:06	0	0:00	0:00
15	29:30	29:35	0:05	0	0:00	0:00
16	31:18	31:23	0:05	4	31:34	0:02
17	36:47	36:51	0:04	0	0:00	0:00
18	36:54	36:58	0:04	0	0:00	0:00
19	39:26	39:32	0:06	0	0:00	0:00
20	40:48	40:53	0:05	0	0:00	0:00
21	40:55	40:59	0:04	0	0:00	0:00
22	41:02	41:07	0:05	4	41:17	0:02
23	41:55	41:58	0:03	0	0:00	0:00
24	41:58	42:04	0:06	0	0:00	0:00
25	44:17	44:21	0:04	0	0:00	0:00
26	46:54	46:59	0:05	1	47:01	0:02
27	48:45	48:50	0:05	3	49:00	0:03
28	49:31	49:35	0:04	0	0:00	0:00
29	51:40	51:47	0:07	0	0:00	0:00
30	52:04	52:09	0:05	0	0:00	0:00
31	58:30	58:35	0:05	2	58:43	0:04
32	58:48	58:51	0:03	0	0:00	0:00

Table 190 Five-section Head Intersection # 2 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: SR 50			Speed: 45 MPH		
WBL	Minor Street: Rouse Lake Road (Walmart)			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	5:53	5:59	0:06	4	6:09	0:02
2	11:21	11:26	0:05	1	11:31	0:05
3	12:04	12:08	0:04	1	12:09	0:01
4	13:14	13:21	0:07	3	13:28	0:02
5	13:34	13:38	0:04	7	13:59	0:03
6	16:19	16:25	0:06	1	16:27	0:02
7	16:34	16:41	0:07	0	0:00	0:00
8	21:01	21:07	0:06	0	0:00	0:00
9	21:10	21:15	0:05	0	0:00	0:00
10	22:06	22:12	0:06	0	0:00	0:00
11	23:37	23:42	0:05	2	23:50	0:04
12	24:33	24:36	0:03	0	0:00	0:00
13	29:22	29:29	0:07	0	0:00	0:00
14	31:54	32:00	0:06	2	32:04	0:02
15	33:30	33:36	0:06	0	0:00	0:00
16	36:05	36:12	0:07	2	36:15	0:01
17	41:10	41:15	0:05	0	0:00	0:00
18	43:33	43:44	0:11	2	43:49	0:02
19	48:36	48:41	0:05	1	48:45	0:04
20	49:17	49:22	0:05	1	49:25	0:03
21	51:33	51:39	0:06	0	0:00	0:00
22	51:52	51:57	0:05	1	52:01	0:04
23	53:33	53:41	0:08	1	53:44	0:03
24	56:04	56:09	0:05	1	56:11	0:02
25	57:00	57:05	0:05	1	57:07	0:02
26	58:10	58:15	0:05	0	0:00	0:00
27	58:24	58:30	0:06	0	0:00	0:00
28	59:10	59:15	0:05	0	0:00	0:00
29	59:17	59:21	0:04	4	59:35	0:03

Table 191 Five-section Head Intersection # 2 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: SR 50			Speed: 45 MPH		
WBL	Minor Street: Rouse Lake Road (Walmart)			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	0:27	0:32	0:05	2	0:41	0:04
2	0:43	0:49	0:06	1	0:53	0:04
3	1:00	1:05	0:05	3	1:18	0:04
4	1:59	2:05	0:06	0	0:00	0:00
5	3:35	3:39	0:04	0	0:00	0:00
6	4:25	4:31	0:06	0	0:00	0:00
7	4:33	4:38	0:05	0	0:00	0:00
8	8:26	8:32	0:06	0	0:00	0:00
9	8:34	8:40	0:06	3	8:47	0:02
10	11:04	11:10	0:06	0	0:00	0:00
11	11:13	11:17	0:04	0	0:00	0:00
12	11:47	11:52	0:05	0	0:00	0:00
13	11:53	11:58	0:05	2	12:04	0:03
14	13:11	13:16	0:05	1	13:19	0:03
15	13:26	13:33	0:07	0	0:00	0:00
16	15:50	15:55	0:05	2	16:01	0:03
17	16:29	16:36	0:07	0	0:00	0:00
18	17:03	17:08	0:05	0	0:00	0:00
19	18:32	18:38	0:06	2	18:43	0:02
20	18:59	19:04	0:05	0	0:00	0:00
21	19:07	19:13	0:06	1	19:15	0:02
22	20:50	20:55	0:05	1	20:59	0:04
23	22:05	22:09	0:04	0	0:00	0:00
24	23:22	23:27	0:05	0	0:00	0:00
25	23:30	23:35	0:05	0	0:00	0:00
26	24:04	24:09	0:05	4	24:18	0:02
27	25:32	25:37	0:05	0	0:00	0:00
28	25:39	25:43	0:04	0	0:00	0:00
29	25:52	25:57	0:05	0	0:00	0:00
30	26:01	26:05	0:04	0	0:00	0:00
31	28:03	28:09	0:06	4	28:22	0:03
32	28:28	28:33	0:05	0	0:00	0:00
33	28:37	28:42	0:05	0	0:00	0:00

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: SR 50			Speed: 45 MPH		
WBL	Minor Street: Rouse Lake Road (Walmart)			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
34	29:05	29:10	0:05	1	29:22	0:12
35	30:47	30:53	0:06	0	0:00	0:00
36	31:00	31:07	0:07	0	0:00	0:00
37	31:13	31:18	0:05	0	0:00	0:00
38	33:23	33:29	0:06	1	33:31	0:02
39	34:15	34:20	0:05	0	0:00	0:00
40	35:42	35:47	0:05	0	0:00	0:00
41	35:58	36:02	0:04	0	0:00	0:00
42	38:17	38:22	0:05	1	38:23	0:01
43	38:25	38:31	0:06	2	38:38	0:03
44	39:14	39:18	0:04	1	39:30	0:12
45	39:33	39:37	0:04	1	39:40	0:03
46	40:28	40:33	0:05	0	0:00	0:00
47	40:33	40:39	0:06	1	40:43	0:04
48	40:58	41:03	0:05	0	0:00	0:00
49	42:03	42:07	0:04	0	0:00	0:00
50	43:14	43:19	0:05	0	0:00	0:00
51	43:48	43:54	0:06	0	0:00	0:00
52	44:08	44:12	0:04	0	0:00	0:00
53	45:38	45:45	0:07	3	45:53	0:02
54	45:52	45:59	0:07	0	0:00	0:00
55	46:02	46:09	0:07	2	46:13	0:02
56	46:25	46:30	0:05	0	0:00	0:00
57	46:33	46:37	0:04	0	0:00	0:00
58	46:38	46:44	0:06	0	0:00	0:00
59	46:46	46:51	0:05	0	0:00	0:00
60	48:20	48:24	0:04	1	48:28	0:04
61	48:57	49:05	0:08	2	49:13	0:04
62	49:25	49:31	0:06	0	0:00	0:00
63	50:45	50:50	0:05	4	51:07	0:04
64	51:49	51:54	0:05	0	0:00	0:00
65	51:56	52:01	0:05	2	52:06	0:02
66	52:57	53:02	0:05	1	53:04	0:02
67	53:10	53:15	0:05	0	0:00	0:00
68	53:54	53:58	0:04	0	0:00	0:00
69	55:57	56:03	0:06	0	0:00	0:00
70	56:46	56:51	0:05	1	56:52	0:01
71	58:05	58:11	0:06	0	0:00	0:00
72	58:16	58:25	0:09	0	0:00	0:00
73	58:46	58:51	0:05	0	0:00	0:00
74	59:13	59:18	0:05	0	0:00	0:00

Table 192 Five-section Head Intersection # 3 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Curry Ford Road			Speed: 45 MPH		
	Minor Street: Chickasaw Trail			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	1:04	1:09	0:05	0	0:00	0:00
2	5:33	5:43	0:10	4	5:53	0:02
3	8:10	8:14	0:04	0	0:00	0:00
4	10:21	10:27	0:06	2	10:39	0:06
5	12:44	12:48	0:04	0	0:00	0:00
6	15:00	15:05	0:05	1	15:08	0:03
7	17:18	17:22	0:04	0	0:00	0:00
8	22:06	22:11	0:05	1	22:14	0:03
9	31:18	31:26	0:08	0	0:00	0:00
10	31:28	31:34	0:06	0	0:00	0:00
11	33:45	33:53	0:08	0	0:00	0:00
12	38:27	38:31	0:04	2	38:36	0:02
13	40:35	40:39	0:04	0	0:00	0:00
14	54:42	54:47	0:05	2	54:54	0:03
15	56:46	56:51	0:05	0	0:00	0:00
16	59:25	59:30	0:05	1	59:32	0:02

Table 193 Five-section Head Intersection # 3 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Curry Ford Road			Speed: 45 MPH		
SBL	Minor Street: Chickasaw Trail			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	2:26	2:31	0:05	0	0:00	0:00
2	4:45	4:50	0:05	1	4:53	0:03
3	7:33	7:36	0:03	0	0:00	0:00
4	14:19	14:25	0:06	1	14:29	0:04
5	14:31	14:38	0:07	0	0:00	0:00
6	16:43	16:48	0:05	0	0:00	0:00
7	16:51	16:55	0:04	1	16:57	0:02
8	30:45	30:50	0:05	1	30:53	0:03
9	35:22	35:27	0:05	0	0:00	0:00
10	39:48	39:52	0:04	0	0:00	0:00
11	40:03	40:07	0:04	0	0:00	0:00
12	42:17	42:23	0:06	5	42:34	0:02
13	44:43	44:48	0:05	1	44:50	0:02
14	46:58	47:04	0:06	1	47:07	0:03
15	49:25	49:29	0:04	0	0:00	0:00
16	51:41	51:49	0:08	2	51:54	0:02
17	53:56	54:03	0:07	2	54:10	0:03
18	58:42	58:49	0:07	0	0:00	0:00

Table 194 Five-section Head Intersection # 3 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Curry Ford Road			Speed: 45 MPH		
SBL	Minor Street: Chickasaw Trail			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	2:33	2:37	0:04	0	0:00	0:00
2	2:38	2:41	0:03	1	2:44	0:03
3	4:47	4:53	0:06	0	0:00	0:00
4	9:29	9:36	0:07	1	9:38	0:02
5	9:38	9:42	0:04	1	9:44	0:02
6	14:25	14:32	0:07	1	14:34	0:02
7	19:11	19:15	0:04	0	0:00	0:00
8	21:35	21:38	0:03	0	0:00	0:00
9	23:34	23:43	0:09	0	0:00	0:00
10	23:43	23:48	0:05	0	0:00	0:00
11	25:45	25:49	0:04	1	25:53	0:04
12	30:26	30:35	0:09	0	0:00	0:00
13	32:59	33:04	0:05	0	0:00	0:00
14	33:08	33:12	0:04	0	0:00	0:00
15	33:14	33:19	0:05	1	33:23	0:04
16	35:14	35:18	0:04	0	0:00	0:00
17	35:27	35:32	0:05	0	0:00	0:00
18	40:03	40:08	0:05	2	40:11	0:01
19	44:26	44:30	0:04	0	0:00	0:00
20	44:42	44:46	0:04	0	0:00	0:00
21	47:01	47:09	0:08	0	0:00	0:00
22	47:14	47:22	0:08	0	0:00	0:00
23	49:22	49:26	0:04	1	49:28	0:02
24	49:32	49:37	0:05	0	0:00	0:00

Table 195 Five-section Head Intersection # 3 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Curry Ford Road			Speed: 45 MPH		
SBL	Minor Street: Chickasaw Trail			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	1:52	1:59	0:07	1	2:03	0:04
2	5:43	5:48	0:05	1	5:50	0:02
3	6:07	6:11	0:04	0	0:00	0:00
4	7:56	8:02	0:06	2	8:06	0:02
5	9:47	9:52	0:05	0	0:00	0:00
6	9:54	9:57	0:03	0	0:00	0:00
7	9:59	10:02	0:03	0	0:00	0:00
8	12:06	12:13	0:07	1	12:15	0:02
9	15:50	15:56	0:06	1	15:59	0:03
10	19:46	20:00	0:14	2	20:04	0:02
11	20:20	20:23	0:03	0	0:00	0:00
12	21:52	21:56	0:04	0	0:00	0:00
13	21:59	22:01	0:02	0	0:00	0:00
14	22:03	22:06	0:03	1	22:08	0:02
15	22:14	22:17	0:03	0	0:00	0:00
16	27:53	27:58	0:05	0	0:00	0:00
17	28:04	28:08	0:04	0	0:00	0:00
18	29:57	30:00	0:03	2	30:06	0:03
19	30:08	30:12	0:04	0	0:00	0:00
20	30:17	30:23	0:06	0	0:00	0:00
21	33:54	33:59	0:05	0	0:00	0:00
22	35:51	35:57	0:06	1	35:59	0:02
23	37:55	38:01	0:06	0	0:00	0:00
24	38:11	38:15	0:04	0	0:00	0:00
25	39:47	39:56	0:09	0	0:00	0:00
26	39:57	40:00	0:03	0	0:00	0:00
27	40:18	40:21	0:03	0	0:00	0:00
28	41:56	42:01	0:05	0	0:00	0:00
29	42:11	42:14	0:03	0	0:00	0:00
30	42:22	42:25	0:03	0	0:00	0:00
31	43:53	44:00	0:07	1	44:02	0:02
32	45:52	45:56	0:04	0	0:00	0:00
33	46:02	46:05	0:03	0	0:00	0:00
34	47:59	48:04	0:05	0	0:00	0:00
35	48:05	48:08	0:03	0	0:00	0:00
36	49:53	49:58	0:05	0	0:00	0:00
37	51:56	52:00	0:04	2	52:06	0:03
38	52:14	52:19	0:05	0	0:00	0:00
39	53:53	53:58	0:05	0	0:00	0:00
40	53:57	54:03	0:06	0	0:00	0:00
41	58:00	58:04	0:04	2	58:09	0:02

Table 196 Five-section Head Intersection # 3 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Curry Ford Road			Speed: 45 MPH		
SBL	Minor Street: Chickasaw Trail			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	4:05	4:15	0:10	0	0:00	0:00
2	4:21	4:29	0:08	0	0:00	0:00
3	6:11	6:21	0:10	0	0:00	0:00
4	6:22	6:28	0:06	3	6:37	0:03
5	12:06	12:15	0:09	0	0:00	0:00
6	14:08	14:14	0:06	1	14:16	0:02
7	17:59	18:08	0:09	3	18:14	0:02
8	20:12	20:17	0:05	1	20:20	0:03
9	22:05	22:14	0:09	1	22:16	0:02
10	22:18	22:24	0:06	3	22:32	0:02
11	24:08	24:17	0:09	0	0:00	0:00
12	24:19	24:24	0:05	0	0:00	0:00
13	26:09	26:15	0:06	0	0:00	0:00
14	26:17	26:21	0:04	0	0:00	0:00
15	29:57	30:04	0:07	0	0:00	0:00
16	34:03	34:09	0:06	0	0:00	0:00
17	36:02	36:11	0:09	0	0:00	0:00
18	40:24	40:30	0:06	0	0:00	0:00
19	44:07	44:11	0:04	0	0:00	0:00
20	46:22	46:31	0:09	0	0:00	0:00
21	48:15	48:20	0:05	0	0:00	0:00
22	50:01	50:09	0:08	2	50:14	0:02
23	51:56	52:08	0:12	0	0:00	0:00
24	56:21	56:29	0:08	1	56:30	0:01

Table 197 Five-section Head Intersection # 3 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Curry Ford Road			Speed: 45 MPH		
SBL	Minor Street: Chickasaw Trail			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	4:24	4:31	0:07	2	4:36	0:02
2	6:06	6:15	0:09	1	6:17	0:02
3	6:18	6:23	0:05	0	0:00	0:00
4	9:56	10:07	0:11	1	10:10	0:03
5	10:13	10:18	0:05	0	0:00	0:00
6	10:19	10:23	0:04	0	0:00	0:00
7	12:06	12:11	0:05	0	0:00	0:00
8	14:29	14:34	0:05	1	14:36	0:02
9	16:03	16:17	0:14	0	0:00	0:00
10	16:27	16:31	0:04	0	0:00	0:00
11	22:06	22:10	0:04	0	0:00	0:00
12	26:08	26:16	0:08	0	0:00	0:00
13	30:08	30:14	0:06	0	0:00	0:00
14	32:24	32:29	0:05	0	0:00	0:00
15	34:13	34:17	0:04	0	0:00	0:00
16	36:17	36:23	0:06	1	36:25	0:02
17	38:18	38:23	0:05	0	0:00	0:00
18	40:30	40:35	0:05	0	0:00	0:00
19	42:04	42:10	0:06	1	42:13	0:03
20	42:12	42:17	0:05	2	42:23	0:03
21	42:27	42:31	0:04	0	0:00	0:00
22	44:15	44:22	0:07	2	44:27	0:02
23	45:56	46:04	0:08	0	0:00	0:00
24	46:10	46:14	0:04	0	0:00	0:00
25	48:11	48:17	0:06	0	0:00	0:00
26	48:15	48:21	0:06	3	48:28	0:02
27	52:07	52:13	0:06	0	0:00	0:00
28	52:21	52:25	0:04	0	0:00	0:00
29	53:56	54:05	0:09	0	0:00	0:00
30	54:09	54:15	0:06	1	54:18	0:03
31	56:06	56:12	0:06	1	56:14	0:02
32	56:25	56:29	0:04	0	0:00	0:00
33	57:59	58:05	0:06	0	0:00	0:00
34	58:13	58:21	0:08	1	58:23	0:02

Table 198 Five-section Head Intersection # 3 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Curry Ford Road			Speed: 45 MPH		
SBL	Minor Street: Chickasaw Trail			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	2:33	2:37	0:04	0	0:00	0:00
2	2:38	2:41	0:03	1	2:44	0:03
3	4:47	4:53	0:06	0	0:00	0:00
4	9:29	9:36	0:07	1	9:38	0:02
5	9:38	9:42	0:04	1	9:44	0:02
6	14:25	14:32	0:07	1	14:34	0:02
7	19:11	19:15	0:04	0	0:00	0:00
8	21:35	21:38	0:03	0	0:00	0:00
9	23:34	23:43	0:09	0	0:00	0:00
10	23:43	23:48	0:05	0	0:00	0:00
11	25:45	25:49	0:04	1	25:53	0:04
12	30:26	30:35	0:09	0	0:00	0:00
13	32:59	33:04	0:05	0	0:00	0:00
14	33:08	33:12	0:04	0	0:00	0:00
15	33:14	33:19	0:05	1	33:23	0:04
16	35:14	35:18	0:04	0	0:00	0:00
17	35:27	35:32	0:05	0	0:00	0:00
18	40:03	40:08	0:05	2	40:11	0:01
19	44:26	44:30	0:04	0	0:00	0:00
20	44:42	44:46	0:04	0	0:00	0:00
21	47:01	47:09	0:08	0	0:00	0:00
22	47:14	47:22	0:08	0	0:00	0:00
23	49:22	49:26	0:04	1	49:28	0:02
24	49:32	49:37	0:05	0	0:00	0:00

Table 199 Five-section Head Intersection # 3 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Curry Ford Road			Speed: 45 MPH		
SBL	Minor Street: Chickasaw Trail			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	8:44	8:48	0:04	0	0:00	0:00
2	8:49	8:56	0:07	0	0:00	0:00
3	15:49	15:56	0:07	0	0:00	0:00
4	20:34	20:39	0:05	1	20:41	0:02
5	20:54	21:02	0:08	1	21:04	0:02
6	22:58	23:04	0:06	0	0:00	0:00
7	23:19	23:23	0:04	0	0:00	0:00
8	25:39	25:43	0:04	0	0:00	0:00
9	27:40	27:45	0:05	0	0:00	0:00
10	27:58	28:01	0:03	0	0:00	0:00
11	32:25	32:29	0:04	0	0:00	0:00
12	32:39	32:44	0:05	0	0:00	0:00
13	34:58	35:03	0:05	0	0:00	0:00
14	37:14	37:18	0:04	1	37:20	0:02
15	39:17	39:21	0:04	0	0:00	0:00
16	41:34	41:38	0:04	2	41:42	0:02
17	44:21	44:25	0:04	0	0:00	0:00
18	46:29	46:33	0:04	0	0:00	0:00
19	48:30	48:34	0:04	0	0:00	0:00
20	51:16	51:21	0:05	0	0:00	0:00
21	57:55	57:59	0:04	0	0:00	0:00

Table 200 Five-section Head Intersection # 3 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Curry Ford Road			Speed: 45 MPH		
SBL	Minor Street: Chickasaw Trail			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	4:09	4:14	0:05	0	0:00	0:00
2	10:55	11:08	0:13	4	11:15	0:01
3	13:28	13:34	0:06	1	13:35	0:01
4	18:12	18:17	0:05	0	0:00	0:00
5	20:21	20:27	0:06	1	20:28	0:01
6	22:26	22:39	0:13	0	0:00	0:00
7	27:14	27:22	0:08	0	0:00	0:00
8	27:19	27:26	0:07	2	27:32	0:03
9	34:02	34:14	0:12	0	0:00	0:00
10	41:20	41:26	0:06	0	0:00	0:00
11	45:46	45:52	0:06	0	0:00	0:00
12	48:00	48:11	0:11	0	0:00	0:00
13	50:27	50:34	0:07	0	0:00	0:00
14	52:55	53:01	0:06	0	0:00	0:00
15	57:29	57:36	0:07	0	0:00	0:00
16	57:36	57:41	0:05	0	0:00	0:00
17	57:44	57:49	0:05	0	0:00	0:00

Table 201 Five-section Head Intersection # 4 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Avalon Park Boulevard			Speed: 45 MPH		
NBL	Minor Street: Waterford Chase Parkway			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn	Follow-Up Time
1	0:27	0:30	0:03	0	0:00	0:00
2	0:35	0:38	0:03	0	0:00	0:00
3	0:40	0:43	0:03	0	0:00	0:00
4	0:57	1:06	0:09	2	1:10	0:02
5	1:18	1:26	0:08	3	1:32	0:02
6	3:10	3:15	0:05	0	0:00	0:00
7	3:28	3:31	0:03	0	0:00	0:00
8	4:41	4:46	0:05	1	4:48	0:02
9	4:56	5:02	0:06	2	5:07	0:02
10	5:08	5:11	0:03	0	0:00	0:00
11	6:17	6:20	0:03	0	0:00	0:00
12	6:28	6:37	0:09	2	6:40	0:01
13	6:46	6:58	0:12	0	0:00	0:00
14	8:05	8:09	0:04	0	0:00	0:00
15	8:26	8:31	0:05	0	0:00	0:00
16	8:37	8:42	0:05	2	8:47	0:02
17	8:46	9:00	0:14	0	0:00	0:00
18	9:29	9:33	0:04	0	0:00	0:00
19	9:38	9:41	0:03	0	0:00	0:00
20	9:47	9:51	0:04	0	0:00	0:00
21	10:01	10:05	0:04	0	0:00	0:00
22	10:16	10:24	0:08	1	10:26	0:02
23	12:08	12:12	0:04	1	12:14	0:02
24	12:24	12:30	0:06	2	12:36	0:03
25	12:36	12:40	0:04	0	0:00	0:00
26	12:59	13:06	0:07	0	0:00	0:00
27	13:08	13:12	0:04	0	0:00	0:00
28	13:55	14:05	0:10	0	0:00	0:00
29	14:14	14:20	0:06	2	14:24	0:02
30	14:25	14:28	0:03	2	14:32	0:02
31	15:52	15:56	0:04	0	0:00	0:00
32	16:07	16:13	0:06	1	16:15	0:02
33	17:14	17:24	0:10	0	0:00	0:00
34	17:27	17:30	0:03	0	0:00	0:00
35	18:00	18:04	0:04	0	0:00	0:00
36	18:09	18:15	0:06	0	0:00	0:00
37	19:05	19:10	0:05	0	0:00	0:00
38	19:10	19:15	0:05	1	19:17	0:02
39	19:27	19:34	0:07	0	0:00	0:00
40	19:38	19:44	0:06	0	0:00	0:00

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street Avalon Park Boulevard			Speed: 45 MPH		
NBL	Minor Street Waterford Chase Parkway			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn	Follow-Up Time
41	21:23	21:28	0:05	1	21:31	0:03
42	21:33	21:43	0:10	1	21:45	0:02
43	21:46	21:52	0:06	0	0:00	0:00
44	21:51	21:56	0:05	0	0:00	0:00
45	22:37	22:43	0:06	0	0:00	0:00
46	22:44	22:47	0:03	0	0:00	0:00
47	22:54	22:58	0:04	0	0:00	0:00
48	23:05	23:10	0:05	0	0:00	0:00
49	23:10	23:14	0:04	0	0:00	0:00
50	23:14	23:26	0:12	0	0:00	0:00
51	23:31	23:37	0:06	0	0:00	0:00
52	23:37	23:41	0:04	0	0:00	0:00
53	24:56	25:00	0:04	0	0:00	0:00
54	25:05	25:12	0:07	1	25:14	0:02
55	25:33	25:37	0:04	0	0:00	0:00
56	25:37	25:40	0:03	0	0:00	0:00
57	25:43	25:48	0:05	0	0:00	0:00
58	26:26	26:33	0:07	0	0:00	0:00
59	26:39	26:49	0:10	0	0:00	0:00
60	26:46	26:58	0:12	0	0:00	0:00
61	27:00	27:03	0:03	0	0:00	0:00
62	27:07	27:14	0:07	0	0:00	0:00
63	28:03	28:07	0:04	1	28:10	0:03
64	28:11	28:24	0:13	2	28:28	0:02
65	28:31	28:35	0:04	0	0:00	0:00
66	28:42	28:45	0:03	0	0:00	0:00
67	28:50	28:56	0:06	0	0:00	0:00
68	30:32	30:39	0:07	1	30:41	0:02
69	31:00	31:03	0:03	0	0:00	0:00
70	31:41	31:45	0:04	0	0:00	0:00
71	31:52	31:56	0:04	1	31:58	0:02
72	32:05	32:08	0:03	0	0:00	0:00
73	32:18	32:21	0:03	0	0:00	0:00
74	32:34	32:40	0:06	1	32:42	0:02
75	34:13	34:17	0:04	1	34:18	0:01
76	34:31	34:36	0:05	0	0:00	0:00
77	34:36	34:40	0:04	0	0:00	0:00
78	35:36	35:44	0:08	0	0:00	0:00
79	35:48	35:52	0:04	0	0:00	0:00
80	35:53	36:00	0:07	3	36:07	0:02
81	36:08	36:17	0:09	0	0:00	0:00
82	37:39	37:44	0:05	1	37:46	0:02
83	37:46	37:51	0:05	0	0:00	0:00
84	38:45	38:51	0:06	2	38:56	0:02
85	39:03	39:14	0:11	2	39:18	0:02
86	39:25	39:30	0:05	0	0:00	0:00
87	39:48	39:53	0:05	1	39:55	0:02
88	39:58	40:01	0:03	0	0:00	0:00
89	40:08	40:14	0:06	0	0:00	0:00
90	41:17	41:21	0:04	0	0:00	0:00

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Avalon Park Boulevard			Speed: 45 MPH		
NBL	Minor Street: Waterford Chase Parkway			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn	Follow-Up Time
91	41:27	41:33	0:06	1	41:35	0:02
92	41:36	41:39	0:03	0	0:00	0:00
93	41:51	41:57	0:06	2	42:01	0:02
94	42:14	42:17	0:03	0	0:00	0:00
95	43:24	43:30	0:06	0	0:00	0:00
96	43:35	43:39	0:04	0	0:00	0:00
97	45:17	45:24	0:07	0	0:00	0:00
98	45:42	45:45	0:03	0	0:00	0:00
99	46:40	46:43	0:03	0	0:00	0:00
100	46:48	46:52	0:04	0	0:00	0:00
101	48:27	48:33	0:06	0	0:00	0:00
102	48:33	48:37	0:04	1	48:39	0:02
103	48:51	49:00	0:09	1	49:02	0:02
104	50:22	50:27	0:05	1	50:30	0:03
105	50:30	50:33	0:03	0	0:00	0:00
106	50:34	50:47	0:13	0	0:00	0:00
107	50:53	50:59	0:06	1	51:00	0:01
108	50:58	51:04	0:06	2	51:09	0:02
109	51:10	51:16	0:06	0	0:00	0:00
110	51:51	51:56	0:05	3	52:04	0:02
111	52:41	52:45	0:04	0	0:00	0:00
112	52:45	52:52	0:07	0	0:00	0:00
113	52:55	52:59	0:04	0	0:00	0:00
114	54:00	54:07	0:07	0	0:00	0:00
115	54:07	54:12	0:05	1	54:15	0:03
116	54:15	54:20	0:05	2	54:24	0:02
117	54:28	54:33	0:05	1	54:36	0:03
118	55:19	55:23	0:04	0	0:00	0:00
119	55:23	55:31	0:08	0	0:00	0:00
120	56:00	56:09	0:09	2	56:14	0:02
121	56:14	56:20	0:06	2	56:24	0:02
122	56:24	56:30	0:06	0	0:00	0:00
123	57:42	57:48	0:06	0	0:00	0:00
124	59:35	59:41	0:06	1	59:43	0:02
125	59:51	59:57	0:06	1	59:59	0:02

Table 202 Five-section Head Intersection # 4 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Avalon Park Boulevard			Speed: 45 MPH		
NBL	Minor Street: Waterford Chase Parkway			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn	Follow-Up Time
1	1:16	1:21	0:05	0	0:00	0:00
2	1:26	1:30	0:04	2	1:35	0:02
3	2:06	2:10	0:04	1	2:12	0:02
4	3:45	3:50	0:05	0	0:00	0:00
5	3:54	4:02	0:08	0	0:00	0:00
6	5:08	5:12	0:04	0	0:00	0:00
7	5:21	5:26	0:05	4	5:34	0:02
8	5:34	5:38	0:04	1	5:40	0:02
9	5:42	5:48	0:06	0	0:00	0:00
10	6:43	6:47	0:04	2	6:50	0:01
11	7:03	7:11	0:08	1	7:14	0:03
12	7:14	7:18	0:04	0	0:00	0:00
13	7:24	7:29	0:05	0	0:00	0:00
14	8:38	8:44	0:06	0	0:00	0:00
15	9:05	9:11	0:06	0	0:00	0:00
16	9:24	9:31	0:07	0	0:00	0:00
17	10:07	10:14	0:07	1	10:16	0:02
18	10:27	10:34	0:07	1	10:37	0:03
19	10:41	10:44	0:03	0	0:00	0:00
20	10:45	10:50	0:05	0	0:00	0:00
21	11:01	11:10	0:09	0	0:00	0:00
22	11:11	11:14	0:03	0	0:00	0:00
23	12:02	12:13	0:11	3	12:20	0:02
24	12:27	12:32	0:05	0	0:00	0:00
25	12:31	12:38	0:07	0	0:00	0:00
26	12:47	12:51	0:04	0	0:00	0:00
27	12:59	13:02	0:03	0	0:00	0:00
28	13:48	13:56	0:08	0	0:00	0:00
29	14:01	14:05	0:04	0	0:00	0:00
30	14:34	14:37	0:03	1	14:40	0:03

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Avalon Park Boulevard			Speed: 45 MPH		
NBL	Minor Street: Waterford Chase Parkway			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn	Follow-Up Time
31	14:40	14:44	0:04	0	0:00	0:00
32	14:45	14:48	0:03	0	0:00	0:00
33	16:11	16:15	0:04	1	16:17	0:02
34	16:17	16:23	0:06	0	0:00	0:00
35	16:33	16:37	0:04	0	0:00	0:00
36	16:39	16:43	0:04	0	0:00	0:00
37	16:50	16:53	0:03	0	0:00	0:00
38	17:25	17:30	0:05	0	0:00	0:00
39	17:32	17:38	0:06	0	0:00	0:00
40	17:45	17:49	0:04	1	17:52	0:03
41	17:54	18:01	0:07	3	18:07	0:02
42	19:50	19:56	0:06	0	0:00	0:00
43	19:56	20:00	0:04	0	0:00	0:00
44	20:07	20:12	0:05	2	20:18	0:03
45	20:27	20:31	0:04	0	0:00	0:00
46	21:27	21:32	0:05	0	0:00	0:00
47	21:42	21:46	0:04	0	0:00	0:00
48	21:46	21:51	0:05	2	21:55	0:02
49	22:04	22:07	0:03	0	0:00	0:00
50	22:08	22:13	0:05	2	22:17	0:02
51	22:23	22:26	0:03	0	0:00	0:00
52	23:51	23:56	0:05	1	23:58	0:02
53	24:00	24:07	0:07	0	0:00	0:00
54	24:11	24:14	0:03	0	0:00	0:00
55	25:03	25:06	0:03	0	0:00	0:00
56	25:17	25:20	0:03	2	25:24	0:02
57	25:36	25:44	0:08	0	0:00	0:00
58	25:44	25:49	0:05	2	25:53	0:02
59	27:19	27:22	0:03	0	0:00	0:00
60	27:22	27:26	0:04	3	27:34	0:02
61	27:34	27:37	0:03	0	0:00	0:00
62	27:38	27:42	0:04	0	0:00	0:00
63	28:51	28:56	0:05	1	28:58	0:02
64	28:59	29:07	0:08	0	0:00	0:00
65	29:10	29:14	0:04	0	0:00	0:00
66	29:38	29:43	0:05	0	0:00	0:00
67	30:13	30:18	0:05	0	0:00	0:00
68	30:30	30:36	0:06	0	0:00	0:00
69	30:42	30:49	0:07	3	30:55	0:02
70	31:14	31:19	0:05	0	0:00	0:00

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Avalon Park Boulevard			Speed: 45 MPH		
NBL	Minor Street: Waterford Chase Parkway			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn	Follow-Up Time
71	32:15	32:19	0:04	0	0:00	0:00
72	33:07	33:14	0:07	3	33:20	0:02
73	33:20	33:24	0:04	0	0:00	0:00
74	34:27	34:37	0:10	1	34:39	0:02
75	34:40	34:45	0:05	0	0:00	0:00
76	34:52	34:56	0:04	0	0:00	0:00
77	35:08	35:12	0:04	0	0:00	0:00
78	36:34	36:40	0:06	0	0:00	0:00
79	36:48	36:53	0:05	1	36:56	0:03
80	36:59	37:02	0:03	1	37:04	0:02
81	37:50	37:54	0:04	0	0:00	0:00
82	37:54	37:58	0:04	0	0:00	0:00
83	38:19	38:24	0:05	0	0:00	0:00
84	38:25	38:34	0:09	0	0:00	0:00
85	38:45	38:49	0:04	0	0:00	0:00
86	39:54	39:58	0:04	0	0:00	0:00
87	40:37	40:41	0:04	0	0:00	0:00
88	41:49	41:52	0:03	0	0:00	0:00
89	41:52	41:56	0:04	0	0:00	0:00
90	42:01	42:04	0:03	0	0:00	0:00
91	45:23	45:31	0:08	1	45:33	0:02
92	45:54	45:59	0:05	0	0:00	0:00
93	46:07	46:12	0:05	0	0:00	0:00
94	47:05	47:09	0:04	2	47:13	0:02
95	47:18	47:25	0:07	1	47:28	0:03
96	47:47	47:52	0:05	0	0:00	0:00
97	48:00	48:05	0:05	0	0:00	0:00
98	48:58	49:01	0:03	0	0:00	0:00
99	49:05	49:08	0:03	0	0:00	0:00
100	52:51	52:59	0:08	5	53:10	0:02
101	53:09	53:17	0:08	1	53:19	0:02
102	53:27	53:32	0:05	0	0:00	0:00
103	54:28	54:34	0:06	0	0:00	0:00
104	54:50	54:56	0:06	0	0:00	0:00
105	56:34	56:40	0:06	0	0:00	0:00
106	56:42	56:46	0:04	0	0:00	0:00
107	57:06	57:13	0:07	0	0:00	0:00
108	58:04	58:11	0:07	0	0:00	0:00
109	58:32	58:37	0:05	1	58:39	0:02
110	58:48	58:52	0:04	0	0:00	0:00
111	58:59	59:03	0:04	1	59:05	0:02

Table 203 Five-section Head Intersection # 4 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Avalon Park Boulevard			Speed: 45 MPH		
NBL	Minor Street: Waterford Chase Parkway			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn	Follow-Up Time
1	0:03	0:07	0:04	0	0:00	0:00
2	0:12	0:15	0:03	1	0:17	0:02
3	0:27	0:30	0:03	0	0:00	0:00
4	0:33	0:38	0:05	0	0:00	0:00
5	0:48	0:52	0:04	1	0:54	0:02
6	1:57	2:00	0:03	1	2:03	0:03
7	2:13	2:16	0:03	0	0:00	0:00
8	2:26	2:29	0:03	0	0:00	0:00
9	2:32	2:37	0:05	1	2:40	0:03
10	3:56	4:00	0:04	0	0:00	0:00
11	4:15	4:18	0:03	0	0:00	0:00
12	5:24	5:27	0:03	0	0:00	0:00
13	5:41	5:44	0:03	0	0:00	0:00
14	5:46	5:50	0:04	0	0:00	0:00
15	6:11	6:15	0:04	0	0:00	0:00
16	7:28	7:32	0:04	4	7:41	0:02
17	7:44	7:47	0:03	0	0:00	0:00
18	8:10	8:14	0:04	0	0:00	0:00
19	9:19	9:23	0:04	1	9:25	0:02
20	9:35	9:39	0:04	0	0:00	0:00
21	9:43	9:47	0:04	1	9:50	0:03
22	10:57	11:00	0:03	1	11:02	0:02
23	11:04	11:08	0:04	0	0:00	0:00
24	11:09	11:13	0:04	0	0:00	0:00
25	11:46	11:48	0:02	0	0:00	0:00
26	12:47	12:51	0:04	1	12:53	0:02
27	13:00	13:03	0:03	1	13:05	0:02
28	13:37	13:40	0:03	0	0:00	0:00
29	14:20	14:24	0:04	0	0:00	0:00
30	14:36	14:39	0:03	1	14:41	0:02
31	14:41	14:45	0:04	1	14:47	0:02
32	15:07	15:10	0:03	1	15:12	0:02
33	16:25	16:30	0:05	0	0:00	0:00
34	16:43	16:48	0:05	0	0:00	0:00
35	16:50	16:53	0:03	1	16:57	0:04

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Avalon Park Boulevard			Speed: 45 MPH		
NBL	Minor Street: Waterford Chase Parkway			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn	Follow-Up Time
36	18:48	18:52	0:04	0	0:00	0:00
37	18:52	18:56	0:04	0	0:00	0:00
38	19:01	19:06	0:05	0	0:00	0:00
39	19:12	19:16	0:04	0	0:00	0:00
40	19:18	19:22	0:04	0	0:00	0:00
41	19:31	19:34	0:03	0	0:00	0:00
42	19:46	19:49	0:03	0	0:00	0:00
43	20:24	20:27	0:03	0	0:00	0:00
44	22:06	22:12	0:06	1	22:14	0:02
45	22:24	22:28	0:04	0	0:00	0:00
46	22:28	22:32	0:04	0	0:00	0:00
47	22:49	22:52	0:03	0	0:00	0:00
48	24:12	24:16	0:04	3	24:22	0:02
49	25:45	25:48	0:03	0	0:00	0:00
50	25:51	25:55	0:04	0	0:00	0:00
51	25:56	25:59	0:03	0	0:00	0:00
52	26:05	26:09	0:04	2	26:13	0:02
53	26:22	26:26	0:04	0	0:00	0:00
54	26:31	26:34	0:03	0	0:00	0:00
55	27:18	27:21	0:03	0	0:00	0:00
56	27:52	27:56	0:04	2	28:02	0:03
57	28:04	28:08	0:04	2	28:13	0:02
58	28:22	28:26	0:04	0	0:00	0:00
59	29:17	29:20	0:03	1	29:21	0:01
60	29:25	29:28	0:03	0	0:00	0:00
61	29:31	29:34	0:03	0	0:00	0:00
62	31:29	31:33	0:04	0	0:00	0:00
63	31:37	31:41	0:04	0	0:00	0:00
64	31:43	31:48	0:05	1	31:50	0:02
65	33:30	33:35	0:05	1	33:37	0:02
66	33:38	33:42	0:04	1	33:46	0:04
67	34:58	35:04	0:06	0	0:00	0:00
68	35:15	35:18	0:03	1	35:19	0:01
69	35:36	35:39	0:03	0	0:00	0:00
70	36:47	36:51	0:04	0	0:00	0:00

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street			Speed:		
NBL	Avalon Park Boulevard			45 MPH		
	Minor Street	Geometry:		4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn	Follow-Up Time
71	37:05	37:11	0:06	1	37:12	0:01
72	37:12	37:18	0:06	0	0:00	0:00
73	37:24	37:27	0:03	2	37:33	0:03
74	38:39	38:43	0:04	0	0:00	0:00
75	38:55	38:59	0:04	0	0:00	0:00
76	39:22	39:25	0:03	0	0:00	0:00
77	40:20	40:24	0:04	0	0:00	0:00
78	40:28	40:31	0:03	0	0:00	0:00
79	40:51	40:55	0:04	0	0:00	0:00
80	41:13	41:17	0:04	0	0:00	0:00
81	42:31	42:36	0:05	1	42:40	0:04
82	42:43	42:48	0:05	0	0:00	0:00
83	44:42	44:47	0:05	1	44:48	0:01
84	45:40	45:44	0:04	0	0:00	0:00
85	46:12	46:17	0:05	1	46:19	0:02
86	46:20	46:25	0:05	2	46:28	0:01
87	48:22	48:26	0:04	0	0:00	0:00
88	48:29	48:33	0:04	0	0:00	0:00
89	49:28	49:32	0:04	1	49:36	0:04
90	49:44	49:47	0:03	0	0:00	0:00
91	51:24	51:29	0:05	1	51:31	0:02
92	51:44	51:48	0:04	2	51:53	0:02
93	53:50	53:55	0:05	0	0:00	0:00
94	54:58	55:02	0:04	3	55:11	0:03
95	55:31	55:36	0:05	4	55:47	0:02
96	57:07	57:11	0:04	5	57:20	0:01
97	57:26	57:30	0:04	1	57:32	0:02
98	58:04	58:08	0:04	0	0:00	0:00
99	59:06	59:10	0:04	0	0:00	0:00
100	59:28	59:32	0:04	1	59:34	0:02
101	59:40	59:43	0:03	0	0:00	0:00

Table 204 Five-section Head Intersection # 4 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Avalon Park Boulevard			Speed: 45 MPH		
NBL	Minor Street: Waterford Chase Parkway			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn	Follow-Up Time
1	0:50	0:55	0:05	0	0:00	0:00
2	0:56	1:03	0:07	0	0:00	0:00
3	1:12	1:18	0:06	0	0:00	0:00
4	2:22	2:32	0:10	1	2:34	0:02
5	2:42	2:48	0:06	1	2:52	0:04
6	2:54	2:57	0:03	1	2:59	0:02
7	3:40	3:48	0:08	0	0:00	0:00
8	3:51	4:00	0:09	1	4:03	0:03
9	4:14	4:18	0:04	1	4:20	0:02
10	4:29	4:35	0:06	0	0:00	0:00
11	4:59	5:02	0:03	0	0:00	0:00
12	5:04	5:07	0:03	0	0:00	0:00
13	6:10	6:14	0:04	0	0:00	0:00
14	6:39	6:43	0:04	0	0:00	0:00
15	7:44	7:48	0:04	0	0:00	0:00
16	7:51	7:56	0:05	0	0:00	0:00
17	7:55	8:03	0:08	0	0:00	0:00
18	8:23	8:27	0:04	0	0:00	0:00
19	8:26	8:34	0:08	0	0:00	0:00
20	8:37	8:40	0:03	0	0:00	0:00
21	10:00	10:07	0:07	0	0:00	0:00
22	10:07	10:12	0:05	1	10:15	0:03
23	10:14	10:22	0:08	4	10:31	0:02
24	11:28	11:33	0:05	0	0:00	0:00
25	11:39	11:47	0:08	0	0:00	0:00
26	11:57	12:05	0:08	0	0:00	0:00
27	13:27	13:31	0:04	0	0:00	0:00
28	13:33	13:37	0:04	1	13:40	0:03
29	14:00	14:08	0:08	4	14:16	0:02
30	15:33	15:36	0:03	2	15:40	0:02
31	15:48	15:52	0:04	0	0:00	0:00
32	16:38	16:44	0:06	0	0:00	0:00
33	16:59	17:02	0:03	0	0:00	0:00
34	17:12	17:17	0:05	2	17:22	0:02
35	17:31	17:35	0:04	0	0:00	0:00

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street Avalon Park Boulevard			Speed: 45 MPH		
NBL	Minor Street Waterford Chase Parkway			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn	Follow-Up Time
36	17:42	17:46	0:04	0	0:00	0:00
37	19:30	19:36	0:06	0	0:00	0:00
38	20:31	20:35	0:04	0	0:00	0:00
39	20:35	20:39	0:04	0	0:00	0:00
40	20:42	20:45	0:03	0	0:00	0:00
41	20:58	21:04	0:06	1	21:07	0:03
42	21:21	21:26	0:05	0	0:00	0:00
43	22:24	22:33	0:09	0	0:00	0:00
44	22:35	22:41	0:06	2	22:44	0:01
45	22:46	22:49	0:03	0	0:00	0:00
46	23:00	23:04	0:04	0	0:00	0:00
47	23:08	23:11	0:03	0	0:00	0:00
48	24:04	24:13	0:09	2	24:16	0:01
49	24:17	24:23	0:06	1	24:25	0:02
50	24:25	24:29	0:04	0	0:00	0:00
51	24:31	24:37	0:06	0	0:00	0:00
52	25:10	25:14	0:04	0	0:00	0:00
53	26:16	26:26	0:10	0	0:00	0:00
54	26:35	26:40	0:05	0	0:00	0:00
55	26:58	27:02	0:04	0	0:00	0:00
56	27:33	27:41	0:08	0	0:00	0:00
57	27:46	27:50	0:04	3	27:56	0:02
58	28:21	28:27	0:06	2	28:33	0:03
59	29:49	29:54	0:05	0	0:00	0:00
60	29:54	30:00	0:06	0	0:00	0:00
61	30:32	30:36	0:04	0	0:00	0:00
62	30:39	30:45	0:06	0	0:00	0:00
63	32:12	32:22	0:10	1	32:24	0:02
64	32:26	32:34	0:08	0	0:00	0:00
65	33:37	33:41	0:04	0	0:00	0:00
66	33:51	33:57	0:06	4	34:05	0:02
67	34:05	34:08	0:03	0	0:00	0:00
68	34:08	34:18	0:10	0	0:00	0:00
69	34:18	34:23	0:05	0	0:00	0:00
70	35:38	35:43	0:05	1	35:45	0:02

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Avalon Park Boulevard		Speed: 45 MPH			
NBL	Minor Street: Waterford Chase Parkway		Geometry: 4-Leg			
Left Turn Group	Start 1st Left Clock	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn	Follow-Up Time
71	35:45	35:49	0:04	5	36:01	0:02
72	36:02	36:08	0:06	0	0:00	0:00
73	36:08	36:11	0:03	0	0:00	0:00
74	37:13	37:18	0:05	0	0:00	0:00
75	37:23	37:26	0:03	3	37:33	0:02
76	37:33	37:39	0:06	0	0:00	0:00
77	37:42	37:46	0:04	0	0:00	0:00
78	37:55	37:58	0:03	0	0:00	0:00
79	38:03	38:07	0:04	1	38:09	0:02
80	38:43	38:53	0:10	1	38:55	0:02
81	38:53	39:02	0:09	2	39:06	0:02
82	39:06	39:13	0:07	0	0:00	0:00
83	39:16	39:20	0:04	0	0:00	0:00
84	39:24	39:29	0:05	0	0:00	0:00
85	39:30	39:34	0:04	2	39:39	0:02
86	39:40	39:44	0:04	1	39:46	0:02
87	40:57	41:02	0:05	10	41:24	0:02
88	41:28	41:32	0:04	2	41:36	0:02
89	43:02	43:08	0:06	11	43:34	0:02
90	44:59	45:04	0:05	1	45:06	0:02
91	45:07	45:12	0:05	2	45:19	0:03
92	45:20	45:25	0:05	1	45:27	0:02
93	46:23	46:32	0:09	3	46:38	0:02
94	46:57	47:02	0:05	5	47:15	0:02
95	48:24	48:28	0:04	0	0:00	0:00
96	48:28	48:32	0:04	1	48:34	0:02
97	48:38	48:41	0:03	5	48:51	0:02
98	52:22	52:28	0:06	3	52:39	0:03
99	56:16	56:21	0:05	1	56:24	0:03

Table 205 Five-section Head Intersection # 4 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Avalon Park Boulevard			Speed: 45 MPH		
NBL	Minor Street: Waterford Chase Parkway			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn	Follow-Up Time
1	2:57	3:03	0:06	3	3:09	0:02
2	3:09	3:13	0:04	0	0:00	0:00
3	5:12	5:17	0:05	0	0:00	0:00
4	5:22	5:26	0:04	5	5:39	0:02
5	7:48	7:54	0:06	0	0:00	0:00
6	7:53	8:00	0:07	2	8:05	0:02
7	10:14	10:19	0:05	0	0:00	0:00
8	10:20	10:24	0:04	0	0:00	0:00
9	12:54	13:00	0:06	0	0:00	0:00
10	13:00	13:05	0:05	0	0:00	0:00
11	15:08	15:16	0:08	2	15:21	0:02
12	15:31	15:34	0:03	1	15:37	0:03
13	17:19	17:23	0:04	1	17:26	0:03
14	24:05	24:12	0:07	1	24:13	0:01
15	27:22	27:26	0:04	0	0:00	0:00
16	27:30	27:35	0:05	0	0:00	0:00
17	28:28	28:32	0:04	0	0:00	0:00
18	28:31	28:37	0:06	3	28:44	0:02
19	28:48	28:54	0:06	0	0:00	0:00
20	29:02	29:06	0:04	2	29:12	0:03
21	31:03	31:10	0:07	3	31:14	0:01
22	32:13	32:18	0:05	0	0:00	0:00
23	32:20	32:27	0:07	1	32:30	0:03
24	32:39	32:43	0:04	0	0:00	0:00
25	36:35	36:39	0:04	0	0:00	0:00
26	40:19	40:24	0:05	0	0:00	0:00
27	41:56	42:02	0:06	0	0:00	0:00
28	42:02	42:12	0:10	1	42:14	0:02
29	43:37	43:43	0:06	1	43:45	0:02
30	43:45	43:51	0:06	3	43:56	0:01
31	43:57	44:01	0:04	1	44:03	0:02
32	45:43	45:51	0:08	0	0:00	0:00
33	46:54	46:58	0:04	0	0:00	0:00
34	47:06	47:10	0:04	0	0:00	0:00
35	47:14	47:22	0:08	1	47:24	0:02
36	47:25	47:29	0:04	2	47:33	0:02
37	47:35	47:38	0:03	0	0:00	0:00
38	49:13	49:21	0:08	1	49:23	0:02
39	49:24	49:32	0:08	1	49:35	0:03
40	50:54	50:59	0:05	0	0:00	0:00
41	50:59	51:03	0:04	3	51:10	0:02
42	54:24	54:28	0:04	0	0:00	0:00
43	54:37	54:42	0:05	5	54:56	0:02
44	54:55	55:00	0:05	0	0:00	0:00
45	58:22	58:26	0:04	1	58:28	0:02
46	59:17	59:26	0:09	1	59:28	0:02
47	59:27	59:32	0:05	0	0:00	0:00
48	59:42	59:48	0:06	0	0:00	0:00
49	59:47	59:56	0:09	1	59:59	0:03

Table 206 Five-section Head Intersection # 4 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Avalon Park Boulevard			Speed: 45 MPH		
<i>NBL</i>	Minor Street: Waterford Chase Parkway			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn	Follow-Up Time
1	0:16	0:26	0:10	4	0:35	0:02
2	1:38	1:42	0:04	0	0:00	0:00
3	1:52	1:57	0:05	5	2:09	0:02
4	5:41	5:46	0:05	4	5:55	0:02
5	7:38	7:45	0:07	2	7:50	0:02
6	11:03	11:10	0:07	6	11:24	0:02
7	11:30	11:35	0:05	0	0:00	0:00
8	13:06	13:11	0:05	1	13:13	0:02
9	13:17	13:24	0:07	1	13:26	0:02
10	16:41	16:46	0:05	0	0:00	0:00
11	18:15	18:20	0:05	1	18:23	0:03
12	19:24	19:29	0:05	1	19:31	0:02
13	19:34	19:38	0:04	0	0:00	0:00
14	20:03	20:31	0:28	0	0:00	0:00
15	20:37	20:41	0:04	1	20:43	0:02
16	20:42	20:51	0:09	2	20:55	0:02
17	20:56	21:00	0:04	0	0:00	0:00
18	21:04	21:11	0:07	0	0:00	0:00
19	26:13	26:19	0:06	1	26:21	0:02
20	27:48	27:53	0:05	0	0:00	0:00
21	29:57	30:02	0:05	0	0:00	0:00
22	31:04	31:10	0:06	1	31:14	0:04
23	32:44	32:53	0:09	1	32:56	0:03
24	32:54	33:02	0:08	0	0:00	0:00
25	36:06	36:12	0:06	1	36:15	0:03
26	36:14	36:19	0:05	2	36:24	0:02
27	37:54	38:03	0:09	0	0:00	0:00
28	38:05	38:11	0:06	4	38:20	0:02
29	39:15	39:21	0:06	4	39:29	0:02
30	39:29	39:34	0:05	0	0:00	0:00
31	39:34	39:37	0:03	0	0:00	0:00
32	43:00	43:05	0:05	0	0:00	0:00
33	45:59	46:09	0:10	2	46:14	0:02
34	47:50	47:55	0:05	3	48:02	0:02
35	49:31	49:39	0:08	0	0:00	0:00
36	51:01	51:07	0:06	6	51:20	0:02
37	52:34	52:43	0:09	2	52:49	0:03
38	52:50	52:54	0:04	0	0:00	0:00
39	54:25	54:32	0:07	0	0:00	0:00
40	54:38	54:42	0:04	0	0:00	0:00
41	54:55	54:58	0:03	1	55:00	0:02
42	55:00	55:04	0:04	0	0:00	0:00

Table 207 Five-section Head Intersection # 4 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Avalon Park Boulevard			Speed: 45 MPH		
NBL	Minor Street: Waterford Chase Parkway			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn	Follow-Up Time
1	4:28	4:33	0:05	1	4:35	0:02
2	9:39	9:43	0:04	1	9:45	0:02
3	12:55	13:00	0:05	2	13:05	0:02
4	14:38	14:41	0:03	1	14:43	0:02
5	15:50	15:55	0:05	3	16:03	0:02
6	16:15	16:18	0:03	0	0:00	0:00
7	20:01	20:05	0:04	1	20:06	0:01
8	21:16	21:21	0:05	0	0:00	0:00
9	22:53	22:58	0:05	1	23:01	0:03
10	24:31	24:37	0:06	1	24:40	0:03
11	31:13	31:17	0:04	0	0:00	0:00
12	32:28	32:32	0:04	1	32:34	0:02
13	41:03	41:08	0:05	0	0:00	0:00
14	41:19	41:23	0:04	0	0:00	0:00
15	43:00	43:04	0:04	0	0:00	0:00
16	44:39	44:44	0:05	0	0:00	0:00
17	54:38	54:42	0:04	0	0:00	0:00

Table 208 Five-section Head Intersection # 4 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Avalon Park Boulevard			Speed: 45 MPH		
NBL	Minor Street: Waterford Chase Parkway			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn	Follow-Up Time
1	1:22	1:26	0:04	0	0:00	0:00
2	6:18	6:22	0:04	1	6:24	0:02
3	12:49	12:54	0:05	3	13:02	0:02
4	16:04	16:09	0:05	0	0:00	0:00
5	16:10	16:14	0:04	0	0:00	0:00
6	23:00	23:04	0:04	0	0:00	0:00
7	25:56	26:02	0:06	1	26:03	0:01
8	34:12	34:17	0:05	0	0:00	0:00
9	36:08	36:13	0:05	1	36:15	0:02
10	36:20	36:23	0:03	0	0:00	0:00
11	37:30	37:33	0:03	0	0:00	0:00
12	37:35	37:39	0:04	2	37:43	0:02
13	37:57	38:00	0:03	0	0:00	0:00
14	46:08	46:12	0:04	0	0:00	0:00
15	49:26	49:30	0:04	0	0:00	0:00
16	57:59	58:03	0:04	0	0:00	0:00
17	59:28	59:34	0:06	0	0:00	0:00
18	59:39	59:43	0:04	0	0:00	0:00

Table 209 Five-section Head Intersection # 5 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Lake Underhill Road			Speed: 45 MPH		
EBL	Minor Street: Chickasaw Trail			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	5:11	5:17	0:06	0	0:00	0:00
2	7:41	7:46	0:05	0	0:00	0:00
3	9:53	9:59	0:06	0	0:00	0:00
4	10:04	10:09	0:05	0	0:00	0:00
5	12:29	12:35	0:06	1	12:36	0:01
6	14:51	14:55	0:04	0	0:00	0:00
7	17:22	17:27	0:05	0	0:00	0:00
8	17:37	17:43	0:06	2	17:45	0:01
9	19:55	20:03	0:08	0	0:00	0:00
10	22:40	22:49	0:09	0	0:00	0:00
11	22:50	22:55	0:05	0	0:00	0:00
12	25:06	25:11	0:05	0	0:00	0:00
13	25:16	25:21	0:05	0	0:00	0:00
14	27:36	27:43	0:07	0	0:00	0:00
15	27:45	27:51	0:06	0	0:00	0:00
16	27:51	27:56	0:05	0	0:00	0:00
17	29:57	30:03	0:06	0	0:00	0:00
18	32:19	32:26	0:07	0	0:00	0:00
19	35:19	35:24	0:05	0	0:00	0:00
20	37:43	37:50	0:07	0	0:00	0:00
21	42:51	42:56	0:05	0	0:00	0:00
22	52:23	52:28	0:05	0	0:00	0:00
23	55:16	55:22	0:06	0	0:00	0:00

Table 210 Five-section Head Intersection # 5 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Lake Underhill Road			Speed: 45 MPH		
EBL	Minor Street: Chickasaw Trail			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	2:21	2:27	0:06	0	0:00	0:00
2	2:30	2:36	0:06	0	0:00	0:00
3	2:43	2:48	0:05	0	0:00	0:00
4	5:10	5:17	0:07	0	0:00	0:00
5	10:20	10:25	0:05	0	0:00	0:00
6	12:51	12:58	0:07	0	0:00	0:00
7	15:07	15:12	0:05	0	0:00	0:00
8	17:20	17:26	0:06	1	17:28	0:02
9	17:47	17:52	0:05	0	0:00	0:00
10	19:48	19:52	0:04	0	0:00	0:00
11	20:12	20:18	0:06	1	20:20	0:02
12	22:39	22:46	0:07	0	0:00	0:00
13	25:18	25:23	0:05	1	25:24	0:01
14	27:26	27:31	0:05	0	0:00	0:00
15	29:54	29:59	0:05	1	30:02	0:03
16	35:11	35:17	0:06	1	35:19	0:02
17	37:25	37:30	0:05	0	0:00	0:00
18	42:36	42:40	0:04	1	42:42	0:02
19	47:04	47:08	0:04	0	0:00	0:00
20	47:47	47:53	0:06	0	0:00	0:00
21	49:38	49:44	0:06	4	49:56	0:03
22	49:57	50:03	0:06	0	0:00	0:00
23	51:37	51:43	0:06	1	51:45	0:02
24	52:53	52:58	0:05	0	0:00	0:00
25	54:36	54:43	0:07	0	0:00	0:00
26	54:57	55:02	0:05	0	0:00	0:00
27	57:17	57:23	0:06	0	0:00	0:00
28	59:48	59:54	0:06	1	59:56	0:02

Table 211 Five-section Head Intersection # 5 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Lake Underhill Road			Speed: 45 MPH		
EBL	Minor Street: Chickasaw Trail			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	1:03	1:09	0:06	3	1:16	0:02
2	5:14	5:19	0:05	1	5:22	0:03
3	7:17	7:23	0:06	1	7:25	0:02
4	9:07	9:13	0:06	0	0:00	0:00
5	10:51	10:57	0:06	1	10:59	0:02
6	11:03	11:08	0:05	0	0:00	0:00
7	13:10	13:16	0:06	0	0:00	0:00
8	15:03	15:09	0:06	0	0:00	0:00
9	15:12	15:18	0:06	1	15:22	0:04
10	17:03	17:10	0:07	3	17:15	0:01
11	19:05	19:10	0:05	0	0:00	0:00
12	21:08	21:13	0:05	2	21:19	0:03
13	23:05	23:11	0:06	0	0:00	0:00
14	25:09	25:15	0:06	2	25:23	0:04
15	26:47	26:53	0:06	1	26:54	0:01
16	31:19	31:24	0:05	0	0:00	0:00
17	32:41	32:47	0:06	0	0:00	0:00
18	35:09	35:15	0:06	1	35:16	0:01
19	35:16	35:21	0:05	0	0:00	0:00
20	39:15	39:20	0:05	1	39:22	0:02
21	41:07	41:11	0:04	1	41:14	0:03
22	43:13	43:19	0:06	2	43:24	0:02
23	46:49	46:55	0:06	0	0:00	0:00
24	47:08	47:13	0:05	1	47:16	0:03
25	47:16	47:22	0:06	0	0:00	0:00
26	49:15	49:20	0:05	1	49:22	0:02
27	51:19	51:24	0:05	0	0:00	0:00
28	53:11	53:17	0:06	0	0:00	0:00
29	55:07	55:12	0:05	0	0:00	0:00
30	55:16	55:19	0:03	0	0:00	0:00
31	57:16	57:21	0:05	0	0:00	0:00

Table 212 Five-section Head Intersection # 5 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Lake Underhill Road			Speed: 45 MPH		
EBL	Minor Street: Chickasaw Trail			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	1:21	1:26	0:05	0	0:00	0:00
2	7:17	7:22	0:05	0	0:00	0:00
3	13:07	13:12	0:05	0	0:00	0:00
4	19:22	19:27	0:05	0	0:00	0:00
5	20:50	20:56	0:06	0	0:00	0:00
6	21:14	21:20	0:06	0	0:00	0:00
7	23:08	23:12	0:04	0	0:00	0:00
8	23:18	23:23	0:05	0	0:00	0:00
9	25:21	25:27	0:06	1	25:28	0:01
10	27:13	27:19	0:06	0	0:00	0:00
11	29:05	29:12	0:07	0	0:00	0:00
12	31:03	31:08	0:05	0	0:00	0:00
13	31:07	31:14	0:07	0	0:00	0:00
14	31:13	31:18	0:05	0	0:00	0:00
15	31:19	31:25	0:06	0	0:00	0:00
16	33:20	33:25	0:05	0	0:00	0:00
17	39:07	39:12	0:05	0	0:00	0:00
18	44:42	44:48	0:06	0	0:00	0:00
19	45:10	45:17	0:07	0	0:00	0:00
20	45:16	45:22	0:06	0	0:00	0:00
21	45:20	45:26	0:06	1	45:28	0:02
22	47:18	47:23	0:05	1	47:25	0:02
23	48:52	48:56	0:04	0	0:00	0:00
24	49:11	49:16	0:05	0	0:00	0:00
25	51:05	51:09	0:04	0	0:00	0:00
26	51:18	51:22	0:04	0	0:00	0:00
27	55:11	55:18	0:07	0	0:00	0:00
28	58:50	58:56	0:06	0	0:00	0:00
29	59:20	59:26	0:06	1	59:27	0:01

Table 213 Five-section Head Intersection # 5 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Lake Underhill Road			Speed: 45 MPH		
	Minor Street: Chickasaw Trail			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	3:03	3:08	0:05	0	0:00	0:00
2	7:10	7:16	0:06	0	0:00	0:00
3	7:20	7:25	0:05	0	0:00	0:00
4	9:14	9:19	0:05	3	9:26	0:02
5	11:06	11:11	0:05	1	11:14	0:03
6	13:10	13:13	0:03	0	0:00	0:00
7	17:21	17:25	0:04	0	0:00	0:00
8	19:09	19:16	0:07	0	0:00	0:00
9	21:23	21:28	0:05	0	0:00	0:00
10	23:10	23:15	0:05	0	0:00	0:00
11	25:16	25:22	0:06	1	25:24	0:02
12	27:04	27:09	0:05	3	27:17	0:02
13	29:18	29:23	0:05	1	29:26	0:03
14	33:16	33:21	0:05	0	0:00	0:00
15	35:00	35:05	0:05	0	0:00	0:00
16	35:05	35:09	0:04	0	0:00	0:00
17	35:07	35:12	0:05	0	0:00	0:00
18	36:58	37:03	0:05	0	0:00	0:00
19	37:05	37:11	0:06	0	0:00	0:00
20	39:14	39:19	0:05	0	0:00	0:00
21	45:02	45:07	0:05	0	0:00	0:00
22	47:16	47:22	0:06	0	0:00	0:00
23	49:12	49:18	0:06	0	0:00	0:00
24	51:12	51:17	0:05	0	0:00	0:00
25	51:19	51:25	0:06	0	0:00	0:00
26	52:50	52:55	0:05	0	0:00	0:00
27	57:19	57:26	0:07	0	0:00	0:00
28	58:52	58:57	0:05	0	0:00	0:00
29	59:23	59:31	0:08	2	59:39	0:04

Table 214 Five-section Head Intersection # 5 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Lake Underhill Road			Speed: 45 MPH		
<i>EBL</i>	Minor Street: Chickasaw Trail			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	0:27	0:32	0:05	1	0:34	0:02
2	2:38	2:43	0:05	0	0:00	0:00
3	4:58	5:05	0:07	0	0:00	0:00
4	7:32	7:37	0:05	0	0:00	0:00
5	9:42	9:47	0:05	0	0:00	0:00
6	9:52	9:56	0:04	0	0:00	0:00
7	11:39	11:44	0:05	0	0:00	0:00
8	13:59	14:05	0:06	0	0:00	0:00
9	14:30	14:35	0:05	0	0:00	0:00
10	16:38	16:42	0:04	1	16:44	0:02
11	18:31	18:37	0:06	0	0:00	0:00
12	18:55	19:01	0:06	0	0:00	0:00
13	21:16	21:21	0:05	0	0:00	0:00
14	28:12	28:17	0:05	0	0:00	0:00
15	28:20	28:24	0:04	1	28:28	0:04
16	30:34	30:39	0:05	2	30:43	0:02
17	33:04	33:10	0:06	2	33:15	0:02
18	35:24	35:29	0:05	1	35:33	0:04
19	36:49	36:55	0:06	0	0:00	0:00
20	37:30	37:36	0:06	2	37:42	0:03
21	40:00	40:04	0:04	0	0:00	0:00
22	40:11	40:18	0:07	0	0:00	0:00
23	42:24	42:30	0:06	1	42:33	0:03
24	44:28	44:33	0:05	1	44:37	0:04
25	46:57	47:01	0:04	0	0:00	0:00
26	47:04	47:09	0:05	0	0:00	0:00
27	49:05	49:10	0:05	1	49:13	0:03
28	49:17	49:20	0:03	0	0:00	0:00
29	51:52	51:56	0:04	0	0:00	0:00
30	53:40	53:45	0:05	0	0:00	0:00
31	54:00	54:04	0:04	0	0:00	0:00
32	54:07	54:12	0:05	0	0:00	0:00
33	56:07	56:11	0:04	0	0:00	0:00
34	58:27	58:33	0:06	1	58:36	0:03
35	58:39	58:43	0:04	2	58:51	0:04

Table 215 Five-section Head Intersection # 5 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
<u>Approach</u>	Major Street: Lake Underhill Road			Speed: 45 MPH		
EBL	Minor Street: Chickasaw Trail			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	3:33	3:37	0:04	0	0:00	0:00
2	5:43	5:48	0:05	2	5:51	0:01
3	7:41	7:46	0:05	0	0:00	0:00
4	10:33	10:37	0:04	0	0:00	0:00
5	14:58	15:02	0:04	1	15:05	0:03
6	15:05	15:10	0:05	0	0:00	0:00
7	17:12	17:17	0:05	0	0:00	0:00
8	17:18	17:22	0:04	0	0:00	0:00
9	19:12	19:16	0:04	0	0:00	0:00
10	19:45	19:50	0:05	0	0:00	0:00
11	21:54	22:00	0:06	0	0:00	0:00
12	22:00	22:05	0:05	4	22:13	0:02
13	24:20	24:25	0:05	2	24:29	0:02
14	26:32	26:38	0:06	0	0:00	0:00
15	26:48	26:52	0:04	0	0:00	0:00
16	28:56	29:00	0:04	0	0:00	0:00
17	29:00	29:05	0:05	0	0:00	0:00
18	29:13	29:16	0:03	1	29:18	0:02
19	31:26	31:30	0:04	0	0:00	0:00
20	31:30	31:35	0:05	0	0:00	0:00
21	33:47	33:52	0:05	0	0:00	0:00
22	35:38	35:43	0:05	0	0:00	0:00
23	36:07	36:12	0:05	0	0:00	0:00
24	38:19	38:26	0:07	0	0:00	0:00
25	40:35	40:40	0:05	2	40:46	0:03
26	49:59	50:06	0:07	0	0:00	0:00
27	52:11	52:16	0:05	0	0:00	0:00
28	52:22	52:27	0:05	0	0:00	0:00
29	54:20	54:25	0:05	3	54:32	0:02
30	54:50	54:56	0:06	0	0:00	0:00
31	57:11	57:16	0:05	0	0:00	0:00
32	58:53	58:58	0:05	0	0:00	0:00
33	59:20	59:24	0:04	0	0:00	0:00
34	59:26	59:30	0:04	1	59:32	0:02

Table 216 Five-section Head Intersection # 5 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Lake Underhill Road			Speed: 45 MPH		
EBL	Minor Street: Chickasaw Trail			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	1:29	1:34	0:05	0	0:00	0:00
2	5:11	5:17	0:06	1	5:19	0:02
3	6:25	6:30	0:05	0	0:00	0:00
4	9:13	9:17	0:04	0	0:00	0:00
5	9:17	9:23	0:06	0	0:00	0:00
6	13:27	13:31	0:04	1	13:34	0:03
7	13:43	13:48	0:05	0	0:00	0:00
8	15:41	15:45	0:04	0	0:00	0:00
9	17:33	17:38	0:05	0	0:00	0:00
10	21:21	21:26	0:05	0	0:00	0:00
11	23:16	23:21	0:05	1	23:23	0:02
12	29:16	29:20	0:04	0	0:00	0:00
13	31:16	31:21	0:05	0	0:00	0:00
14	37:10	37:14	0:04	0	0:00	0:00
15	41:10	41:15	0:05	0	0:00	0:00
16	43:05	43:11	0:06	3	43:16	0:01
17	43:23	43:29	0:06	0	0:00	0:00
18	45:20	45:26	0:06	0	0:00	0:00
19	49:08	49:13	0:05	1	49:16	0:03
20	51:01	51:05	0:04	0	0:00	0:00
21	57:18	57:23	0:05	1	57:25	0:02

Table 217 Five-section Head Intersection # 6 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: CR 535			Speed: 55 MPH		
SBL	Minor Street: Overstreet Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	27:47	27:51	0:04	0	0:00	0:00
2	37:44	37:48	0:04	0	0:00	0:00
3	38:20	38:26	0:06	0	0:00	0:00
4	49:41	49:44	0:03	0	0:00	0:00
5	50:01	50:06	0:05	0	0:00	0:00
6	52:39	52:45	0:06	0	0:00	0:00
7	55:37	55:43	0:06	0	0:00	0:00

Table 218 Five-section Head Intersection # 6 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: CR 535			Speed: 55 MPH		
SBL	Minor Street: Overstreet Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	4:22	4:31	0:09	1	4:33	0:02
2	7:24	7:32	0:08	0	0:00	0:00
3	8:41	8:49	0:08	0	0:00	0:00
4	8:47	8:53	0:06	0	0:00	0:00
5	20:27	20:35	0:08	0	0:00	0:00
6	22:41	22:47	0:06	0	0:00	0:00
7	23:45	23:51	0:06	0	0:00	0:00
8	34:31	34:36	0:05	0	0:00	0:00
9	43:36	43:44	0:08	0	0:00	0:00
10	49:43	49:48	0:05	0	0:00	0:00
11	55:05	55:11	0:06	0	0:00	0:00

Table 219 Five-section Head Intersection # 6 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: CR 535			Speed: 55 MPH		
SBL	Minor Street: Overstreet Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	2:00	2:05	0:05	0	0:00	0:00
2	3:35	3:43	0:08	0	0:00	0:00
3	5:47	5:55	0:08	0	0:00	0:00
4	6:03	6:07	0:04	0	0:00	0:00
5	7:37	7:42	0:05	0	0:00	0:00
6	11:09	11:15	0:06	0	0:00	0:00
7	15:55	16:03	0:08	1	16:05	0:02
8	17:00	17:08	0:08	0	0:00	0:00
9	22:04	22:14	0:10	0	0:00	0:00
10	24:09	24:16	0:07	1	24:20	0:04
11	27:46	27:52	0:06	0	0:00	0:00
12	28:39	28:47	0:08	0	0:00	0:00
13	29:09	29:14	0:05	0	0:00	0:00
14	29:18	29:31	0:13	0	0:00	0:00
15	29:33	29:38	0:05	0	0:00	0:00
16	32:17	32:22	0:05	0	0:00	0:00
17	42:02	42:10	0:08	0	0:00	0:00
18	42:38	42:45	0:07	0	0:00	0:00
19	44:24	44:35	0:11	0	0:00	0:00
20	45:15	45:25	0:10	0	0:00	0:00
21	50:33	50:41	0:08	0	0:00	0:00
22	52:20	52:25	0:05	0	0:00	0:00
23	53:19	53:25	0:06	0	0:00	0:00
24	55:12	55:18	0:06	0	0:00	0:00
25	55:20	55:24	0:04	1	55:28	0:04
26	56:41	56:46	0:05	1	56:48	0:02
27	57:21	57:28	0:07	0	0:00	0:00

Table 220 Five-section Head Intersection # 6 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: CR 535			Speed: 55 MPH		
SBL	Minor Street: Overstreet Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	6:29	6:34	0:05	0	0:00	0:00
2	10:21	10:27	0:06	0	0:00	0:00
3	10:37	10:41	0:04	1	10:42	0:01
4	11:22	11:26	0:04	0	0:00	0:00
5	11:29	11:32	0:03	0	0:00	0:00
6	12:02	12:07	0:05	0	0:00	0:00
7	14:47	14:52	0:05	0	0:00	0:00
8	16:23	16:28	0:05	0	0:00	0:00
9	16:32	16:38	0:06	0	0:00	0:00
10	18:39	18:44	0:05	0	0:00	0:00
11	21:16	21:23	0:07	0	0:00	0:00
12	23:31	23:36	0:05	1	23:39	0:03
13	25:11	25:15	0:04	0	0:00	0:00
14	25:45	25:51	0:06	0	0:00	0:00
15	27:29	27:34	0:05	0	0:00	0:00
16	32:30	32:34	0:04	3	32:42	0:02
17	34:34	34:41	0:07	0	0:00	0:00
18	36:35	36:41	0:06	0	0:00	0:00
19	37:23	37:28	0:05	1	37:30	0:02
20	39:31	39:37	0:06	0	0:00	0:00
21	44:59	45:04	0:05	0	0:00	0:00
22	45:39	45:47	0:08	0	0:00	0:00
23	48:45	48:49	0:04	0	0:00	0:00
24	50:36	50:42	0:06	0	0:00	0:00
25	52:24	52:31	0:07	0	0:00	0:00
26	54:08	54:14	0:06	0	0:00	0:00

Table 221 Five-section Head Intersection # 6 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: CR 535			Speed: 55 MPH		
SBL	Minor Street: Overstreet Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	0:27	0:32	0:05	0	0:00	0:00
2	1:43	1:48	0:05	0	0:00	0:00
3	3:34	3:40	0:06	1	3:42	0:02
4	5:29	5:34	0:05	0	0:00	0:00
5	13:20	13:24	0:04	0	0:00	0:00
6	14:36	14:41	0:05	0	0:00	0:00
7	15:14	15:19	0:05	0	0:00	0:00
8	17:38	17:44	0:06	0	0:00	0:00
9	17:45	17:50	0:05	0	0:00	0:00
10	20:40	20:44	0:04	0	0:00	0:00
11	21:44	21:50	0:06	0	0:00	0:00
12	21:52	21:57	0:05	0	0:00	0:00
13	23:10	23:14	0:04	0	0:00	0:00
14	24:34	24:40	0:06	0	0:00	0:00
15	30:29	30:32	0:03	0	0:00	0:00
16	31:38	31:42	0:04	1	31:46	0:04
17	35:07	35:12	0:05	0	0:00	0:00
18	36:43	36:48	0:05	1	36:51	0:03
19	38:31	38:36	0:05	0	0:00	0:00
20	40:10	40:14	0:04	0	0:00	0:00
21	41:54	42:00	0:06	0	0:00	0:00
22	42:03	42:09	0:06	0	0:00	0:00
23	43:02	43:06	0:04	0	0:00	0:00
24	43:58	44:04	0:06	1	44:08	0:04
25	48:08	48:13	0:05	0	0:00	0:00
26	50:58	51:06	0:08	0	0:00	0:00
27	52:05	52:09	0:04	0	0:00	0:00
28	54:38	54:44	0:06	0	0:00	0:00
29	55:03	55:08	0:05	0	0:00	0:00
30	56:40	56:45	0:05	0	0:00	0:00

Table 222 Five-section Head Intersection # 6 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: CR 535			Speed: 55 MPH		
SBL	Minor Street: Overstreet Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	2:40	2:45	0:05	1	2:49	0:04
2	5:58	6:02	0:04	0	0:00	0:00
3	7:20	7:25	0:05	0	0:00	0:00
4	9:20	9:27	0:07	1	9:28	0:01
5	9:30	9:36	0:06	0	0:00	0:00
6	12:37	12:41	0:04	0	0:00	0:00
7	14:19	14:24	0:05	1	14:28	0:04
8	17:15	17:22	0:07	0	0:00	0:00
9	20:01	20:07	0:06	0	0:00	0:00
10	25:55	26:00	0:05	0	0:00	0:00
11	26:54	27:01	0:07	0	0:00	0:00
12	28:33	28:39	0:06	0	0:00	0:00
13	30:08	30:13	0:05	0	0:00	0:00
14	33:30	33:34	0:04	0	0:00	0:00
15	37:00	37:04	0:04	0	0:00	0:00
16	40:36	40:43	0:07	1	40:46	0:03
17	44:38	44:44	0:06	0	0:00	0:00

Table 223 Five-section Head Intersection # 6 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: CR 535			Speed: 55 MPH		
SBL	Minor Street: Overstreet Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	0:30	0:36	0:06	1	0:38	0:02
2	7:05	7:10	0:05	0	0:00	0:00
3	8:11	8:16	0:05	1	8:18	0:02
4	8:18	8:23	0:05	0	0:00	0:00
5	9:16	9:22	0:06	1	9:25	0:03
6	10:21	10:27	0:06	0	0:00	0:00
7	11:19	11:25	0:06	1	11:27	0:02
8	15:17	15:24	0:07	0	0:00	0:00
9	18:35	18:40	0:05	0	0:00	0:00
10	21:06	21:13	0:07	0	0:00	0:00
11	21:27	21:34	0:07	0	0:00	0:00
12	31:08	31:13	0:05	0	0:00	0:00
13	31:17	31:22	0:05	0	0:00	0:00
14	37:31	37:37	0:06	0	0:00	0:00
15	40:37	40:44	0:07	0	0:00	0:00
16	45:50	45:56	0:06	0	0:00	0:00
17	49:02	49:07	0:05	0	0:00	0:00
18	52:23	52:28	0:05	0	0:00	0:00
19	55:57	56:02	0:05	0	0:00	0:00
20	56:06	56:12	0:06	1	56:14	0:02
21	58:30	58:35	0:05	0	0:00	0:00

Table 224 Five-section Head Intersection # 6 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: CR 535			Speed: 55 MPH		
SBL	Minor Street: Overstreet Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock Time	End 1st Left Clock Time	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	3:10	3:16	0:06	0	0:00	0:00
2	6:14	6:20	0:06	0	0:00	0:00
3	8:55	9:01	0:06	1	9:03	0:02
4	10:57	11:01	0:04	0	0:00	0:00
5	16:02	16:10	0:08	0	0:00	0:00
6	17:26	17:31	0:05	0	0:00	0:00
7	26:23	26:30	0:07	1	26:31	0:01
8	27:46	27:51	0:05	0	0:00	0:00
9	29:15	29:22	0:07	0	0:00	0:00
10	32:06	32:10	0:04	0	0:00	0:00
11	33:08	33:13	0:05	1	33:16	0:03
12	34:05	34:09	0:04	0	0:00	0:00
13	39:17	39:22	0:05	0	0:00	0:00
14	39:28	39:32	0:04	0	0:00	0:00
15	47:28	47:33	0:05	0	0:00	0:00
16	50:07	50:11	0:04	0	0:00	0:00
17	52:03	52:07	0:04	0	0:00	0:00
18	52:08	52:11	0:03	0	0:00	0:00
19	53:38	53:43	0:05	0	0:00	0:00

Table 225 Five-section Head Intersection # 7 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Lake Underhill Road			Speed: 40 MPH		
SBL	Minor Street: Woodbury Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	0:30	0:35	0:05	1	0:37	0:02
2	0:41	0:45	0:04	0	0:00	0:00
3	0:48	0:54	0:06	1	0:56	0:02
4	4:01	4:06	0:05	2	4:10	0:02
5	5:11	5:15	0:04	1	5:18	0:03
6	9:54	9:59	0:05	0	0:00	0:00
7	13:42	13:46	0:04	0	0:00	0:00
8	16:28	16:34	0:06	1	16:36	0:02
9	18:05	18:09	0:04	0	0:00	0:00
10	19:13	19:18	0:05	0	0:00	0:00
11	19:34	19:38	0:04	0	0:00	0:00
12	21:07	21:12	0:05	0	0:00	0:00
13	24:02	24:07	0:05	0	0:00	0:00
14	24:11	24:16	0:05	0	0:00	0:00
15	28:51	28:55	0:04	0	0:00	0:00
16	28:58	29:01	0:03	0	0:00	0:00
17	31:48	31:54	0:06	0	0:00	0:00
18	34:40	34:45	0:05	0	0:00	0:00
19	36:18	36:23	0:05	0	0:00	0:00
20	38:17	38:21	0:04	0	0:00	0:00
21	39:55	40:00	0:05	1	40:02	0:02
22	41:41	41:46	0:05	1	41:51	0:05
23	47:34	47:40	0:06	1	47:42	0:02
24	48:56	49:01	0:05	0	0:00	0:00
25	54:16	54:20	0:04	1	54:21	0:01
26	57:05	57:09	0:04	0	0:00	0:00

Table 226 Five-section Head Intersection # 7 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Lake Underhill Road			Speed: 40 MPH		
SBL	Minor Street: Woodbury Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	2:18	2:23	0:05	0	0:00	0:00
2	3:55	4:00	0:05	1	4:02	0:02
3	5:07	5:12	0:05	0	0:00	0:00
4	6:09	6:15	0:06	0	0:00	0:00
5	8:05	8:11	0:06	1	8:14	0:03
6	8:23	8:27	0:04	0	0:00	0:00
7	10:19	10:22	0:03	0	0:00	0:00
8	12:54	12:59	0:05	0	0:00	0:00
9	15:44	15:48	0:04	0	0:00	0:00
10	15:53	15:57	0:04	0	0:00	0:00
11	18:38	18:43	0:05	1	18:46	0:03
12	18:46	18:50	0:04	0	0:00	0:00
13	19:57	20:02	0:05	0	0:00	0:00
14	21:23	21:29	0:06	2	21:33	0:02
15	27:52	27:58	0:06	1	28:00	0:02
16	29:02	29:06	0:04	0	0:00	0:00
17	29:09	29:14	0:05	0	0:00	0:00
18	32:23	32:29	0:06	2	32:32	0:01
19	35:05	35:10	0:05	0	0:00	0:00
20	36:03	36:07	0:04	0	0:00	0:00
21	38:47	38:51	0:04	3	38:59	0:02
22	41:27	41:34	0:07	0	0:00	0:00
23	44:11	44:15	0:04	1	44:17	0:02
24	47:25	47:31	0:06	0	0:00	0:00
25	49:49	49:54	0:05	2	49:57	0:01
26	50:19	50:23	0:04	0	0:00	0:00
27	52:51	52:55	0:04	0	0:00	0:00
28	59:46	59:50	0:04	2	59:55	0:02

Table 227 Five-section Head Intersection # 7 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Lake Underhill Road			Speed: 40 MPH		
SBL	Minor Street: Woodbury Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	0:01	0:08	0:07	0	0:00	0:00
2	1:28	1:35	0:07	10	1:54	0:01
3	3:46	3:51	0:05	2	3:56	0:02
4	5:35	5:40	0:05	1	5:41	0:01
5	7:23	7:29	0:06	1	7:31	0:02
6	9:23	9:27	0:04	0	0:00	0:00
7	10:45	10:50	0:05	0	0:00	0:00
8	10:50	10:55	0:05	1	10:59	0:04
9	11:11	11:14	0:03	1	11:17	0:03
10	13:14	13:17	0:03	1	13:19	0:02
11	14:48	14:53	0:05	1	14:55	0:02
12	16:18	16:23	0:05	0	0:00	0:00
13	16:25	16:29	0:04	1	16:31	0:02
14	16:32	16:36	0:04	0	0:00	0:00
15	17:56	18:01	0:05	1	18:03	0:02
16	21:09	21:13	0:04	0	0:00	0:00
17	22:03	22:07	0:04	0	0:00	0:00
18	22:22	22:26	0:04	0	0:00	0:00
19	23:58	24:04	0:06	1	24:07	0:03
20	26:18	26:22	0:04	0	0:00	0:00
21	27:38	27:43	0:05	1	27:45	0:02
22	28:59	29:06	0:07	3	29:12	0:02
23	30:55	30:59	0:04	0	0:00	0:00
24	30:59	31:02	0:03	0	0:00	0:00
25	34:32	34:36	0:04	0	0:00	0:00
26	38:09	38:13	0:04	0	0:00	0:00
27	38:20	38:26	0:06	0	0:00	0:00
28	40:06	40:13	0:07	0	0:00	0:00
29	41:40	41:45	0:05	0	0:00	0:00
30	43:34	43:39	0:05	2	43:42	0:01
31	46:43	46:48	0:05	0	0:00	0:00
32	48:18	48:22	0:04	2	48:26	0:02
33	49:50	49:53	0:03	0	0:00	0:00
34	50:07	50:12	0:05	0	0:00	0:00
35	51:54	52:00	0:06	0	0:00	0:00
36	52:07	52:11	0:04	1	52:14	0:03
37	53:42	53:47	0:05	0	0:00	0:00
38	53:56	54:01	0:05	0	0:00	0:00
39	56:56	57:01	0:05	0	0:00	0:00
40	57:00	57:04	0:04	2	57:08	0:02
41	58:55	59:01	0:06	0	0:00	0:00

Table 228 Five-section Head Intersection # 7 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Lake Underhill Road			Speed: 40 MPH		
SBL	Minor Street: Woodbury Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	0:24	0:29	0:05	0	0:00	0:00
2	3:24	3:29	0:05	0	0:00	0:00
3	3:28	3:33	0:05	0	0:00	0:00
4	7:15	7:22	0:07	0	0:00	0:00
5	8:50	8:54	0:04	2	8:57	0:01
6	10:21	10:26	0:05	0	0:00	0:00
7	18:32	18:36	0:04	0	0:00	0:00
8	20:02	20:07	0:05	0	0:00	0:00
9	29:20	29:24	0:04	5	29:37	0:02
10	31:18	31:27	0:09	0	0:00	0:00
11	36:11	36:16	0:05	0	0:00	0:00
12	37:55	38:00	0:05	0	0:00	0:00
13	41:07	41:10	0:03	1	41:12	0:02
14	42:33	42:36	0:03	0	0:00	0:00
15	44:00	44:03	0:03	0	0:00	0:00
16	45:35	45:38	0:03	1	45:40	0:02
17	45:42	45:45	0:03	0	0:00	0:00
18	47:00	47:05	0:05	0	0:00	0:00
19	59:02	59:06	0:04	6	59:20	0:02

Table 229 Five-section Head Intersection # 7 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Lake Underhill Road			Speed: 40 MPH		
SBL	Minor Street: Woodbury Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	1:24	1:29	0:05	0	0:00	0:00
2	3:12	3:19	0:07	0	0:00	0:00
3	4:46	4:51	0:05	3	4:56	0:01
4	8:02	8:06	0:04	0	0:00	0:00
5	9:51	9:56	0:05	0	0:00	0:00
6	11:21	11:26	0:05	0	0:00	0:00
7	13:14	13:19	0:05	1	13:21	0:02
8	14:53	15:01	0:08	1	15:03	0:02
9	15:03	15:09	0:06	2	15:12	0:01
10	15:10	15:16	0:06	0	0:00	0:00
11	16:14	16:19	0:05	1	16:21	0:02
12	16:20	16:23	0:03	0	0:00	0:00
13	17:42	17:50	0:08	0	0:00	0:00
14	21:09	21:14	0:05	2	21:17	0:01
15	21:20	21:24	0:04	0	0:00	0:00
16	23:11	23:17	0:06	0	0:00	0:00
17	25:08	25:15	0:07	1	25:16	0:01
18	31:12	31:16	0:04	0	0:00	0:00
19	32:48	32:52	0:04	4	33:00	0:02
20	35:43	35:46	0:03	0	0:00	0:00
21	35:52	35:55	0:03	2	36:00	0:02
22	36:03	36:05	0:02	0	0:00	0:00
23	36:14	36:17	0:03	0	0:00	0:00
24	36:17	36:20	0:03	0	0:00	0:00
25	42:45	42:51	0:06	1	42:54	0:03
26	43:00	43:03	0:03	0	0:00	0:00
27	47:34	47:37	0:03	0	0:00	0:00
28	47:42	47:46	0:04	0	0:00	0:00
29	47:46	47:50	0:04	0	0:00	0:00
30	49:34	49:38	0:04	0	0:00	0:00
31	49:38	49:41	0:03	0	0:00	0:00
32	52:14	52:17	0:03	0	0:00	0:00
33	52:17	52:20	0:03	0	0:00	0:00
34	54:56	55:05	0:09	1	55:07	0:02
35	59:39	59:46	0:07	1	59:48	0:02

Table 230 Five-section Head Intersection # 7 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Lake Underhill Road			Speed: 40 MPH		
SBL	Minor Street: Woodbury Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	7:49	7:55	0:06	0	0:00	0:00
2	13:15	13:25	0:10	2	13:29	0:02
3	17:54	18:02	0:08	2	18:07	0:02
4	20:49	20:53	0:04	0	0:00	0:00
5	20:53	20:58	0:05	1	21:00	0:02
6	25:33	25:41	0:08	4	25:51	0:02
7	28:13	28:19	0:06	0	0:00	0:00
8	30:22	30:28	0:06	1	30:30	0:02
9	33:07	33:15	0:08	5	33:30	0:03
10	33:30	33:33	0:03	0	0:00	0:00
11	36:16	36:21	0:05	2	36:25	0:02
12	39:53	39:56	0:03	0	0:00	0:00
13	39:56	39:58	0:02	0	0:00	0:00
14	42:03	42:07	0:04	0	0:00	0:00
15	46:29	46:33	0:04	1	46:35	0:02
16	48:13	48:18	0:05	0	0:00	0:00
17	48:18	48:23	0:05	3	48:29	0:02

Table 231 Five-section Head Intersection # 7 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Lake Underhill Road			Speed: 40 MPH		
SBL	Minor Street: Woodbury Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	5:35	5:40	0:05	2	5:44	0:02
2	8:30	8:37	0:07	0	0:00	0:00
3	10:19	10:25	0:06	3	10:32	0:02
4	15:47	15:52	0:05	2	15:57	0:02
5	17:40	17:46	0:06	2	17:52	0:03
6	19:35	19:42	0:07	6	19:56	0:02
7	23:50	23:55	0:05	0	0:00	0:00
8	30:35	30:42	0:07	0	0:00	0:00
9	30:42	30:48	0:06	1	30:49	0:01
10	30:51	30:57	0:06	0	0:00	0:00
11	33:27	33:33	0:06	4	33:42	0:02
12	36:25	36:30	0:05	2	36:33	0:01
13	38:59	39:04	0:05	0	0:00	0:00
14	39:04	39:08	0:04	1	39:09	0:01
15	41:37	41:40	0:03	0	0:00	0:00
16	51:14	51:20	0:06	0	0:00	0:00
17	54:24	54:29	0:05	4	54:37	0:02
18	56:46	56:52	0:06	0	0:00	0:00
19	56:59	57:04	0:05	6	57:16	0:02

Table 232 Five-section Head Intersection # 7 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Lake Underhill Road			Speed: 40 MPH		
SBL	Minor Street: Woodbury Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	0:25	0:31	0:06	3	0:38	0:02
2	3:16	3:20	0:04	0	0:00	0:00
3	3:20	3:24	0:04	0	0:00	0:00
4	3:26	3:31	0:05	2	3:35	0:02
5	9:09	9:13	0:04	1	9:15	0:02
6	9:34	9:37	0:03	1	9:39	0:02
7	11:48	11:51	0:03	2	11:55	0:02
8	12:00	12:05	0:05	2	12:09	0:02
9	12:11	12:16	0:05	4	12:25	0:02
10	15:18	15:23	0:05	1	15:25	0:02
11	18:31	18:36	0:05	2	18:40	0:02
12	21:23	21:28	0:05	6	21:39	0:01
13	24:16	24:21	0:05	1	24:23	0:02
14	30:21	30:26	0:05	2	30:31	0:02
15	33:06	33:11	0:05	0	0:00	0:00
16	36:19	36:23	0:04	0	0:00	0:00
17	36:23	36:27	0:04	0	0:00	0:00
18	38:34	38:39	0:05	1	39:41	1:02
19	42:17	42:22	0:05	0	0:00	0:00
20	45:21	45:27	0:06	1	45:30	0:03
21	48:14	48:19	0:05	1	48:21	0:02
22	48:21	48:25	0:04	3	48:32	0:02
23	51:19	51:24	0:05	1	51:25	0:01
24	51:28	51:38	0:10	1	51:40	0:02
25	54:30	54:34	0:04	1	54:36	0:02
26	57:12	57:22	0:10	7	57:36	0:02

Table 233 Five-section Head Intersection # 7 Critical gap and follow up time

Flashing Yellow Arrow Left Turn Data Collection						
Approach	Major Street: Lake Underhill Road			Speed: 40 MPH		
SBL	Minor Street: Woodbury Road			Geometry: 4-Leg		
Left Turn Group	Start 1st Left Clock	End 1st Left Clock	Total Time for 1st Left	Following Vehicles	End Left Turn Group	Follow-Up Time
1	3:26	3:30	0:04	3	3:37	0:02
2	6:19	6:34	0:15	0	0:00	0:00
3	9:09	9:14	0:05	0	0:00	0:00
4	11:58	12:02	0:04	0	0:00	0:00
5	12:21	12:25	0:04	0	0:00	0:00
6	15:07	15:11	0:04	0	0:00	0:00
7	18:23	18:29	0:06	1	18:31	0:02
8	21:17	21:25	0:08	1	21:26	0:01
9	24:18	24:24	0:06	7	24:38	0:02
10	27:16	27:22	0:06	1	27:24	0:02
11	27:25	27:29	0:04	2	27:32	0:01
12	27:35	27:39	0:04	0	0:00	0:00
13	33:18	33:23	0:05	1	33:26	0:03
14	36:16	36:20	0:04	1	36:22	0:02
15	38:49	38:52	0:03	0	0:00	0:00
16	39:06	39:12	0:06	1	39:15	0:03
17	42:21	42:27	0:06	1	42:28	0:01
18	45:02	45:05	0:03	0	0:00	0:00
19	45:22	45:28	0:06	1	45:30	0:02
20	48:02	48:05	0:03	0	0:00	0:00
21	48:18	48:24	0:06	2	48:28	0:02
22	51:02	51:05	0:03	0	0:00	0:00
23	51:16	51:21	0:05	0	0:00	0:00
24	54:12	54:17	0:05	0	0:00	0:00
25	54:17	54:20	0:03	0	0:00	0:00
26	58:42	58:47	0:05	0	0:00	0:00

APPENDIX [C]: FYA INTERSECTIONS SUMMARIZED DATA

Table 234 Summarized Data for intersection #1 of FYA treatment

Lake Underhill Road & South Dean Road (WBL)								
Hours	Permitted Green Time	Left Turn Volume (Veh.)	Opposing (Veh.)		Delay (Min.)		Truck (%)	Gap (Sec.)
			Thru	R.T.	Green	Red		
(1200-1259)	29:38	68	418	28	12:42	11:52	4	0:03
(1300-1359)	30:15	57	395	41	5:45	13:18	2	0:03
(1400-1459)	28:02	75	396	42	7:52	15:39	5	0:03
(1500-1559)	23:11	15	493	41	13:41	23:27	0	0:03
(1600-1659)	22:42	35	463	35	14:49	23:52	3	0:03
(1700-1759)	20:32	17	467	62	20:14	27:24	0	0:03
(1800-1859)	23:34	32	461	48	15:03	25:25	0	0:03

Table 235 Summarized Data for intersection # 2 of FYA treatment

Lake Underhill Road & South Dean Road (SBL)								
Hours	Permitted Green Time	Left Turn Volume (Veh.)	Opposing (Veh.)		Delay (Min.)		Truck (%)	Gap (Sec.)
			Thru	R.T.	Green	Red		
(1200-1259)	12:01	16	262	87	5:23	26:42	6	0:03
(1300-1359)	11:33	11	243	92	3:56	32:57	0	0:03
(1400-1459)	11:29	7	301	91	4:26	30:05	14	0:04
(1500-1559)	13:29	26	326	116	7:42	32:45	4	0:03
(1600-1659)	14:03	9	371	175	9:30	32:46	0	0:03
(1700-1759)	12:42	10	413	182	8:52	34:25	0	0:03
(1800-1859)	16:27	45	333	116	8:25	32:47	0	0:03

Table 236 Summarized Data for intersection #3 of FYA treatment

Edgewater Drive & Forest City Road (EBL)								
Hours	Permitted Green Time	Left Turn Volume (Veh.)	Opposing (Veh.)		Delay (Min.)		Truck (%)	Gap (Sec.)
			Thru	R.T.	Green	Red		
(1200-1259)	24:03	11	514	32	1:47	7:04	0	0:03
(1300-1359)	23:21	18	548	37	4:28	17:43	11	0:03
(1400-1459)	23:10	17	475	32	2:45	13:01	12	0:03
(1500-1559)	24:33	13	537	31	1:41	9:31	8	0:02
(1600-1659)	24:06	8	478	26	2:16	10:26	0	0:03
(1700-1759)	23:22	9	401	16	1:21	8:34	0	0:02
(1800-1859)	25:16	15	297	12	1:51	4:46	0	0:02

Table 237 Summarized Data for intersection # 4 of FYA treatment

Pershing Avenue & Wild Horse Rd (EBL)								
Hours	Permitted Green Time	Left Turn Volume (Veh.)	Opposing (Veh.)		Delay (Min.)		Truck (%)	Gap (Sec.)
			Thru	R.T.	Green	Red		
(1200-1259)	3:20	1	43	10	0:00	12:11	0	0:04
(1300-1359)	46:21	39	1098	131	2:28	3:02	3	0:02
(1400-1459)	48:19	18	612	69	2:25	0:47	6	0:03
(1500-1559)	50:50	24	695	79	4:18	1:15	0	0:03
(1600-1659)	47:24	24	791	74	3:03	1:24	8	0:03
(1700-1759)	47:18	20	896	71	4:49	2:31	0	0:03
(1800-1859)	49:03	18	699	66	1:13	0:00	0	0:03

Table 238 Summarized Data for intersection # 5 of FYA treatment

SR 50 & Cricket Club Circle (EBL)								
Hours	Permitted Green Time	Left Turn Volume (Veh.)	Opposing (Veh.)		Delay (Min.)		Truck (%)	Gap (Sec.)
			Thru	R.T.	Green	Red		
(1200-1259)	46:23	18	1204	42	9:43	3:22	17	0:03
(1300-1359)	52:15	30	1248	57	15:05	1:16	13	0:03
(1400-1459)	49:10	28	1327	64	9:58	2:48	4	0:03
(1500-1559)	44:35	22	1045	60	10:13	6:10	5	0:03
(1600-1659)	44:41	21	808	70	4:08	5:50	0	0:05
(1700-1759)	44:43	22	957	73	6:35	6:21	5	0:04
(1800-1859)	46:43	30	999	67	9:32	3:08	10	0:04

Table 239 Summarized Data for intersection # 6 of FYA treatment

CR 535 & Lakeside Village Lane (NBL)								
Hours	Permitted Green Time	Left Turn Volume (Veh.)	Opposing (Veh.)		Delay (Min.)		Truck (%)	Gap (Sec.)
			Thru	R.T.	Green	Red		
(1200-1259)	28:39	48	444	98	7:21	13:28	13	0:04
(1300-1359)	30:34	52	427	126	7:48	11:41	4	0:04
(1400-1459)	29:13	50	467	125	8:56	12:43	8	0:04
(1600-1659)	27:57	78	455	119	9:03	14:43	1	0:04
(1700-1759)	27:45	60	441	118	7:51	15:09	2	0:05
(1800-1859)	27:53	51	384	93	6:33	14:45	2	0:04
(1900-1959)	31:21	43	320	70	5:20	9:55	2	0:04
(2000-2059)	34:02	41	266	70	3:50	5:43	0	0:05

Table 240 Summarized Data for intersection # 7 of FYA treatment

US 192 & Academy Drive (EBL)								
Hours	Permitted Green Time	Left Turn Volume (Veh.)	Opposing (Veh.)		Delay (Min.)		Truck (%)	Gap (Sec.)
			Thru	R.T.	Green	Red		
(0600-0659)	54:40	7	1612	5	7:29	0:09	0	0:06
(0700-0759)	50:26	13	2271	6	9:24	2:24	0	0:07
(0800-0859)	51:01	19	1983	15	15:21	1:35	0	0:11
(0900-0959)	52:25	30	1512	12	9:48	0:11	3	0:07
(1200-1259)	51:32	28	1415	15	7:50	1:46	0	0:06
(1300-1359)	47:13	19	1300	12	5:50	2:26	0	0:06
(1400-1459)	50:45	39	1400	11	10:04	2:26	0	0:05

APPENDIX [D]: FIVE-SECTION HEAD INTERSECTIONS SUMMARIZED
DATA

Table 241 Summarized Data for intersection # 1 of Five-section head control

SR 50 & Chuluota Road								
Hours	Permitted Green Time	Left Turn Volume (Veh.)	Opposing (Veh.)		Delay (Min.)		Truck (%)	Gap (Sec.)
			Thru	R.T.	Green	Red		
(0700-0759)	24:54	40	840	177	15:49	23:20	45	0:06
(0800-0859)	24:40	28	704	180	13:12	20:43	39	0:06
(0900-0959)	24:24	47	697	85	8:07	16:39	9	0:04
(1200-1259)	25:40	48	623	49	8:56	17:01	8	0:05
(1300-1359)	22:53	48	590	71	13:56	28:11	19	0:06
(1400-1459)	21:24	50	637	64	13:57	26:54	20	0:08
(1600-1659)	25:01	48	833	103	20:19	25:42	10	0:07
(1700-1759)	22:59	33	868	125	19:54	28:45	15	0:09
(1800-1859)	23:26	66	711	102	17:55	26:08	0	0:07

Table 242 Summarized Data for intersection # 2 of Five-section head control

SR 50 & Rouse Lake Road (Walmart entrance)								
Hours	Permitted Green Time	Left Turn Volume (Veh.)	Opposing (Veh.)		Delay (Min.)		Truck (%)	Gap (Sec.)
			Thru	R.T.	Green	Red		
(1330-1429)	36:15	21	1497	95	34:27	18:19	0	0:05
(1430-1529)	36:17	40	1455	106	33:44	17:36	3	0:04
(1530-1629)	34:49	35	1495	83	31:24	20:45	3	0:04
(1630-1729)	34:58	13	1558	86	33:26	19:19	0	0:05
(1730-1829)	35:01	14	1544	79	33:58	19:15	0	0:05
(1830-1929)	35:54	56	1349	87	30:04	19:46	0	0:05
(1930-2029)	37:01	64	1138	77	24:28	16:56	0	0:05
(2030-2129)	42:44	124	937	72	18:33	8:12	1	0:05

Table 243 Summarized Data for intersection # 3 of Five-section head control

Curry Ford Road & Chickasaw Trail								
Hours	Permitted Green Time	Left Turn Volume (Veh.)	Opposing (Veh.)		Delay (Min.)		Truck (%)	Gap (Sec.)
			Thru	R.T.	Green	Red		
(0700-0759)	13:56	26	167	81	2:31	16:06	15	0:05
(0800-0859)	14:02	33	141	106	2:11	16:44	12	0:05
(0900-0959)	17:48	33	152	66	2:04	12:22	6	0:05
(1200-1259)	16:04	58	102	49	3:16	17:20	0	0:04
(1300-1359)	14:58	39	116	33	4:03	17:03	3	0:07
(1400-1459)	16:49	49	132	67	1:54	16:46	2	0:06
(1600-1659)	14:09	33	186	83	6:06	23:22	9	0:06
(1700-1759)	13:52	29	246	116	4:24	19:57	0	0:04
(1800-1859)	13:02	25	174	75	2:39	24:14	0	0:07

Table 244 Summarized Data for intersection # 4 of Five-section head control

Avalon Park Boulevard & Waterford Chase Parkway								
Hours	Permitted Green Time	Left Turn Volume (Veh.)	Opposing (Veh.)		Delay (Min.)		Truck (%)	Gap (Sec.)
			Thru	R.T.	Green	Red		
(1043-1142)	37:54	188	288	64	13:22	12:48	2	0:05
(1143-1242)	37:54	169	311	77	7:12	11:03	2	0:05
(1243-1342)	36:27	159	330	78	7:26	13:17	1	0:03
(1343-1442)	33:30	195	405	88	8:59	14:49	5	0:05
(1443-1542)	24:07	95	474	100	14:44	25:57	1	0:05
(1543-1642)	23:14	98	499	111	15:06	26:00	8	0:06
(1643-1742)	19:17	29	608	130	15:11	28:38	7	0:04
(1743-1842)	19:17	26	648	148	15:31	29:34	0	0:04

Table 245 Summarized Data for intersection # 5 of Five-section head control

Lake Underhill Road & Chickasaw Trail								
Hours	Permitted Green Time	Left Turn Volume (Veh.)	Opposing (Veh.)		Delay (Min.)		Truck (%)	Gap (Sec.)
			Thru	R.T.	Green	Red		
(0700-0759)	23:45	26	380	157	5:49	18:20	12	0:05
(0800-0859)	23:42	40	330	130	8:19	20:43	18	0:05
(1200-1259)	19:42	52	271	99	7:27	18:21	6	0:05
(1300-1359)	19:32	33	288	83	5:25	20:52	9	0:05
(1400-1459)	20:02	40	267	93	6:05	24:03	8	0:05
(1600-1659)	18:32	51	217	64	5:47	24:29	2	0:05
(1700-1759)	18:04	50	235	70	5:56	27:37	6	0:04
(1800-1859)	17:57	29	259	77	6:48	30:16	10	0:04

Table 246 Summarized Data for intersection # 6 of Five-section head control

CR 535 & Overstreet Road								
Hours	Permitted Green Time	Left Turn Volume (Veh.)	Opposing (Veh.)		Delay (Min.)		Truck (%)	Gap (Sec.)
			Thru	R.T.	Green	Red		
(0700-0759)	31:36	7	349	3	1:43	2:55	14	0:06
(0800-0859)	29:16	12	320	1	0:48	2:39	0	0:06
(1200-1259)	29:22	31	277	3	1:57	3:26	3	0:06
(1300-1359)	30:27	33	356	8	2:37	1:47	3	0:05
(1400-1459)	32:03	35	384	2	2:32	1:11	0	0:05
(1600-1659)	25:05	21	541	4	1:54	3:19	0	0:05
(1700-1759)	26:05	26	646	3	3:25	7:47	0	0:05
(1800-1859)	26:44	23	378	3	2:55	5:21	0	0:05

Table 247 Summarized Data for intersection # 7 of Five-section head control

Lake Underhill Road & Woodbury Road								
Hours	Permitted Green Time	Left Turn Volume (Veh.)	Opposing (Veh.)		Delay (Min.)		Truck (%)	Gap (Sec.)
			Thru	R.T.	Green	Red		
(0959-1058)	11:35	36	54	7	0:49	23:39	3	0:04
(1059-1158)	12:40	44	75	8	0:54	24:16	0	0:04
(1159-1258)	14:47	73	120	15	1:58	24:04	0	0:04
(1259-1358)	11:14	34	97	16	2:25	28:57	3	0:04
(1359-1458)	12:03	55	99	14	2:18	26:32	5	0:04
(1459-1558)	10:28	38	138	52	3:12	35:11	11	0:05
(1559-1658)	11:13	52	121	50	4:17	35:23	0	0:05
(1659-1758)	11:40	69	163	70	6:14	36:40	1	0:05
(1759-1858)	9:54	48	142	22	3:47	37:15	0	0:05

APPENDIX [E]: MINITAB INPUT AND OUTPUT

Table 248 FYA Dependent and Independent Variables

Responses		Predictors (Continuous & Categorical Variables)											
Delay	Left Turn	Per. Green	Opp. Thru	Opp. R.T	No. Opp. thru	No. Opp. T+R	No. R.T	T(%)	Gap	In. Conf.	Speed	Land use	Criteria
24:34	68	29:38	418	28	1	0	1	4	0:03	4	45	1	1
19:03	57	30:15	395	41	1	0	1	2	0:03	4	45	1	1
23:31	75	28:02	396	42	1	0	1	5	0:03	4	45	1	1
37:08	15	23:11	493	41	1	0	1	0	0:03	4	45	1	1
38:41	35	22:42	463	35	1	0	1	3	0:03	4	45	1	1
47:38	17	20:32	467	62	1	0	1	0	0:03	4	45	1	1
40:28	32	23:34	461	48	1	0	1	0	0:03	4	45	1	1
32:05	16	12:01	262	87	1	1	0	6	0:03	4	45	1	1
36:53	11	11:33	243	92	1	1	0	0	0:03	4	45	1	1
34:31	7	11:29	301	91	1	1	0	14	0:04	4	45	1	1
40:27	26	13:29	326	116	1	1	0	4	0:03	4	45	1	1
42:16	9	14:03	371	175	1	1	0	0	0:03	4	45	1	1
43:17	10	12:42	413	182	1	1	0	0	0:03	4	45	1	1
41:12	45	16:27	333	116	1	1	0	0	0:03	4	45	1	1
8:51	11	24:03	514	32	1	1	0	0	0:03	4	40	1	3
22:11	18	23:21	548	37	1	1	0	11	0:03	4	40	1	3
15:46	17	23:10	475	32	1	1	0	12	0:03	4	40	1	3
11:12	13	24:33	537	31	1	1	0	8	0:02	4	40	1	3
12:42	8	24:06	478	26	1	1	0	0	0:03	4	40	1	3
9:55	9	23:22	401	16	1	1	0	0	0:02	4	40	1	3
6:37	15	25:16	297	12	1	1	0	0	0:02	4	40	1	3
12:11	1	3:20	43	10	1	1	0	0	0:04	4	45	4	1
5:30	39	46:21	1098	131	1	1	0	3	0:02	4	45	4	1

Responses		Predictors (Continuous & Categorical Variables)											
Delay	Left Turn	Per. Green	Opp. Thru	Opp. R.T	No. Opp. thru	No. Opp. T+R	No. R.T	T(%)	Gap	In. Conf.	Speed	Land use	Criteria
3:12	18	48:19	612	69	1	1	0	6	0:03	4	45	4	1
5:33	24	50:50	695	79	1	1	0	0	0:03	4	45	4	1
4:27	24	47:24	791	74	1	1	0	8	0:03	4	45	4	1
7:20	20	47:18	896	71	1	1	0	0	0:03	4	45	4	1
1:13	18	49:03	699	66	1	1	0	0	0:03	4	45	4	1
13:05	18	46:23	1204	42	2	0	1	17	0:03	4	45	5	1
16:21	30	52:15	1248	57	2	0	1	13	0:03	4	45	5	1
12:46	28	49:10	1327	64	2	0	1	4	0:03	4	45	5	1
16:23	22	44:35	1045	60	2	0	1	5	0:03	4	45	5	1
9:58	21	44:41	808	70	2	0	1	0	0:05	4	45	5	1
12:56	22	44:43	957	73	2	0	1	5	0:04	4	45	5	1
12:40	30	46:43	999	67	2	0	1	10	0:04	4	45	5	1
20:49	48	28:39	444	98	2	0	1	13	0:04	3	55	5	1
19:29	52	30:34	427	126	2	0	1	4	0:04	3	55	5	1
21:39	50	29:13	467	125	2	0	1	8	0:04	3	55	5	1
23:46	78	27:57	455	119	2	0	1	1	0:04	3	55	5	1
23:00	60	27:45	441	118	2	0	1	2	0:05	3	55	5	1
21:18	51	27:53	384	93	2	0	1	2	0:04	3	55	5	1
15:15	43	31:21	320	70	2	0	1	2	0:04	3	55	5	1
9:33	41	34:02	266	70	2	0	1	0	0:05	3	55	5	1
7:38	7	54:40	1612	5	2	0	1	0	0:06	4	55	5	1
11:48	13	50:26	2271	6	2	0	1	0	0:07	4	55	5	1
16:56	19	51:01	1983	15	2	0	1	0	0:11	4	55	5	1
9:59	30	52:25	1512	12	2	0	1	3	0:07	4	55	5	1
9:36	28	51:32	1415	15	2	0	1	0	0:06	4	55	5	1
8:16	19	47:13	1300	12	2	0	1	0	0:06	4	55	5	1

Responses		Predictors (Continuous & Categorical Variables)											
Delay	Left Turn	Per. Green	Opp. Thru	Opp. R.T	No. Opp. thru	No. Opp. T+R	No. R.T	T(%)	Gap	In. Conf.	Speed	Land use	Criteria
12:30	39	50:45	1400	11	2	0	1	0	0:05	4	55	5	1

Table 249 Five-section Head Dependent and Independent Variables

Responses		Predictors (Continuous & Categorical Variables)											
Delay	Left Turn	Per. Green	Opp. Thru	Opp. R.T	No. Opp. thru	No. Opp. T+R	No. R.T	T(%)	Gap	In. Conf.	Speed	Land use	Criteria
39:09	40	24:54	840	177	2	0	1	45	0:06	4	55	1	1
33:55	28	24:40	704	180	2	0	1	39	0:06	4	55	1	1
24:46	47	24:24	697	85	2	0	1	9	0:04	4	55	1	1
25:40	48	25:40	623	49	2	0	1	8	0:05	4	55	1	1
42:07	48	22:53	590	71	2	0	1	19	0:06	4	55	1	1
40:51	50	21:24	637	64	2	0	1	20	0:08	4	55	1	1
46:01	48	25:01	833	103	2	0	1	10	0:07	4	55	1	1
48:39	33	22:59	868	125	2	0	1	15	0:09	4	55	1	1
44:03	66	23:26	711	102	2	0	1	0	0:07	4	55	1	1
52:46	21	36:15	1497	95	2	0	1	0	0:05	3	45	1	1
51:20	40	36:17	1455	106	2	0	1	3	0:04	3	45	1	1
52:09	35	34:49	1495	83	2	0	1	3	0:04	3	45	1	1
52:45	13	34:58	1558	86	2	0	1	0	0:05	3	45	1	1
53:13	14	35:01	1544	79	2	0	1	0	0:05	3	45	1	1
49:50	56	35:54	1349	87	2	0	1	0	0:05	3	45	1	1
41:24	64	37:01	1138	77	2	0	1	0	0:05	3	45	1	1
26:45	124	42:44	937	72	2	0	1	1	0:05	3	45	1	1
18:37	26	13:56	167	81	1	1	0	15	0:05	4	45	5	1
18:55	33	14:02	141	106	1	1	0	12	0:05	4	45	5	1
14:26	33	17:48	152	66	1	1	0	6	0:05	4	45	5	1
20:36	58	16:04	102	49	1	1	0	0	0:04	4	45	5	1
21:06	39	14:58	116	33	1	1	0	3	0:07	4	45	5	1
18:40	49	16:49	132	67	1	1	0	2	0:06	4	45	5	1

Responses		Predictors (Continuous & Categorical Variables)											
Delay	Left Turn	Per. Green	Opp. Thru	Opp. R.T	No. Opp. thru	No. Opp. T+R	No. R.T	T(%)	Gap	In. Conf.	Speed	Land use	Criteria
29:28	33	14:09	186	83	1	1	0	9	0:06	4	45	5	1
24:21	29	13:52	246	116	1	1	0	0	0:04	4	45	5	1
26:53	25	13:02	174	75	1	1	0	0	0:07	4	45	5	1
26:10	188	37:54	288	64	1	1	0	2	0:05	4	45	4	1
18:15	169	37:54	311	77	1	1	0	2	0:05	4	45	4	1
20:43	159	36:27	330	78	1	1	0	1	0:03	4	45	4	1
23:48	195	33:30	405	88	1	1	0	5	0:05	4	45	4	1
40:41	95	24:07	474	100	1	1	0	1	0:05	4	45	4	1
41:06	98	23:14	499	111	1	1	0	8	0:06	4	45	4	1
43:49	29	19:17	608	130	1	1	0	7	0:04	4	45	4	1
45:05	26	19:17	648	148	1	1	0	0	0:04	4	45	4	1
24:09	26	23:45	380	157	1	1	0	12	0:05	4	45	5	2
29:02	40	23:42	330	130	1	1	0	18	0:05	4	45	5	2
25:48	52	19:42	271	99	1	1	0	6	0:05	4	45	5	2
26:17	33	19:32	288	83	1	1	0	9	0:05	4	45	5	2
30:08	40	20:02	267	93	1	1	0	8	0:05	4	45	5	2
30:16	51	18:32	217	64	1	1	0	2	0:05	4	45	5	2
33:33	50	18:04	235	70	1	1	0	6	0:04	4	45	5	2
37:04	29	17:57	259	77	1	1	0	10	0:04	4	45	5	2
24:28	36	11:35	54	7	1	0	1	3	0:04	4	40	4	1
25:10	44	12:40	75	8	1	0	1	0	0:04	4	40	4	1
26:02	73	14:47	120	15	1	0	1	0	0:04	4	40	4	1
31:22	34	11:14	97	16	1	0	1	3	0:04	4	40	4	1
28:50	55	12:03	99	14	1	0	1	5	0:04	4	40	4	1
38:23	38	10:28	138	52	1	0	1	11	0:05	4	40	4	1

Responses		Predictors (Continuous & Categorical Variables)											
Delay	Left Turn	Per. Green	Opp. Thru	Opp. R.T	No. Opp. thru	No. Opp. T+R	No. R.T	T(%)	Gap	In. Conf.	Speed	Land use	Criteria
39:40	52	11:13	121	50	1	0	1	0	0:05	4	40	4	1
42:54	69	11:40	163	70	1	0	1	1	0:05	4	40	4	1
41:02	48	9:54	142	22	1	0	1	0	0:05	4	40	4	1

Regression Analysis: Delay versus Left Turn, Per. Green, Opp. Thru, Opp. R.T.,...

Stepwise Selection of Terms

α to enter = 0.05, α to remove = 0.05

Analysis of Variance

Source	DF	Adj SS	Adj MS	F-Value	P-Value
Regression	4	8.7429	2.18573	57.95	0.000
Left Turn	1	1.4437	1.44367	38.28	0.000
Per. Green	1	2.6053	2.60533	69.08	0.000
Opp. Thru	1	4.9737	4.97373	131.88	0.000
Criteria	1	0.5735	0.57350	15.21	0.000
Error	46	1.7349	0.03771		
Total	50	10.4778			

Model Summary

S	R-sq	R-sq(adj)	R-sq(pred)
0.194202	83.44%	82.00%	77.57%

Coefficients

Term	Coef	SE Coef	T-Value	P-Value	VIF
Constant	1.253	0.121	10.35	0.000	
Left Turn	0.00979	0.00158	6.19	0.000	5.74
Per. Green	-2.124	0.256	-8.31	0.000	12.52
Opp. Thru	0.002317	0.000202	11.48	0.000	10.74
Criteria	0.3589	0.0920	3.90	0.000	1.51

Regression Equation

Delay = 1.253 + 0.00979 Left Turn - 2.124 Per. Green + 0.002317 Opp. Thru + 0.3589 Criteria

Durbin-Watson Statistic = 1.88192

Residual Plots for Left Turn

Figure 13 Five-section Head Delay Regression Model

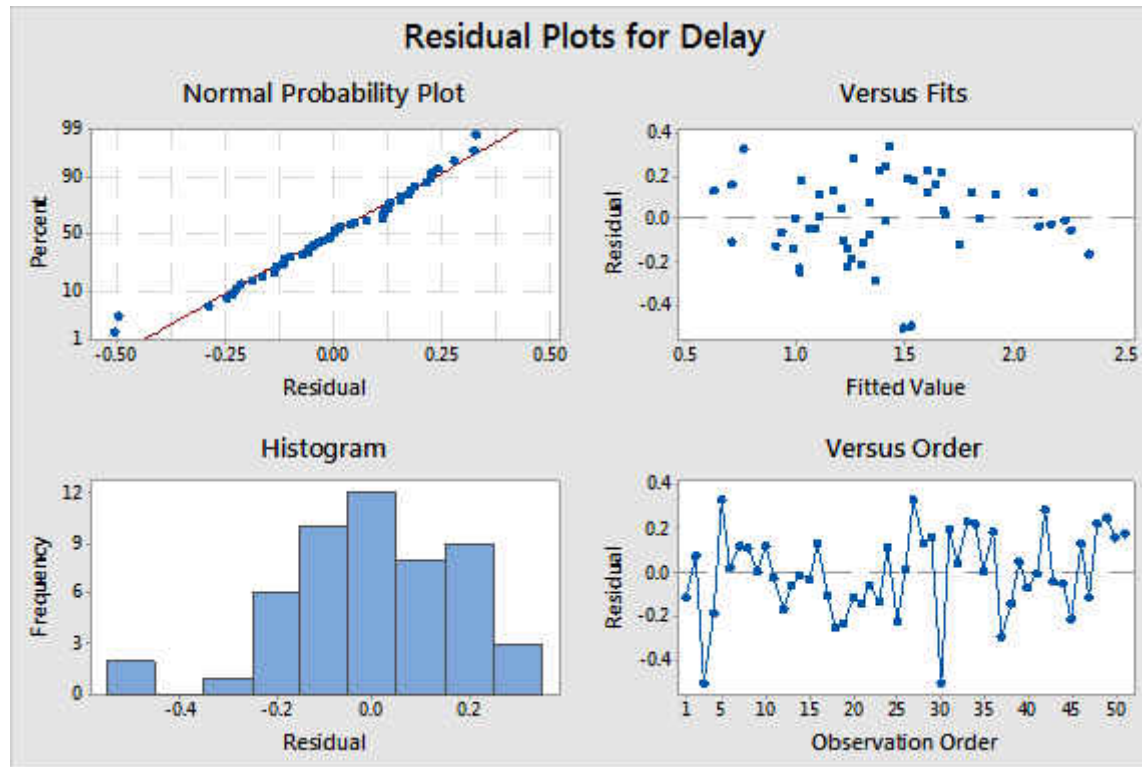


Figure 14 Five-section Head Delay Residual Plots

Regression Analysis: Left Turn versus Delay, Per. Green, Opp. Thru, Opp. R.T.,...

Stepwise Selection of Terms

α to enter = 0.05, α to remove = 0.05

Analysis of Variance

Source	DF	Adj SS	Adj MS	F-Value	P-Value
Regression	4	78160	19540.1	109.34	0.000
Delay	1	6841	6840.7	38.28	0.000
Per. Green	1	66997	66996.7	374.90	0.000
Opp. Thru	1	40228	40227.9	225.11	0.000
Criteria	1	7366	7365.9	41.22	0.000
Error	46	8221	178.7		
Total	50	86381			

Model Summary

S	R-sq	R-sq(adj)	R-sq(pred)
13.3681	90.48%	89.66%	88.00%

Coefficients

Term	Coef	SE Coef	T-Value	P-Value	VIF
Constant	-51.0	13.2	-3.86	0.000	
Delay	46.39	7.50	6.19	0.000	3.30
Per. Green	178.13	9.20	19.36	0.000	3.42
Opp. Thru	-0.1688	0.0113	-15.00	0.000	7.04
Criteria	-34.07	5.31	-6.42	0.000	1.06

Regression Equation

Left Turn = -51.0 + 46.39 Delay + 178.13 Per. Green - 0.1688 Opp. Thru - 34.07 Criteria

Durbin-Watson Statistic = 2.29326

Residual Plots for Left Turn

Figure 15 Five-section Head Left-turn Regression Model

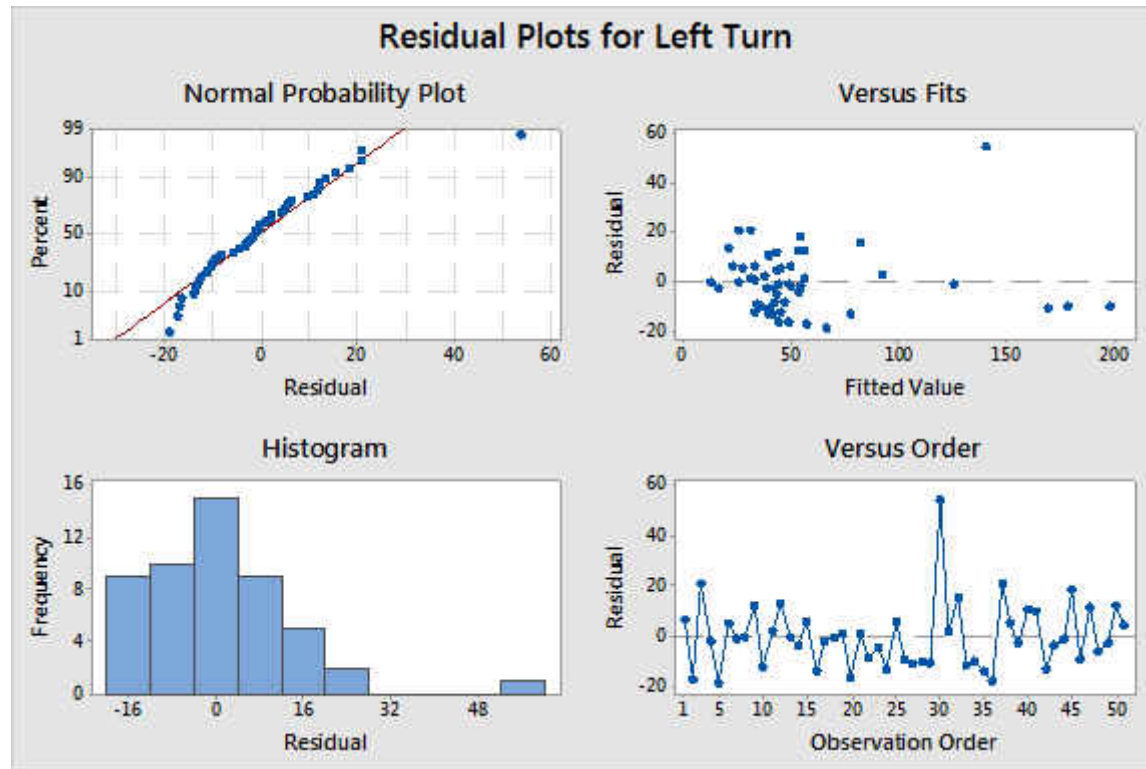


Figure 16 Five-section Head Left-turn Residual Plots

Regression Analysis: Delay versus Left Turn, Per. Green, Opp. Thru, Opp. R.T,....

Stepwise Selection of Terms

α to enter = 0.05, α to remove = 0.05

Analysis of Variance

Source	DF	Adj SS	Adj MS	F-Value	P-Value
Regression	6	11.8841	1.98068	68.29	0.000
Per. Green	1	1.4583	1.45833	50.28	0.000
Opp. Thru	1	0.7985	0.79853	27.53	0.000
Opp. R.T	1	0.9476	0.94764	32.67	0.000
No. Opp. T+R	1	1.1955	1.19548	41.22	0.000
Land use	1	1.9371	1.93706	66.78	0.000
Criteria	1	0.5742	0.57419	19.80	0.000
Error	43	1.2472	0.02901		
Total	49	13.1313			

Model Summary

S	R-sq	R-sq(adj)	R-sq(pred)
0.170310	90.50%	89.18%	84.99%

Coefficients

Term	Coef	SE Coef	T-Value	P-Value	VIF
Constant	2.039	0.132	15.49	0.000	
Per. Green	-0.6060	0.0855	-7.09	0.000	4.37
Opp. Thru	0.000471	0.000090	5.25	0.000	3.20
Opp. R.T	0.004410	0.000772	5.72	0.000	1.89
No. Opp. T+R	-0.4258	0.0663	-6.42	0.000	1.85
Land use	-0.1795	0.0220	-8.17	0.000	2.95
Criteria	-0.2150	0.0483	-4.45	0.000	1.94

Regression Equation

Delay = 2.039 - 0.6060 Per. Green + 0.000471 Opp. Thru + 0.004410 Opp. R.T
 - 0.4258 No. Opp. T+R - 0.1795 Land use - 0.2150 Criteria

Durbin-Watson Statistic = 1.58252

Residual Plots for Delay

Figure 17 FYA Treatment Delay Regression Model

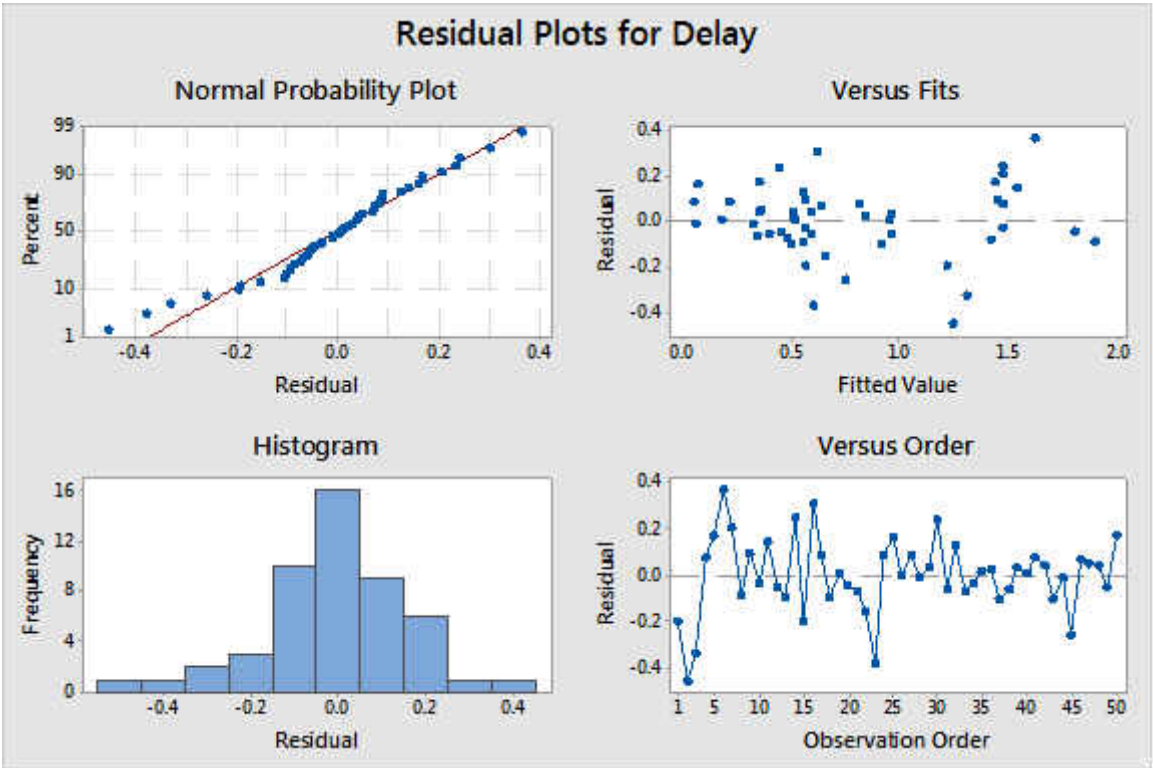


Figure 18 FYA Treatment Delay Residual Plots

Regression Analysis: Left Turn versus Delay, Per. Green, Opp. Thru, Opp. R.T.,

Stepwise Selection of Terms

α to enter = 0.05, α to remove = 0.05

Analysis of Variance

Source	DF	Adj SS	Adj MS	F-Value	P-Value
Regression	3	9273	3091.0	19.00	0.000
No. Opp. thru	1	1762	1761.5	10.83	0.002
No. Opp. T+R	1	3446	3445.8	21.18	0.000
In. Conf.	1	4457	4457.2	27.40	0.000
Error	46	7483	162.7		
Total	49	16756			

Model Summary

S	R-sq	R-sq(adj)	R-sq(pred)
12.7543	55.34%	52.43%	43.92%

Coefficients

Term	Coef	SE Coef	T-Value	P-Value	VIF
Constant	180.5	26.6	6.78	0.000	
No. Opp. thru	-19.43	5.90	-3.29	0.002	2.64
No. Opp. T+R	-25.62	5.57	-4.60	0.000	2.32
In. Conf.	-29.59	5.65	-5.23	0.000	1.32

Regression Equation

Left Turn = 180.5 - 19.43 No. Opp. thru - 25.62 No. Opp. T+R - 29.59 In. Conf.

Durbin-Watson Statistic = 1.71344

Residual Plots for Left Turn

Figure 19 FYA Treatment Left-turn Regression Model

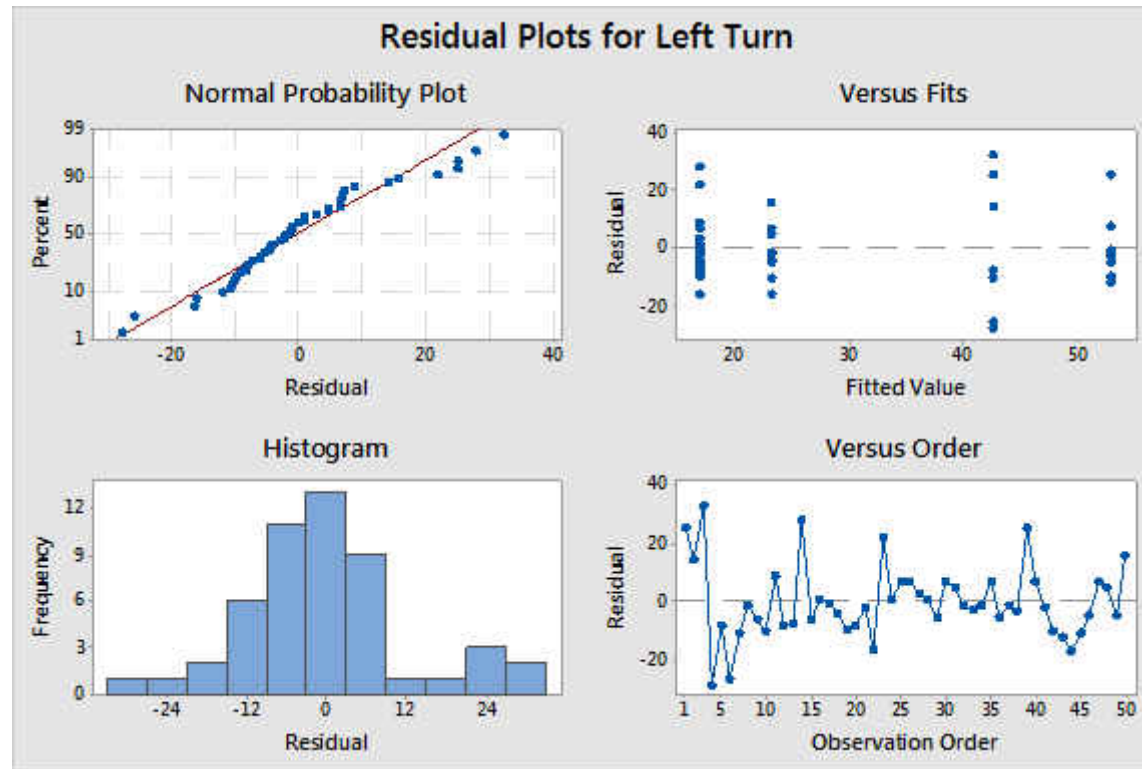


Figure 20 FYA Treatment Left-turn Residual Plots

Paired T-Test and CI: Five-section head delay model, FYA signal delay model

Paired T for Five-section head delay model - FYA signal delay model

	N	Mean	StDev	SE Mean
Five-section head delay	51	1.3985	0.4182	0.0586
FYA signal delay model	51	1.0132	0.6314	0.0884
Difference	51	0.3853	0.4053	0.0568

95% CI for mean difference: (0.2713, 0.4993)

T-Test of mean difference = 0 (vs ≠ 0): T-Value = 6.79 P-Value = 0.000

Paired T-Test and CI: Five-section head L.T. model, FYA signal L.T. model

Paired T for Five-section head L.T. model - FYA signal L.T. model

	N	Mean	StDev	SE Mean
Five-section head L.T. m	51	55.51	5.54	
FYA signal L.T. model	51	28.29	14.33	2.01
Difference	51	27.22	44.40	6.22

95% CI for mean difference: (14.73, 39.70)

T-Test of mean difference = 0 (vs ≠ 0): T-Value = 4.38

Figure 21 Paired t test between Five-section head and FYA treatment

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