# APPENDIX H – TRAFFIC IMPACT STUDY

# TRAFFIC IMPACT STUDY REPORT

Peters Canyon Regional Park GDP

8548 Canyon View Equestrian Trail

Orange, CA 92869

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June 28, 2017

P9584

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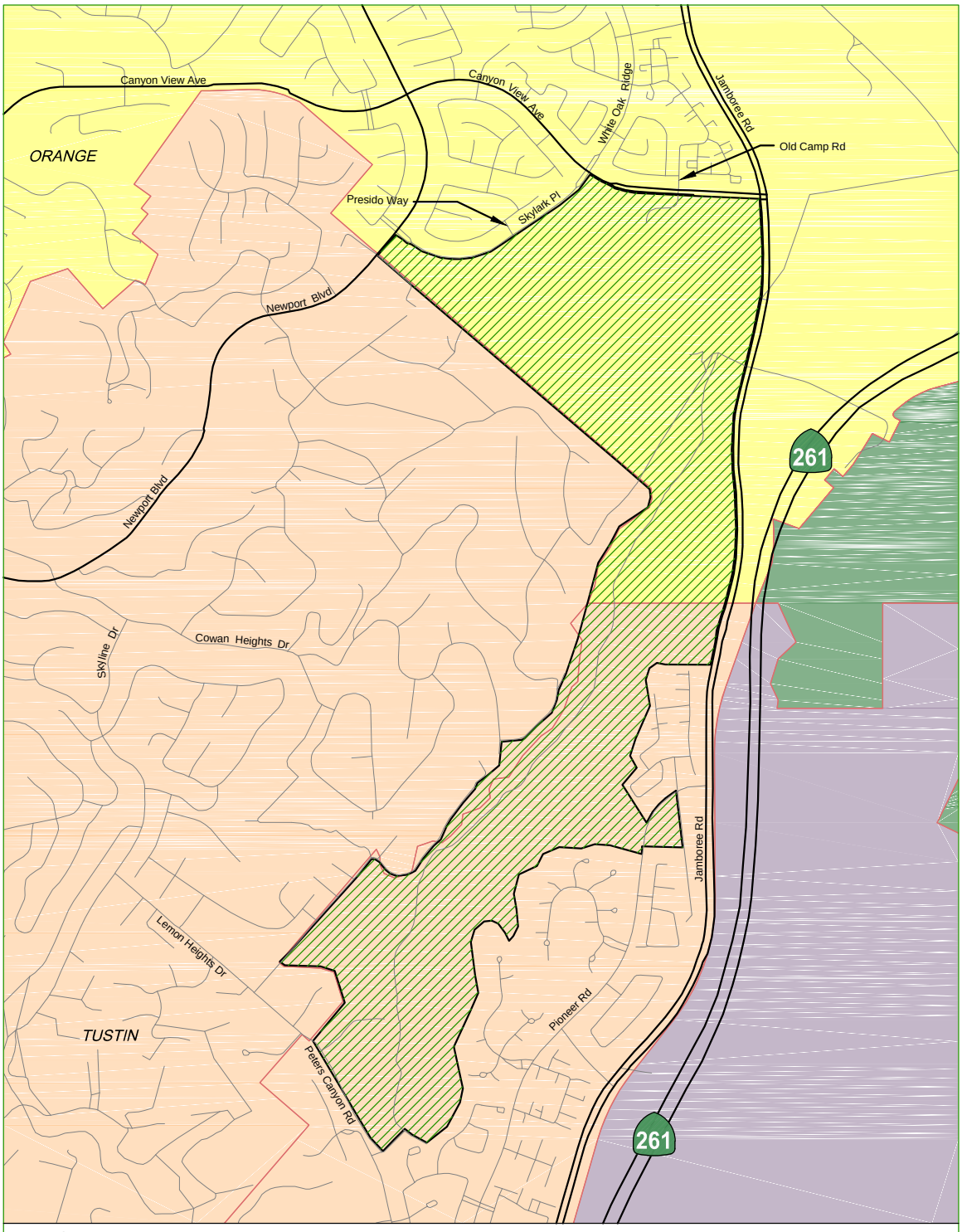
## INTRODUCTION

The purpose of this traffic impact study is to identify potential traffic impacts resulting from proposed improvements at Peters Canyon Regional Park (PCRP) in the City of Orange, California (***Figure 1***). This report will be in support of the Peters Canyon General Development Plan and the Resource Management Plan (RMP). The purpose of the GDP/RMP is to provide a comprehensive, long-term development and management plan to provide safe, educational and enjoyable public access and recreation, while preserving the natural and cultural resource values of the park. The GDP is the master plan for the park and identifies proposed uses, trailheads, staging area locations and conceptual improvements, as well as the general operations and management of the park facility. The RMP provides land management goals and strategies and serves as a framework to manage, protect and enhance the natural and cultural resource values of the park while providing appropriate public access and recreational opportunities.

The project proposes improvements to trails and trailheads, enhancements to the existing main entrance into the park via Canyon View Avenue, new restrooms and rest areas, a new boardwalk and dam overlook for historic reservoir viewing, a new overflow parking area along Skylark Place, approximately two miles of new trails within the park, and approximately one mile of realigned trails. Project construction is expected to be complete by 2035. The general development plan for the project is shown on ***Figure 2***.

The traffic impact study will identify project traffic volumes at the study area intersections, perform Level of Service (LOS) analysis during the weekday peak hour periods and Saturday peak park use hour, perform a 1-hour peak hour queue analysis and delay estimate at the entrance to PCRP, determine traffic generation forecast and project trip generation and distribution, and determine the impact of the project plus cumulative developments. This traffic impact study analyzes the study area for the following scenarios:

1. Existing Traffic Conditions (Existing Year 2016)
2. Existing + Ambient Growth Traffic Conditions (Future Year 2035 No Project)
3. Existing + Ambient Growth + Project Traffic Conditions (Future Year 2035 + Project)




LEGEND:

= Peters Canyon Regional Park

NOT TO SCALE

Figure_1_Location Map.dwg (06-28-17 3:40pm) Plotted by: sng

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Figure 1: Location Map

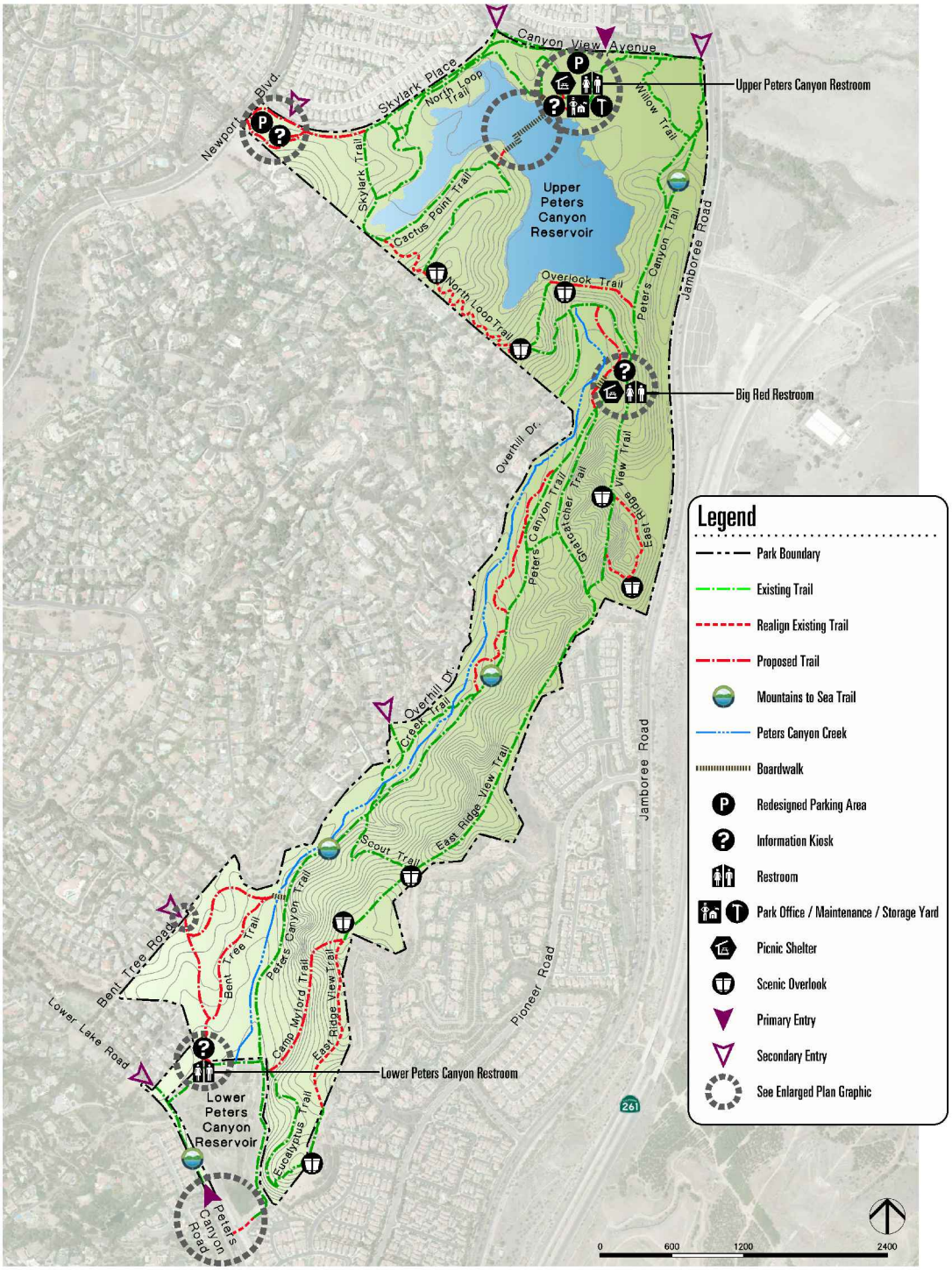


Figure_2_GDP.dwg (06-28-17 3:12pm) Plotted by: sng

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Figure 2: Proposed General Development Plan (GDP)

## Local Agency Analysis Methodology

The roadway and intersection analysis are conducted in accordance with the criteria established by the City of Orange and Orange County, and using the 2003 Intersection Capacity Utilization (ICU 2003) methodology developed by Trafficware. The target operational criteria established by the local agencies will be as follows:

- Maintain LOS D where the existing condition operates at LOS D or better in unincorporated areas, all streets, and arterials
- Maintain LOS C or better on Santiago Canyon Road (for uninterrupted segments greater than or equal to three miles)
- Maintain LOS E or better for CMP intersections

The ICU method sums up the amount of time required to serve all movements at saturation for a given cycle length and divides by that reference cycle length. This method is similar to taking the sum of critical volume to saturation (v/s) flow ratios, yet allows minimum timings to be considered. ***Table 1*** shows classification of ICU 2003 LOS based on the utilization capacity of the signalized intersection.

**Table 1: Level of Service (LOS) by Intersection Capacity Utilization (ICU)**

| Level of Service (LOS) | Intersection Capacity Utilization (ICU) |
|---|---|
| A | ≤ 55% |
| B | > 55% – 64% |
| C | > 64% – 73% |
| D | > 73% – 82% |
| E | > 82% – 91% |
| F | > 91% – 100% |
| G | > 100% – 109% |
| H | > 109% |

*Source: ICU 2003*

Per criteria provided by the City of Orange, an intersection is considered significantly impacted by the proposed project based on the threshold shown in ***Table 2.***

**Table 2: Significant Impact Criteria for Signalized Intersections**

| Level of Service | Final V/C Ratio | Project Related Increase in V/C Ratio |
|---|---|---|
| E, F | > 0.900 | Equal to or greater than 0.010 |

*Source: City of Orange Traffic Impact Analysis Guidelines, 2007*

Analysis for the existing intersections was conducted using Synchro 9 software by Trafficware Ltd. For the ICU methodology, a default saturation flow-rate of 1,700 vehicles per hour per lane was assigned to all through / turn lanes. This is consistent with the methodology provided by the Orange County Congestion Management Program (CMP). The CMP is flexible with regard to special circumstances—such as in the cases of right turn overlaps, defacto right turns, or shared through-turning movements (with high enough volumes). In these cases, the saturation flow-rate could increases or decrease depending on the situation (though none of these cases are applicable to the project intersections). A default reference cycle length of 120 seconds for signalized intersections was used to proceed with the analysis.

## CMP Analysis Methodology

The Orange County Congestion Management Program (CMP) establishes conditions for significant impact analysis of CMP locations: (1) where projects add 2,400 or more daily trips on CMP links, or (2) where projects add 1,600 or more daily trips on locations with direction access to CMP links. None of the study intersections traverse CMP links or directly connect to a CMP link. Therefore, no analysis is required for compliance with the CMP.

# EXISTING CONDITIONS (YEAR 2016)

## Existing Roadway System

Peters Canyon Regional Park (PCRP) is bounded by Canyon View Avenue to the north, Jamboree Road to the east, Peters Canyon Road to the south and Skylark Place, Newport Boulevard and residential units to the west. Major roadways in close proximity to the project site include Skylark Place / White Oak Ridge, Newport Boulevard, and Canyon View Avenue.

**Skylark Place / White Oak Ridge** is a north-south local located on the west side of PCRP. It has one lane in each direction separated by striping, and traverses residential units. The posted speed limit on this roadway is 35 mph and on-street parking is unavailable within the vicinity of the project site.

**Newport Boulevard** is a north-south arterial located west of PCRP. It has two lanes in each direction separated by a landscaped median. The posted speed limit on this roadway is ranges from 40 to 45 mph and on-street parking is unavailable within the vicinity of the project site. Class II bike lanes for both directions exist on Newport Boulevard south of Skylark Place.

**Canyon View Avenue** is an east-west arterial located north of PCRP. It has two lanes in each direction separated by striping. The posted speed limit on this roadway is ranges from 40 to 50 mph and on-street parking is unavailable within the vicinity of the project site.

Pursuant to the agreement with County of Orange Parks Department (OC Parks) staff, the study analyzed these study intersections:

1. Skylark Place / White Oak Ridge & Canyon View Avenue
2. Skylark Place & Presido Way
3. Peters Canyon Park Entrance / Old Camp Road & Canyon View Avenue
4. Newport Boulevard & Canyon View Avenue
5. Newport Boulevard & Skylark Place

These study intersections and their existing lane geometry are shown on ***Figure 3*** and ***Figure 4***.

**Skylark Place / White Oak Ridge & Canyon View Avenue** is a signalized intersection with permitted left turns for all movements. Skylark Place / White Oak Ridge has one left turn, one through, and one right turn lane on both the northbound and southbound movements; Canyon View Avenue has one left turn, one through, and one through-right lane on both the eastbound and westbound movements.

**Skylark Place & Presido Way** is an unsignalized T-intersection with a stop control on Presido Way. Presido Way has one lane on the southbound movement; Skylark Place one left turn and one through lane on the eastbound movement and one through and one through-right turn lane on the westbound movement.

**Peters Canyon Park Entrance / Old Camp Road & Canyon View Avenue** is an unsignalized intersection with stop controls on Peters Canyon Park Entrance and Old Camp Road. Peters Canyon Park Entrance / Old Camp Road has one lane on the northbound and southbound movements; Canyon View Avenue has one left turn, one through, and one through-right turn lane on both the eastbound and westbound movements..

**Newport Boulevard & Canyon View Avenue** is a signalized intersection with protected left turns in the northbound and southbound movements and permitted left turns in the eastbound and westbound movements. Newport Boulevard has one left turn, one through, and one through-right turn lane on both the northbound and southbound movements; Canyon View Avenue has one left turn, one through, and one through-right lane on both the eastbound and westbound movements.

**Newport Boulevard & Skylark Place** is an unsignalized intersection with stop controls on Skylark Place. Newport Boulevard has one left turn lane, one through, and one through-right turn lane on the northbound movement and one left turn, two through, and one right turn lane on the southbound movement; Skylark Place has one lane on the eastbound movement and one left turn, one through, and one right turn lane on the westbound movement.

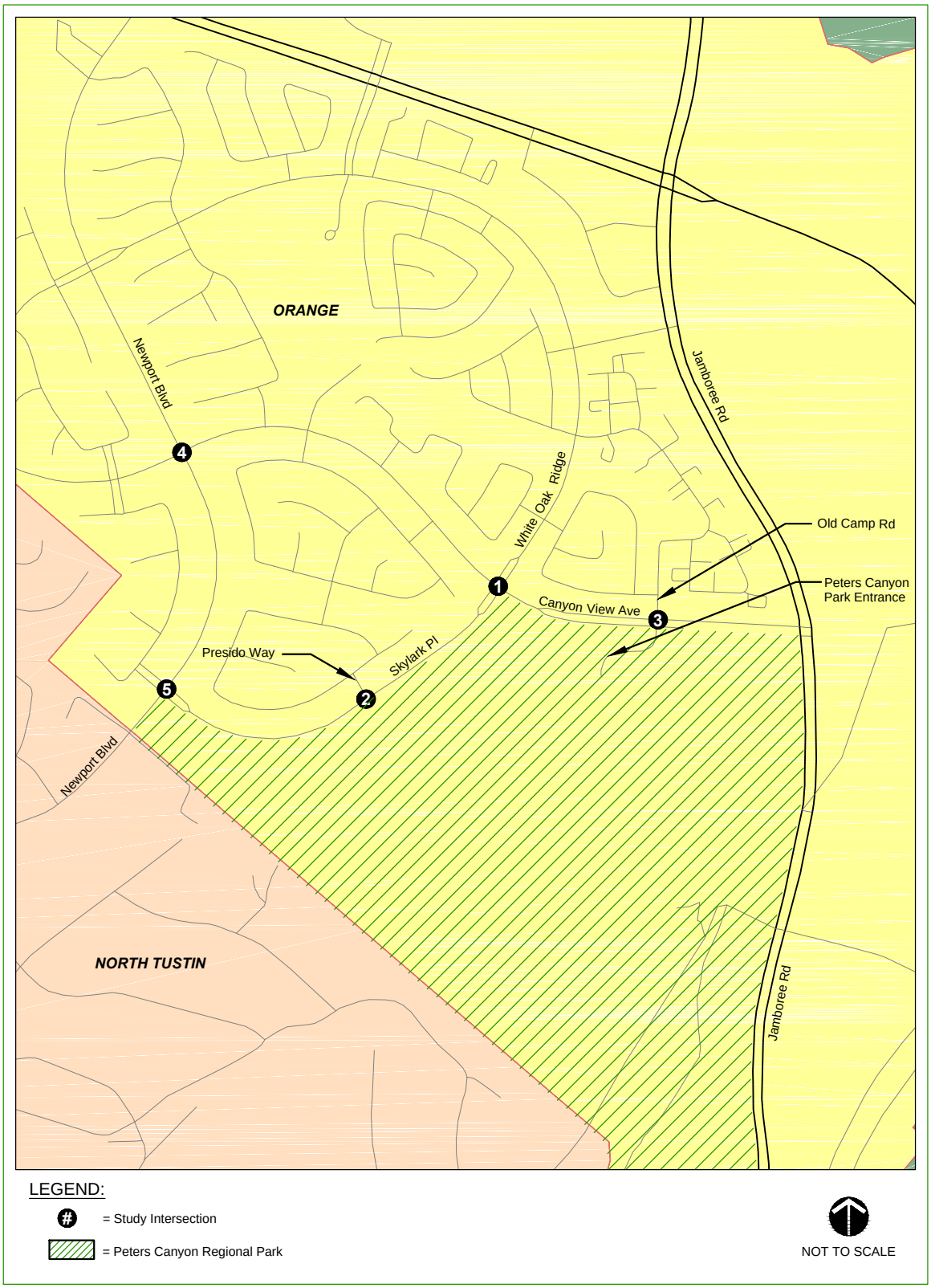


Figure_3_Study_Locations.dwg (06-28-17 3:57pm) Plotted by: sng

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Figure 3: Study Locations

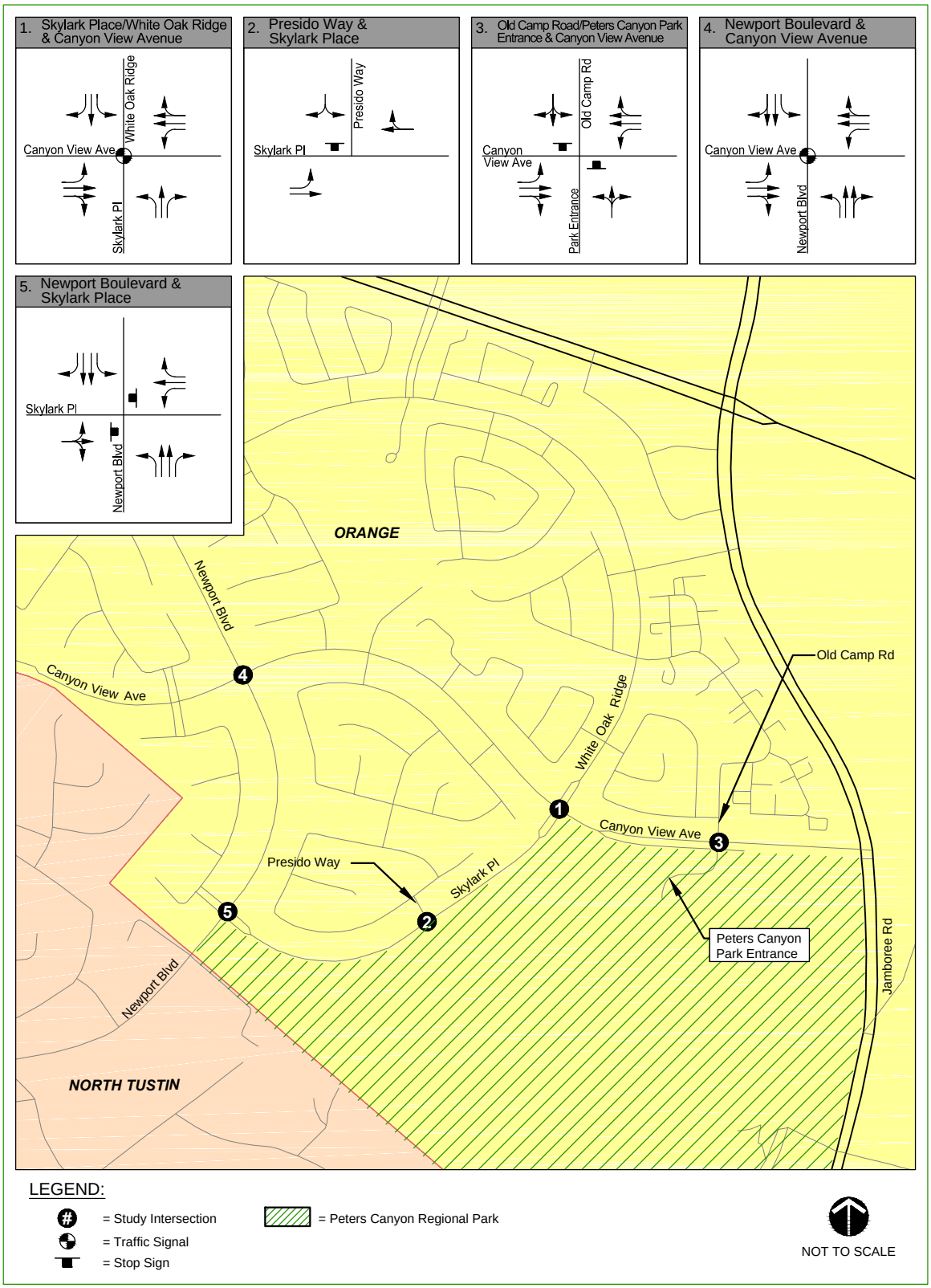


Figure_4_Exist_Lanegeo_2016.dwg (06-28-17 3:17pm) Plotted by: sng

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Figure 4: Existing Lane Geometry

## Existing Turning Movement Counts

Turning movement counts were performed during weekday AM and PM peak hours on June 16, 2016 (***Figure 5***) and again during the Saturday peak hours (assumed to occur 11:00AM – 1:00PM and to be representative of the weekend demand) on July 9, 2016. In addition to turning movement counts, a queue count was performed for the main entrance to the park at Peters Canyon Park Entrance / Old Camp Road & Canyon View Avenue on July 9, 2016. This queue count was used to extrapolate a 95$^{th}$ percentile parking utilization of 153 vehicles. The network flow into and out of the main entrance is based on this 95$^{th}$ percentile utilization rather than the June counts; this is reflected in the adjustments to the volumes used for the Saturday peak hour analysis reflect this (***Figure 6***).

Traffic and queue count data are both provided in ***Appendix A***. These counts include pedestrian and bicycle counts. The parking utilization calculation is provided in ***Appendix B***.

## Existing Traffic Conditions Analysis

Existing traffic conditions at the study area intersections are depicted in ***Table 3.*** According to ICU 2003 analysis, all the study area intersections operate at LOS "D" or better for weekday AM, weekday PM, and Saturday peak hours. The ICU 2003 analysis worksheets for existing traffic conditions are included in ***Appendix C***.

**Table 3: Existing Traffic Conditions Analysis**

| Intersection | AM Peak Hour | | PM Peak Hour | | Saturday Peak Hour | |
|---|---|---|---|---|---|---|
| | LOS | ICU | LOS | ICU | LOS | ICU |
| **1: Skylark Pl / White Oak Ridge & Canyon View Ave** | A | 40.1% | A | 51.5% | A | 34.9% |
| **2: Skylark Pl & Presido Way** | A | 17.7% | A | 28.0% | A | 17.2% |
| **3: Peters Canyon Park Entrance / Old Camp Rd & Canyon View Ave** | A | 28.0% | A | 36.1% | A | 34.8% |
| **4: Newport Blvd & Canyon View Rd** | B | 59.2% | C | 65.9% | A | 52.3% |
| **5: Newport Blvd & Skylark Pl** | A | 32.3% | A | 39.2% | A | 27.1% |

*ICU: Intersection Capacity Utilization*

*LOS: Level of Service*

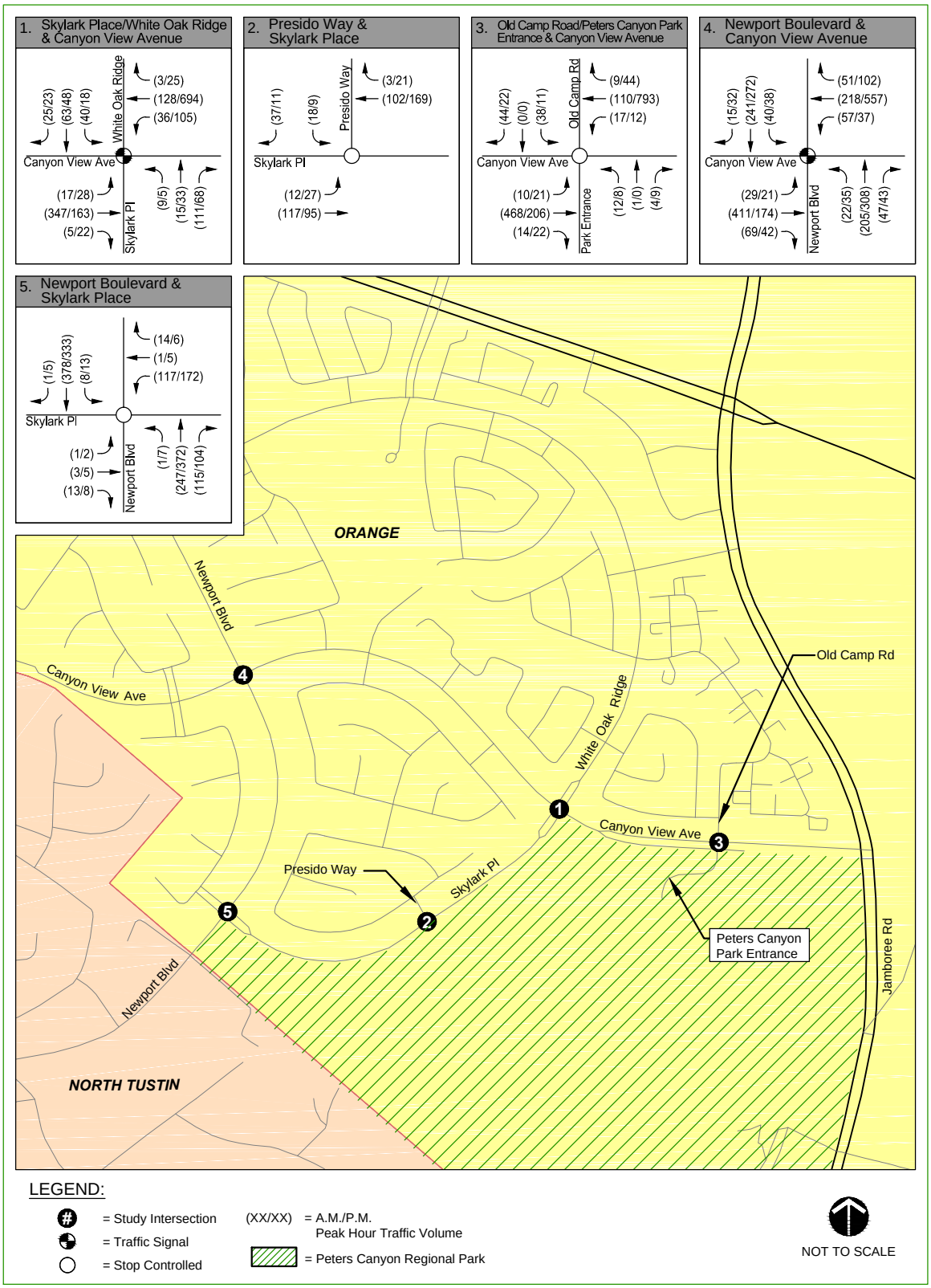


Figure_5_Exist_Vol_2016.dwg (06-28-17 3:21pm) Plotted by: sng

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Figure 5: Existing Intersection Volume
AM and PM Peak Hours

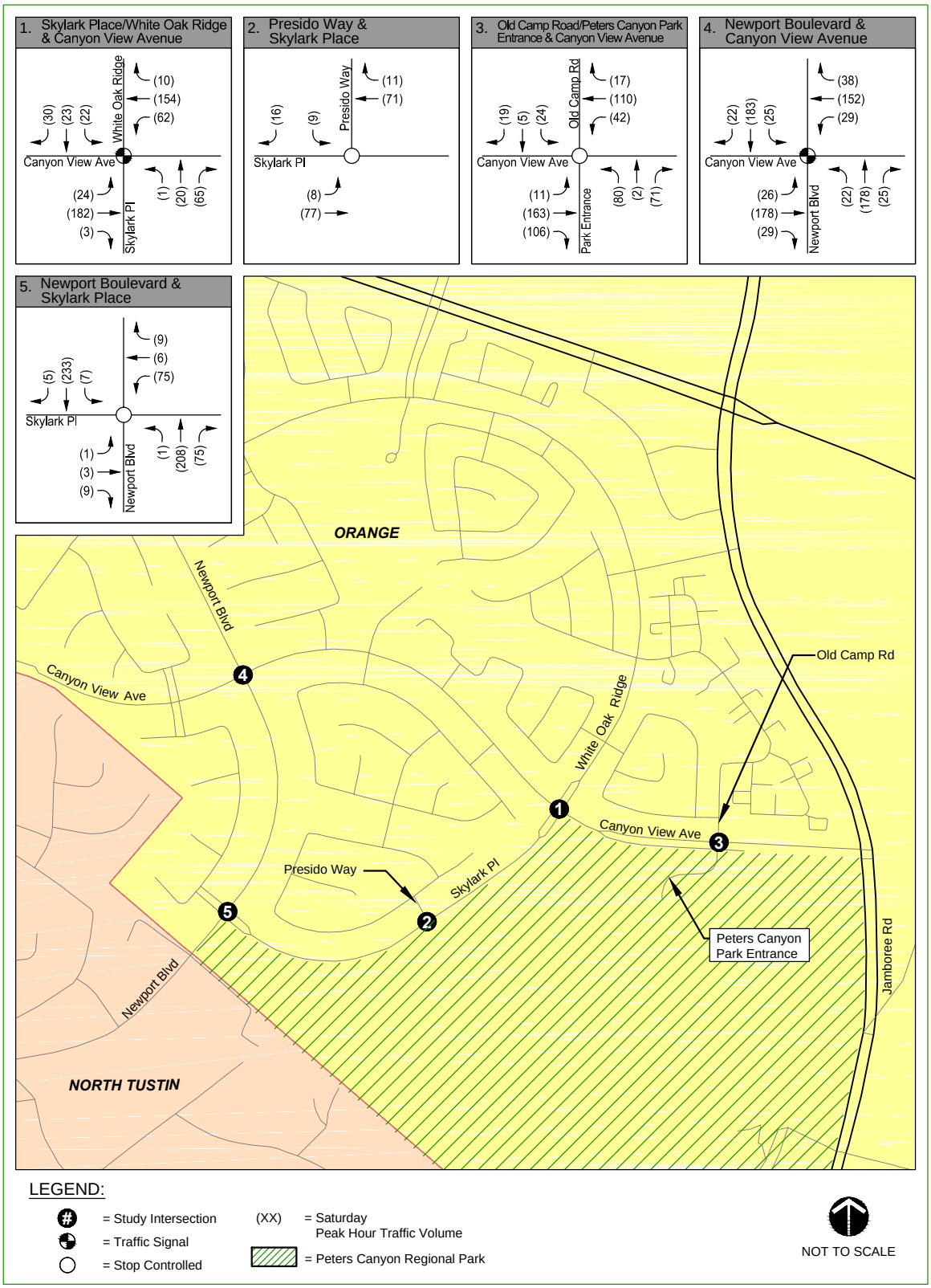


Figure_6_Exist_Vol_Sat_2016.dwg (06-28-17 3:23pm) Plotted by: sng

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Figure 6: Existing Intersection Volume
Saturday Peak Hour

# FUTURE TRAFFIC CONDITIONS (YEAR 2035)

## Trip Generation

Trip generation represents the amount of traffic that is produced by or attracted to a development. Since it would be impossible to estimate potential trips generated due to additional park amenities on the existing site, none are assumed to be generated from the project improvements to PCRP. Rather, the intent of this study is to determine how many individuals would be redistributed to the overflow parking lot located off Skylark Place, in the northwest corner of the park.

Parking utilization was estimated using the intersection count at the main entrance to PCRP (Peters Canyon Park Entrance / Old Camp Road & Canyon View Avenue), factoring average growth rate as shown in the OCTAM model, and compared to the known capacity of the parking lot. The intent of this exercise is to establish a reasonable, likely upper bound on trip assignments based on demand.

## Trip Distribution

Trip distribution represents the directional orientation of traffic to and from the project site. Trip distribution is heavily influenced by the geographical location of the site, the location of residential, commercial and recreational opportunities and the proximity to the regional freeway system. Since there is no trips generated from the project, there is no distribution of trips—only a redistribution of existing traffic plus ambient growth to the overflow parking lot.

Primary access to the proposed project will be via the main entrance at Canyon View Avenue and Old Camp Road. Most trips exiting and entering PCRP will, at some point, utilize Canyon View Avenue—in addition to Newport Boulevard & Skylark Place / White Oak Ridge in order to gain access to Canyon View—and cross the intersection(s) of Skylark Place / White Oak Ridge & Canyon View Avenue, Skylark Place & Presido Way, Peters Canyon Park Entrance / Old Camp Road & Canyon View Avenue, Newport Boulevard & Canyon View Avenue, and/or Newport Boulevard & Skylark Place. Part of the improvements at PCRP adds 25 additional parking spaces to the main parking lot located off Canyon View Avenue, bringing the total number of parking spaces from 130 to 155. Any surplus in trips wishing to enter the parking lot at capacity will be redistributed to the newly added parking lot located off Skylark Place, in the northwest corner of the park.

## Other Developments

The study analyzes the impact of other developments which are approved by the County of Orange and City of Orange and are expected to be developed and occupied by year 2035. As of the date of this report, no projects are expected to be developed and/or occupied by year 2035. No consideration needed to be made with regard to the development of other projects.

## Existing + Ambient Growth Traffic Conditions Scenario

The proposed project is to be completed by 2035. In the Existing + Ambient Growth Traffic Conditions scenario, the total traffic volume is the sum of existing traffic volume and the ambient growth for nineteen (19) years.

To assess future growth conditions, existing traffic is combined with ambient growth and rounded to the nearest tenth. This traffic analysis contains estimated regional growth based upon the ambient growth rate per year seen at each intersection, which was calculated from the most recent OCTAM regional model. Skylark Place / White Oak Ridge and Canyon View Ave saw an increase of 0.17% per year, Presido Way and Skylark Place 0.68% per year, Peters Canyon Park Entrance / Old Camp Road and Canyon View Avenue 0.08% per year, Newport Boulevard and Canyon View Avenue 0.59% per year, and Newport Boulevard and Skylark Place 0.45% per year. The 95$^{th}$ percentile volume paired with the ambient growth rate (0.68%) was used for movements in and out of the main entrance at Peters Canyon Park Entrance / Old Camp Road and Canyon View Avenue to determine any overcapacity that may occur for the Saturday peak hour in the Existing + Ambient Growth + Project Traffic Conditions Scenario. A surplus of 15 vehicles was found to exist—calculated by taking the difference of the projected 95$^{th}$ percentile volume into the parking lot (170) and the capacity of the parking lot (155).

***Table 4*** shows the Intersection level of service for the Existing + Ambient Growth Traffic Conditions scenario. According to ICU 2003 analysis, all the study area intersections operate at LOS "D" or better for weekday AM, weekday PM, and Saturday peak hours.

The intersection turning movement volumes for the Existing + Ambient Growth Traffic Conditions during weekday AM and PM and Saturday peak hours are shown on ***Figure 7*** and ***Figure 8***, respectively. The ICU 2003 calculation worksheets for intersection levels of service for Existing + Ambient Growth Traffic Conditions are included in ***Appendix D***.

**Table 4: Existing + Ambient Growth Traffic Conditions Analysis**

| Intersection | AM Peak Hour | | PM Peak Hour | | Saturday Peak Hour | |
|---|---|---|---|---|---|---|
| | LOS | ICU | LOS | ICU | LOS | ICU |
| **1: Skylark Pl / White Oak Ridge & Canyon View Ave** | A | 40.6% | A | 52.5% | A | 35.4% |
| **2: Skylark Pl & Presido Way** | A | 26.4% | A | 30.5% | A | 17.3% |
| **3: Peters Canyon Park Entrance / Old Camp Rd & Canyon View Ave** | A | 32.8% | A | 39.6% | A | 37.1% |
| **4: Newport Blvd & Canyon View Rd** | B | 61.1% | C | 70.3% | A | 52.3% |
| **5: Newport Blvd & Skylark Pl** | A | 34.4% | A | 43.7% | A | 29.2% |

*ICU: Intersection Capacity Utilization*

*LOS: Level of Service*

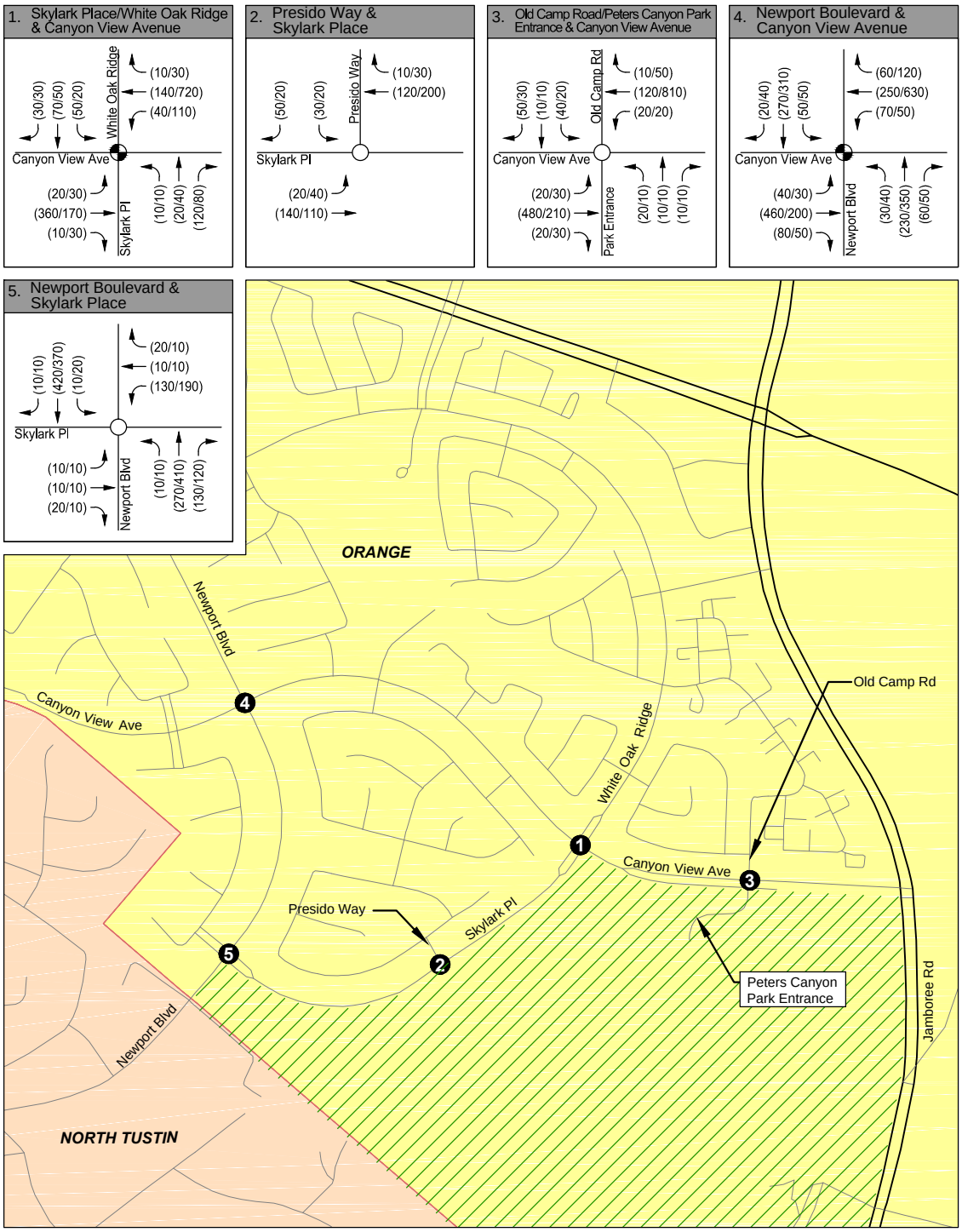


Figure_7_Exist+AmGr_Vol_2035.dwg (06-28-17 3:25pm) Plotted by: sng

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Figure 7: Existing + Ambient Growth Intersection Volume
AM and PM Peak Hours

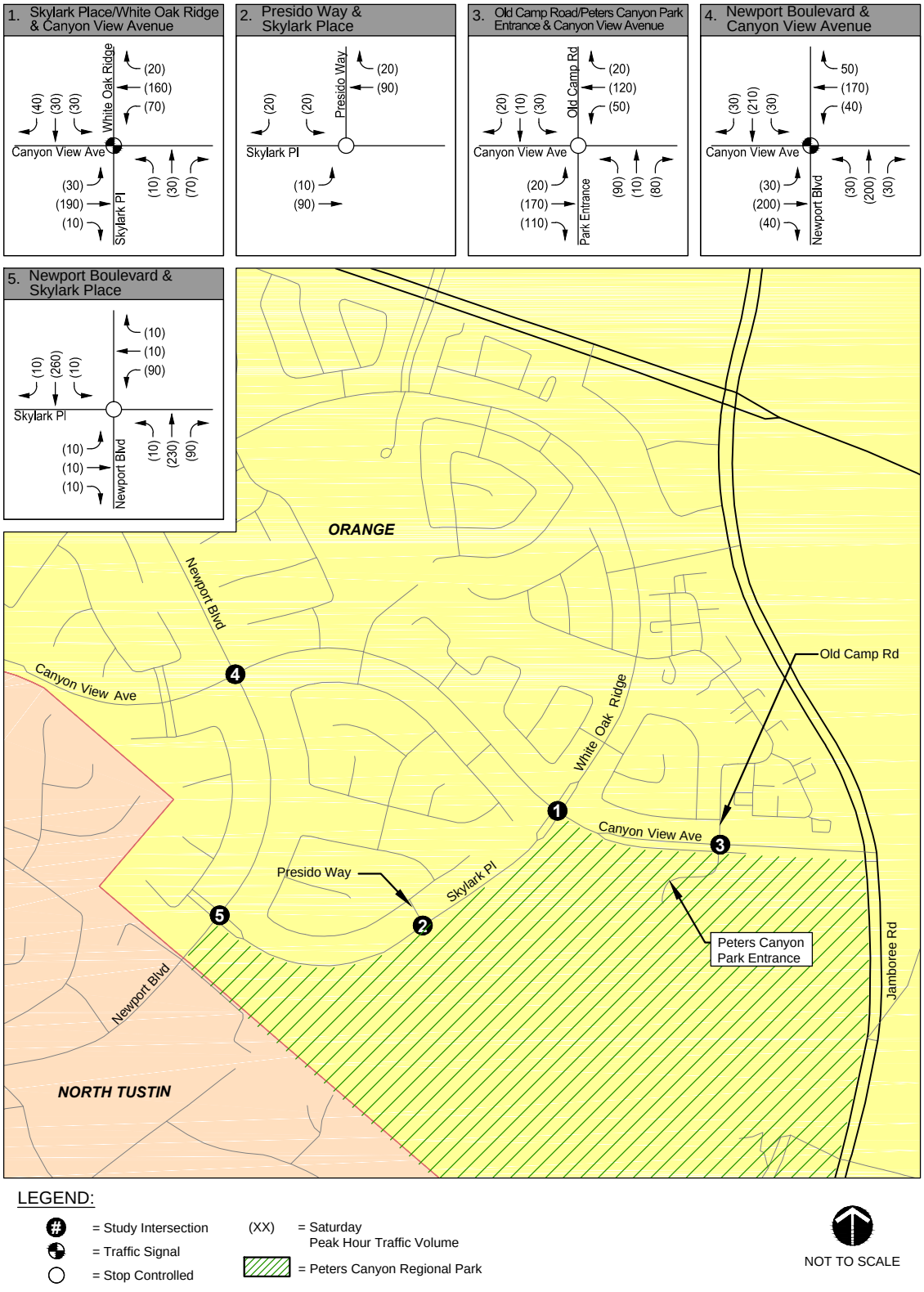


Figure_8_Exist+AmGr_Vol_Sat_2035.dwg (06-28-17 3:27pm) Plotted by: sng

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Figure 8: Existing + Ambient Growth Intersection Volume
Saturday Peak Hour

## Existing + Ambient Growth + Project Traffic Conditions Scenario

In the Existing + Ambient Growth + Project Traffic Conditions scenario, the total traffic volume is the sum of existing traffic volume, the ambient growth for nineteen (19) years, and the shift in trip distribution due to the project. The surplus of 19 vehicles determined earlier required redistribution to the overflow parking lot located off Skylark Place. See ***Figure 9*** for the project trips redistribution pattern. The trip redistribution only applies for the case of the Saturday peak hour since the previous parking study completed in 2015 shows that the parking lot never reaches capacity on the weekdays (the traffic counts confirm this). Given that there is no redistribution for the weekday peak hours, the AM and PM peak hour analysis will be the same between the Existing + Ambient Growth and Existing + Ambient Growth + Project scenarios.

***Table 5*** shows the intersection level of service for the Existing + Ambient Growth + Project Traffic Conditions scenario. According to ICU 2003 analysis, all study area intersections operate at LOS "D" or better for both the weekday AM and PM and Saturday peak hours.

The intersection turning movement volumes for the Existing + Ambient Growth + Project Traffic Conditions during weekday AM and PM and Saturday peak hours are shown on ***Figure 10*** and ***Figure 11***, respectively. The ICU and HCM 2010 calculation worksheets for Existing + Ambient Growth Traffic Conditions are included in ***Appendix E***.

**Table 5: Existing + Ambient Growth + Project Traffic Conditions Analysis**

| Intersection | AM Peak Hour | | PM Peak Hour | | Saturday Peak Hour | |
|---|---|---|---|---|---|---|
| | LOS | ICU | LOS | ICU | LOS | ICU |
| 1: Skylark Pl / White Oak Ridge & Canyon View Ave | A | 40.6% | A | 52.5% | A | 35.4% |
| 2: Skylark Pl & Presido Way | A | 26.4% | A | 30.5% | A | 19.3% |
| 3: Peters Canyon Park Entrance / Old Camp Rd & Canyon View Ave | A | 32.8% | A | 39.6% | A | 35.4% |
| 4: Newport Blvd & Canyon View Rd | B | 61.1% | C | 70.3% | A | 52.3% |
| 5: Newport Blvd & Skylark Pl | A | 34.4% | A | 43.7% | A | 29.2% |

*ICU: Intersection Capacity Utilization*

*LOS: Level of Service*

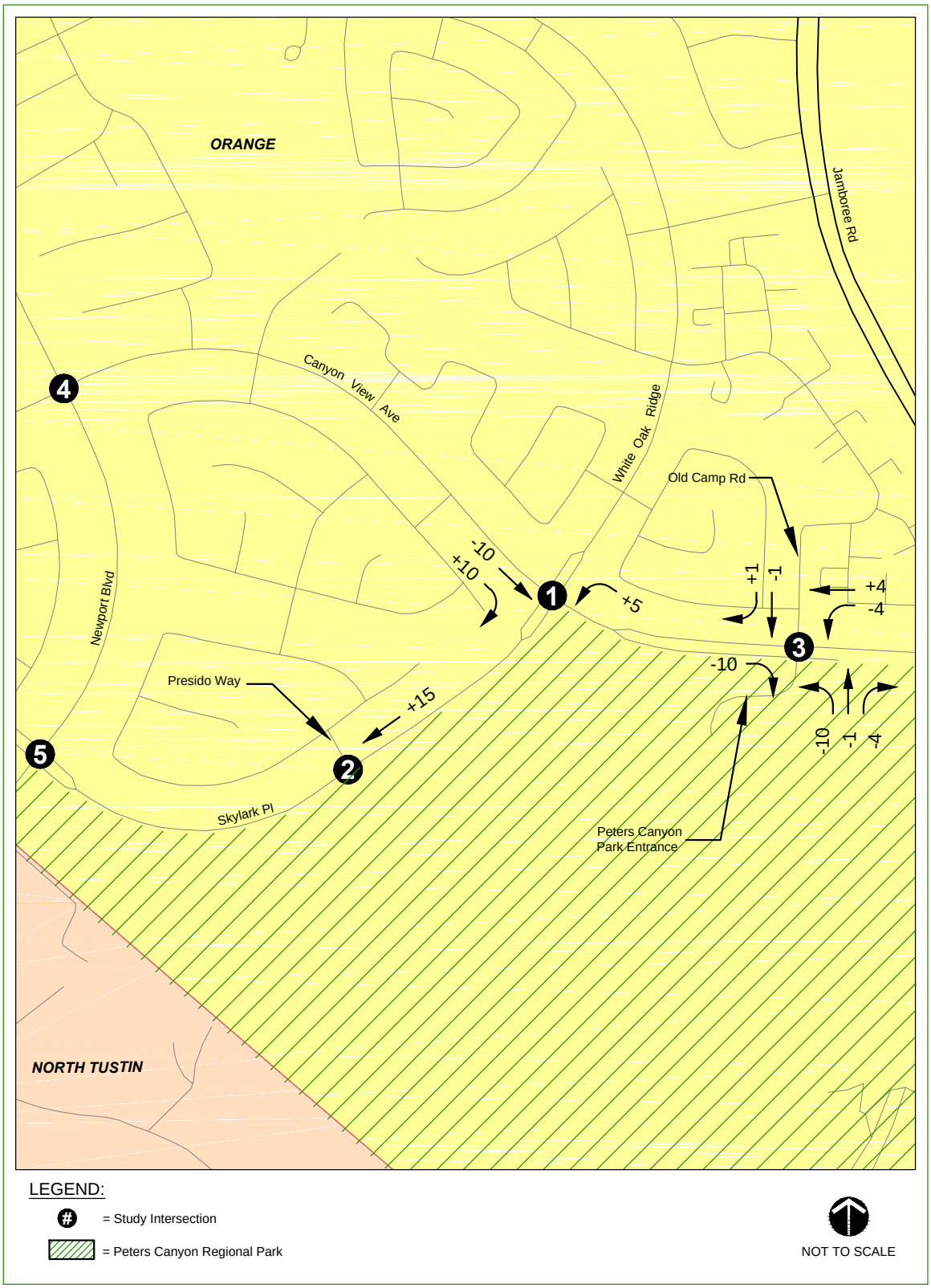


Figure_9_Trip_Redistribution.dwg (06-28-17 3:43pm) Plotted by: sng

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Figure 9: Project Trip Redistribution Pattern

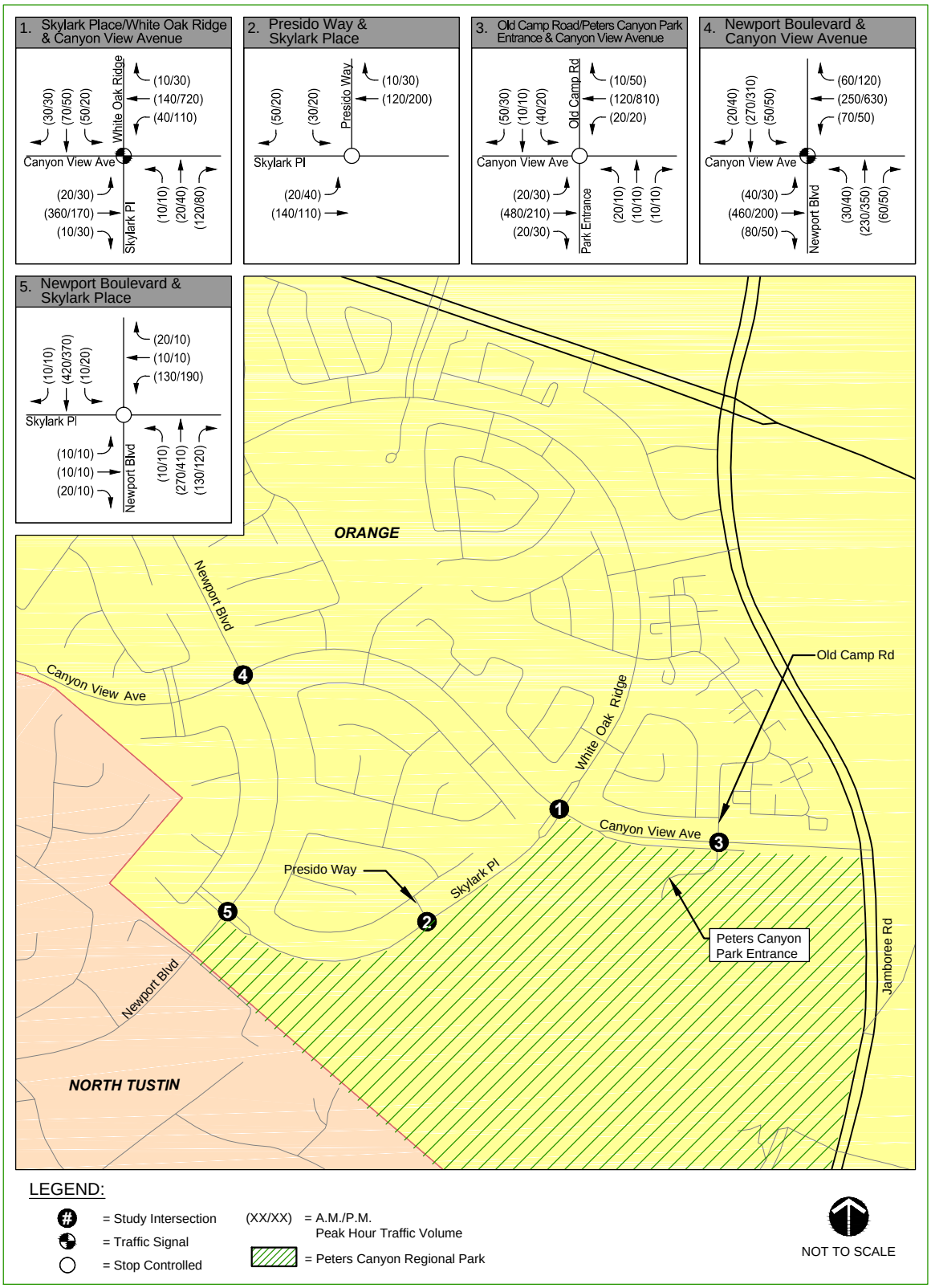


Figure_10_Exist+AmGr+Pr_Vol_2035.dwg (06-28-17 3:47pm) Plotted by: sng

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Figure 10: Existing + Ambient Growth + Project Intersection Volumes AM and PM Peak Hours

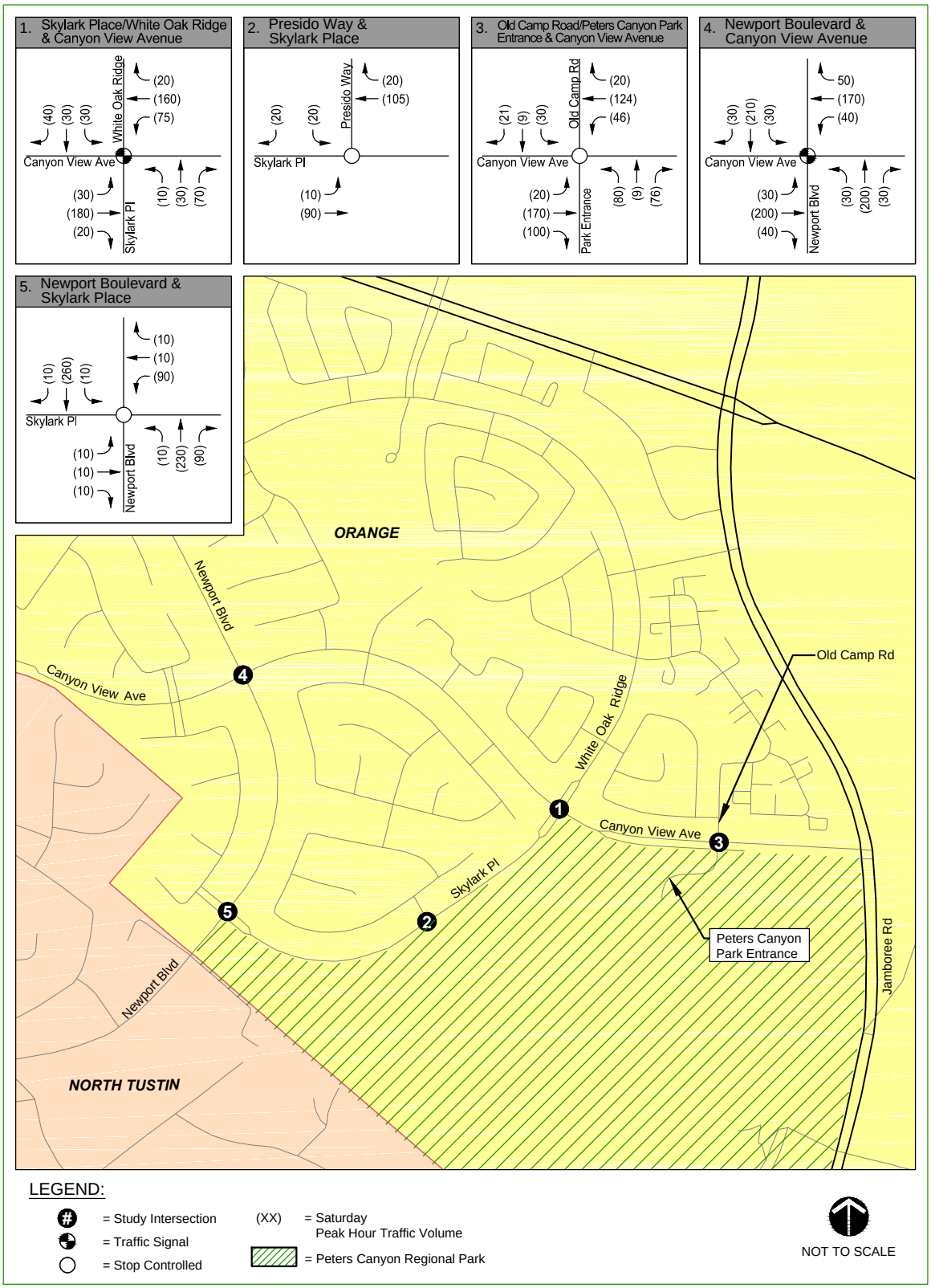


Figure_11_Exist+AmGr+Pr_Vol_Sat_2035.dwg (06-28-17 3:50pm) Plotted by: sng

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Figure 11: Existing + Ambient Growth + Project Intersection Volumes Saturday Peak Hour

## Significant Traffic Impacts

***Table 6*** below lists whether a study area intersection is significantly impacted by the proposed project for the Future Year (2035), as the baseline year for comparison. All study area intersections operate at LOS "D" or better for both the weekday AM and PM and Saturday peak hours for both scenarios and are therefore not significantly impacted.

**Table 6: Significant Impacts for Future Year 2035**

| Intersection | Time Period | Existing + Ambient Growth Traffic Conditions | | Existing + Ambient Growth + Project Traffic Conditions | | Significant Impact | |
|---|---|---|---|---|---|---|---|
| | | ICU | LOS | ICU | LOS | ICU (v/c) Increase | Y/N |
| **1: Skylark Pl / White Oak Ridge & Canyon View Ave** | AM | A | 40.6% | A | 40.6% | 0.0% (0.0) | N |
| | PM | A | 52.5% | A | 52.5% | 0.0% (0.0) | N |
| | Saturday | A | 35.4% | A | 35.4% | 0.0% (0.0) | N |
| **2: Skylark Pl & Presido Way** | AM | A | 26.4% | A | 26.4% | 0.0% (0.0) | N |
| | PM | A | 30.5% | A | 30.5% | 0.0% (0.0) | N |
| | Saturday | A | 17.3% | A | 19.3% | 2.0% (0.02) | N |
| **3: Peters Canyon Park Entrance / Old Camp Rd & Canyon View Ave** | AM | A | 32.8% | A | 32.8% | 0.0% (0.0) | N |
| | PM | A | 39.6% | A | 39.6% | 0.0% (0.0) | N |
| | Saturday | A | 37.1% | A | 35.4% | -1.7% (-0.017) | N |
| **4: Newport Blvd & Canyon View Rd** | AM | B | 61.1% | B | 61.1% | 0.0% (0.0) | N |
| | PM | C | 70.3% | C | 70.3% | 0.0% (0.0) | N |
| | Saturday | A | 52.3% | A | 52.3% | 0.0% (0.0) | N |
| **5: Newport Blvd & Skylark Pl** | AM | A | 34.4% | A | 34.4% | 0.0% (0.0) | N |
| | PM | A | 43.7% | A | 43.7% | 0.0% (0.0) | N |
| | Saturday | A | 29.2% | A | 29.2% | 0.0% (0.0) | N |

*ICU: Intersection Capacity Utilization*

*LOS: Level of Service*

## CONCLUSION

The proposed project will not significantly impact traffic. Based on the analysis, the additional 25 parking spaces provided by the main parking lot off Canyon View Avenue and the 34 parking spaces provided by the overflow parking lot off Skylark Place suffice to accommodate the existing traffic plus the ambient growth up to the year 2035. No mitigations are further improvements will be required.

### Fair Share Contribution Calculation

A Fair Share calculation typically consists of comparing the number of vehicles generated by the proposed project versus the number of vehicles generated by all area development, including the proposed project. A Fair Share Calculation cannot be performed for this traffic impact analysis, since there are no significantly impacted study intersections and no other developments adjacent to the project. Therefore, the project is not subject to a Fair Share contribution.

# APPENDIX A

## TRAFFIC COUNT DATA

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Jun 16, 16

LOCATION: Peter's Canyon
NORTH & SOUTH: Skylark
EAST & WEST: Canyon View

PROJECT #: SC0998
LOCATION #: 1
CONTROL: SIGNAL

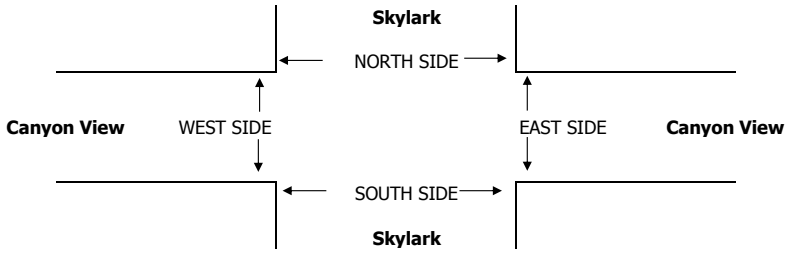
NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

☑ Add U-Turns to Left Turns

| | | NORTHBOUND Skylark | | | SOUTHBOUND Skylark | | | EASTBOUND Canyon View | | | WESTBOUND Canyon View | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 1 | NT 1 | NR 1 | SL 1 | ST 1 | SR 1 | EL 1 | ET 2 | ER 0 | WL 1 | WT 2 | WR 0 | TOTAL | NB 0 | SB 0 | EB 0 | WB 0 | TTL |
| AM | 7:00 AM | 4 | 1 | 19 | 5 | 8 | 2 | 1 | 84 | 0 | 7 | 19 | 3 | 153 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 1 | 5 | 13 | 7 | 11 | 11 | 1 | 93 | 0 | 9 | 23 | 2 | 176 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 2 | 3 | 26 | 11 | 20 | 6 | 6 | 104 | 2 | 4 | 42 | 1 | 227 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 3 | 5 | 24 | 10 | 14 | 4 | 9 | 91 | 0 | 9 | 35 | 0 | 204 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 1 | 2 | 24 | 15 | 16 | 5 | 1 | 88 | 0 | 8 | 29 | 1 | 190 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 3 | 5 | 37 | 4 | 13 | 10 | 1 | 64 | 3 | 15 | 22 | 1 | 178 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 3 | 5 | 27 | 5 | 9 | 8 | 5 | 67 | 0 | 19 | 18 | 2 | 168 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 1 | 1 | 15 | 8 | 13 | 4 | 4 | 48 | 0 | 12 | 16 | 1 | 123 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 18 | 27 | 185 | 65 | 104 | 50 | 28 | 639 | 5 | 83 | 204 | 11 | 1,419 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 8% | 12% | 80% | 30% | 47% | 23% | 4% | 95% | 1% | 28% | 68% | 4% | | | | | | |
| | APP/DEPART | 230 | / | 66 | 219 | / | 192 | 672 | / | 889 | 298 | / | 272 | 0 | | | | | |
| | BEGIN PEAK HR | | 7:30 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 9 | 15 | 111 | 40 | 63 | 25 | 17 | 347 | 5 | 36 | 128 | 3 | 799 | | | | | |
| | APPROACH % | 7% | 11% | 82% | 31% | 49% | 20% | 5% | 94% | 1% | 22% | 77% | 2% | | | | | | |
| | PEAK HR FACTOR | | 0.750 | | | 0.865 | | | 0.824 | | | 0.888 | | 0.880 | | | | | |
| | APP/DEPART | 135 | / | 35 | 128 | / | 104 | 369 | / | 498 | 167 | / | 162 | 0 | | | | | |
| PM | 4:00 PM | 0 | 4 | 19 | 3 | 7 | 5 | 1 | 22 | 9 | 18 | 83 | 5 | 176 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 3 | 6 | 17 | 4 | 3 | 8 | 6 | 29 | 8 | 29 | 80 | 5 | 198 | 0 | 0 | 1 | 0 | 1 |
| | 4:30 PM | 0 | 1 | 15 | 2 | 15 | 3 | 8 | 18 | 7 | 23 | 81 | 3 | 176 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 1 | 5 | 20 | 3 | 9 | 5 | 7 | 18 | 11 | 26 | 116 | 11 | 232 | 1 | 0 | 0 | 1 | 2 |
| | 5:00 PM | 0 | 6 | 17 | 5 | 12 | 3 | 3 | 36 | 6 | 21 | 152 | 4 | 265 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 0 | 10 | 16 | 1 | 10 | 6 | 8 | 49 | 4 | 31 | 178 | 3 | 316 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 2 | 11 | 20 | 7 | 15 | 9 | 10 | 27 | 7 | 29 | 178 | 6 | 321 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 PM | 3 | 6 | 15 | 5 | 11 | 5 | 7 | 51 | 5 | 24 | 186 | 12 | 330 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 9 | 49 | 139 | 30 | 82 | 44 | 50 | 250 | 57 | 201 | 1,054 | 49 | 2,014 | 1 | 0 | 1 | 1 | 3 |
| | APPROACH % | 5% | 25% | 71% | 19% | 53% | 28% | 14% | 70% | 16% | 15% | 81% | 4% | | | | | | |
| | APP/DEPART | 197 | / | 147 | 156 | / | 340 | 357 | / | 420 | 1,304 | / | 1,107 | 0 | | | | | |
| | BEGIN PEAK HR | | 5:00 PM | | | | | | | | | | | | | | | | |
| | VOLUMES | 5 | 33 | 68 | 18 | 48 | 23 | 28 | 163 | 22 | 105 | 694 | 25 | 1,232 | | | | | |
| | APPROACH % | 5% | 31% | 64% | 20% | 54% | 26% | 13% | 77% | 10% | 13% | 84% | 3% | | | | | | |
| | PEAK HR FACTOR | | 0.803 | | | 0.718 | | | 0.845 | | | 0.928 | | 0.933 | | | | | |
| | APP/DEPART | 106 | / | 86 | 89 | / | 175 | 213 | / | 249 | 824 | / | 722 | 0 | | | | | |




| | | PEDESTRIAN + BIKE CROSSINGS | | | | | PEDESTRIAN CROSSINGS | | | | | BICYCLE CROSSINGS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | N SIDE | S SIDE | E SIDE | W SIDE | TOTAL | N SIDE | S SIDE | E SIDE | W SIDE | TOTAL | NS | SS | ES | WS | TOTAL |
| AM | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

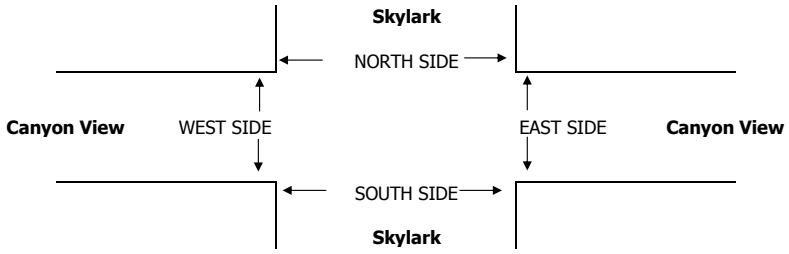
| DATE: | LOCATION: | Peter's Canyon | PROJECT #: | SC0998 |
|---|---|---|---|---|
| Sat, Jul 9, 16 | NORTH & SOUTH: | Skylark | LOCATION #: | 1 |
| | EAST & WEST: | Canyon View | CONTROL: | SIGNAL |

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

☑ Add U-Turns to Left Turns

| | | NORTHBOUND Skylark | | | SOUTHBOUND Skylark | | | EASTBOUND Canyon View | | | WESTBOUND Canyon View | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 1 | NT 1 | NR 1 | SL 1 | ST 1 | SR 1 | EL 1 | ET 2 | ER 0 | WL 1 | WT 2 | WR 0 | TOTAL | NB 0 | SB 0 | EB 0 | WB 0 | TTL |
| MIDDAY | 9:30 AM | 0 | 4 | 15 | 10 | 11 | 6 | 3 | 34 | 1 | 22 | 34 | 2 | 142 | 0 | 0 | 0 | 2 | 2 |
| | 9:45 AM | 1 | 4 | 7 | 6 | 8 | 3 | 6 | 38 | 2 | 10 | 34 | 1 | 120 | 0 | 0 | 0 | 0 | 0 |
| | 10:00 AM | 0 | 5 | 16 | 8 | 5 | 8 | 3 | 26 | 2 | 8 | 19 | 3 | 103 | 0 | 0 | 0 | 0 | 0 |
| | 10:15 AM | 0 | 4 | 17 | 4 | 8 | 6 | 3 | 30 | 0 | 17 | 35 | 0 | 124 | 0 | 0 | 0 | 0 | 0 |
| | 10:30 AM | 0 | 2 | 14 | 8 | 5 | 9 | 10 | 25 | 1 | 14 | 25 | 4 | 117 | 0 | 0 | 0 | 0 | 0 |
| | 10:45 AM | 1 | 10 | 20 | 5 | 3 | 6 | 6 | 28 | 1 | 13 | 25 | 4 | 122 | 0 | 1 | 0 | 0 | 1 |
| | 11:00 AM | 0 | 4 | 14 | 5 | 7 | 9 | 5 | 33 | 1 | 18 | 39 | 2 | 137 | 0 | 0 | 0 | 0 | 0 |
| | 11:15 AM | 0 | 2 | 12 | 3 | 3 | 5 | 7 | 38 | 0 | 19 | 29 | 3 | 121 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 2 | 35 | 115 | 49 | 50 | 52 | 43 | 252 | 8 | 121 | 240 | 19 | 986 | 0 | 1 | 0 | 2 | 3 |
| | APPROACH % | 1% | 23% | 76% | 32% | 33% | 34% | 14% | 83% | 3% | 32% | 63% | 5% | | | | | | |
| | APP/DEPART | 152 | / | 98 | 151 | / | 177 | 303 | / | 417 | 380 | / | 294 | 0 | | | | | |
| | BEGIN PEAK HR | | 10:15 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 1 | 20 | 65 | 22 | 23 | 30 | 24 | 116 | 3 | 62 | 124 | 10 | 500 | | | | | |
| | APPROACH % | 1% | 23% | 76% | 29% | 31% | 40% | 17% | 81% | 2% | 32% | 63% | 5% | | | | | | |
| | PEAK HR FACTOR | | 0.694 | | | 0.852 | | | 0.917 | | | 0.831 | | 0.912 | | | | | |
| | APP/DEPART | 86 | / | 55 | 75 | / | 88 | 143 | / | 202 | 196 | / | 155 | 0 | | | | | |




| | | PEDESTRIAN + BIKE CROSSINGS | | | | | PEDESTRIAN CROSSINGS | | | | | BICYCLE CROSSINGS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | N SIDE | S SIDE | E SIDE | W SIDE | TOTAL | N SIDE | S SIDE | E SIDE | W SIDE | TOTAL | NS | SS | ES | WS | TOTAL |
| MIDDAY | 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

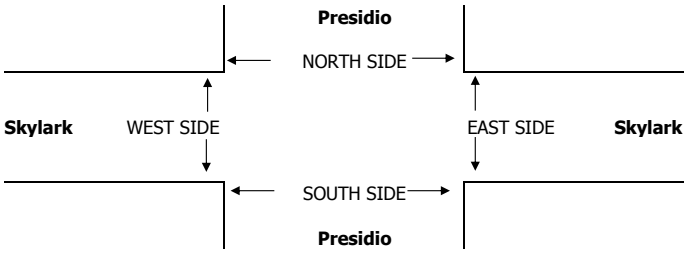
| DATE: | LOCATION: | Peter's Canyon | PROJECT #: | SC0998 |
|---|---|---|---|---|
| Thu, Jun 16, 16 | NORTH & SOUTH: | Presidio | LOCATION #: | 2 |
| | EAST & WEST: | Skylark | CONTROL: | STOP S |

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

☑ Add U-Turns to Left Turns

| | | NORTHBOUND Presidio | | | SOUTHBOUND Presidio | | | EASTBOUND Skylark | | | WESTBOUND Skylark | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL X | NT X | NR X | SL 0 | ST X | SR 0 | EL 1 | ET 1 | ER X | WL X | WT 1 | WR 0 | TOTAL | NB 0 | SB 0 | EB 0 | WB 0 | TTL |
| AM | 7:00 AM | 0 | 0 | 0 | 1 | 0 | 8 | 2 | 18 | 0 | 0 | 21 | 0 | 50 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 0 | 0 | 5 | 0 | 14 | 4 | 21 | 0 | 0 | 33 | 1 | 78 | 0 | 1 | 0 | 0 | 1 |
| | 7:30 AM | 0 | 0 | 0 | 3 | 0 | 7 | 3 | 29 | 0 | 0 | 24 | 0 | 66 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 0 | 0 | 0 | 3 | 0 | 8 | 3 | 31 | 0 | 0 | 21 | 0 | 66 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 0 | 0 | 7 | 0 | 8 | 2 | 36 | 0 | 0 | 24 | 2 | 79 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 0 | 0 | 4 | 0 | 5 | 1 | 27 | 0 | 0 | 22 | 2 | 61 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 0 | 0 | 0 | 2 | 0 | 7 | 3 | 26 | 0 | 0 | 24 | 1 | 63 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 0 | 0 | 0 | 1 | 0 | 7 | 2 | 19 | 0 | 0 | 16 | 2 | 47 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 0 | 0 | 0 | 26 | 0 | 64 | 20 | 207 | 0 | 0 | 185 | 8 | 510 | 0 | 1 | 0 | 0 | 1 |
| | APPROACH % | 0% | 0% | 0% | 29% | 0% | 71% | 9% | 91% | 0% | 0% | 96% | 4% | | | | | | |
| | APP/DEPART | 0 | / | 29 | 90 | / | 0 | 227 | / | 232 | 193 | / | 249 | 0 | | | | | |
| | BEGIN PEAK HR | | 7:15 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 0 | 0 | 18 | 0 | 37 | 12 | 117 | 0 | 0 | 102 | 3 | 289 | | | | | |
| | APPROACH % | 0% | 0% | 0% | 33% | 0% | 67% | 9% | 91% | 0% | 0% | 97% | 3% | | | | | | |
| | PEAK HR FACTOR | | 0.000 | | | 0.724 | | | 0.849 | | | 0.772 | | 0.915 | | | | | |
| | APP/DEPART | 0 | / | 16 | 55 | / | 0 | 129 | / | 134 | 105 | / | 139 | 0 | | | | | |
| PM | 4:00 PM | 0 | 0 | 0 | 5 | 0 | 5 | 8 | 22 | 0 | 0 | 32 | 6 | 78 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 0 | 0 | 0 | 3 | 0 | 3 | 7 | 24 | 0 | 0 | 35 | 2 | 74 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 0 | 0 | 0 | 4 | 0 | 2 | 8 | 20 | 0 | 0 | 29 | 5 | 68 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 0 | 0 | 0 | 3 | 0 | 4 | 4 | 15 | 0 | 0 | 41 | 4 | 71 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 0 | 0 | 0 | 2 | 0 | 1 | 7 | 23 | 0 | 0 | 28 | 3 | 64 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 0 | 0 | 0 | 2 | 0 | 3 | 5 | 23 | 0 | 0 | 41 | 4 | 78 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 0 | 0 | 0 | 4 | 0 | 4 | 8 | 30 | 0 | 0 | 48 | 6 | 100 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 PM | 0 | 0 | 0 | 1 | 0 | 3 | 7 | 19 | 0 | 0 | 52 | 8 | 90 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 0 | 0 | 0 | 24 | 0 | 25 | 54 | 176 | 0 | 0 | 306 | 38 | 623 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 0% | 0% | 0% | 49% | 0% | 51% | 23% | 77% | 0% | 0% | 89% | 11% | | | | | | |
| | APP/DEPART | 0 | / | 92 | 49 | / | 0 | 230 | / | 200 | 344 | / | 331 | 0 | | | | | |
| | BEGIN PEAK HR | | 5:00 PM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 0 | 0 | 9 | 0 | 11 | 27 | 95 | 0 | 0 | 169 | 21 | 332 | | | | | |
| | APPROACH % | 0% | 0% | 0% | 45% | 0% | 55% | 22% | 78% | 0% | 0% | 89% | 11% | | | | | | |
| | PEAK HR FACTOR | | 0.000 | | | 0.625 | | | 0.803 | | | 0.792 | | 0.830 | | | | | |
| | APP/DEPART | 0 | / | 48 | 20 | / | 0 | 122 | / | 104 | 190 | / | 180 | 0 | | | | | |




| | | PEDESTRIAN + BIKE CROSSINGS | | | | | PEDESTRIAN CROSSINGS | | | | | BICYCLE CROSSINGS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | N SIDE | S SIDE | E SIDE | W SIDE | TOTAL | N SIDE | S SIDE | E SIDE | W SIDE | TOTAL | NS | SS | ES | WS | TOTAL |
| AM | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

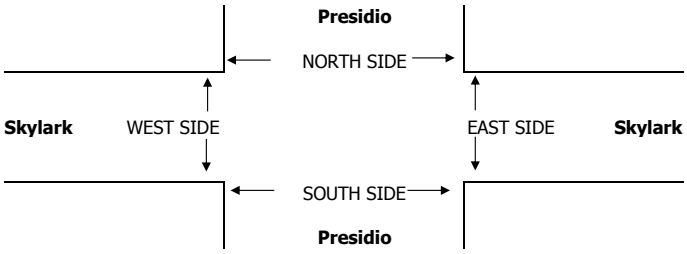
| DATE: | LOCATION: | Peter's Canyon | PROJECT #: | SC0998 |
|---|---|---|---|---|
| Sat, Jul 9, 16 | NORTH & SOUTH: | Presidio | LOCATION #: | 2 |
| | EAST & WEST: | Skylark | CONTROL: | STOP S |

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

☑ Add U-Turns to Left Turns

| | | NORTHBOUND Presidio | | | SOUTHBOUND Presidio | | | EASTBOUND Skylark | | | WESTBOUND Skylark | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL X | NT X | NR X | SL 0 | ST X | SR 0 | EL 1 | ET 1 | ER X | WL X | WT 1 | WR 0 | TOTAL | NB 0 | SB 0 | EB 0 | WB 0 | TTL |
| MIDDAY | 9:30 AM | 0 | 0 | 0 | 2 | 0 | 3 | 2 | 18 | 0 | 0 | 24 | 4 | 53 | 0 | 0 | 0 | 0 | 0 |
| | 9:45 AM | 0 | 0 | 0 | 2 | 0 | 7 | 2 | 11 | 0 | 0 | 22 | 1 | 45 | 0 | 0 | 0 | 0 | 0 |
| | 10:00 AM | 0 | 0 | 0 | 2 | 0 | 4 | 4 | 13 | 0 | 0 | 15 | 1 | 39 | 0 | 0 | 0 | 0 | 0 |
| | 10:15 AM | 0 | 0 | 0 | 1 | 0 | 7 | 1 | 19 | 0 | 0 | 19 | 3 | 50 | 0 | 0 | 0 | 0 | 0 |
| | 10:30 AM | 0 | 0 | 0 | 1 | 0 | 3 | 2 | 14 | 0 | 0 | 16 | 3 | 39 | 0 | 0 | 0 | 0 | 0 |
| | 10:45 AM | 0 | 0 | 0 | 6 | 0 | 5 | 3 | 24 | 0 | 0 | 18 | 3 | 59 | 0 | 0 | 0 | 0 | 0 |
| | 11:00 AM | 0 | 0 | 0 | 1 | 0 | 1 | 2 | 20 | 0 | 1 | 18 | 2 | 45 | 0 | 0 | 0 | 1 | 1 |
| | 11:15 AM | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 13 | 0 | 0 | 19 | 6 | 43 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 0 | 0 | 0 | 15 | 0 | 34 | 17 | 132 | 0 | 1 | 151 | 23 | 373 | 0 | 0 | 0 | 1 | 1 |
| | APPROACH % | 0% | 0% | 0% | 31% | 0% | 69% | 11% | 89% | 0% | 1% | 86% | 13% | | | | | | |
| | APP/DEPART | 0 | / | 40 | 49 | / | 0 | 149 | / | 148 | 175 | / | 185 | 0 | | | | | |
| | BEGIN PEAK HR | | 10:15 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 0 | 0 | 0 | 9 | 0 | 16 | 8 | 77 | 0 | 1 | 71 | 11 | 193 | | | | | |
| | APPROACH % | 0% | 0% | 0% | 36% | 0% | 64% | 9% | 91% | 0% | 1% | 86% | 13% | | | | | | |
| | PEAK HR FACTOR | | 0.000 | | | 0.568 | | | 0.787 | | | 0.943 | | 0.818 | | | | | |
| | APP/DEPART | 0 | / | 19 | 25 | / | 0 | 85 | / | 87 | 83 | / | 87 | 0 | | | | | |




| | | PEDESTRIAN + BIKE CROSSINGS | | | | | PEDESTRIAN CROSSINGS | | | | | BICYCLE CROSSINGS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | N SIDE | S SIDE | E SIDE | W SIDE | TOTAL | N SIDE | S SIDE | E SIDE | W SIDE | TOTAL | NS | SS | ES | WS | TOTAL |
| MIDDAY | 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

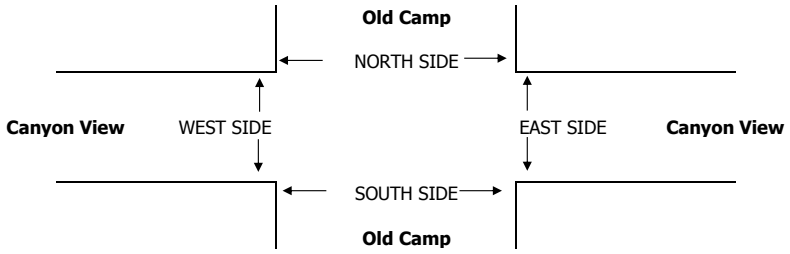
| DATE: | LOCATION: | Peter's Canyon | PROJECT #: | SC0998 |
|---|---|---|---|---|
| Thu, Jun 16, 16 | NORTH & SOUTH: | Old Camp | LOCATION #: | 3 |
| | EAST & WEST: | Canyon View | CONTROL: | STOP N/S |

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

☑ Add U-Turns to Left Turns

| | | NORTHBOUND Old Camp | | | SOUTHBOUND Old Camp | | | EASTBOUND Canyon View | | | WESTBOUND Canyon View | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 0 | NT 1 | NR 0 | SL 0 | ST 1 | SR 0 | EL 1 | ET 2 | ER 0 | WL 1 | WT 2 | WR 0 | TOTAL | NB 0 | SB 0 | EB 0 | WB 0 | TTL |
| AM | 7:00 AM | 0 | 0 | 0 | 6 | 3 | 6 | 4 | 99 | 5 | 4 | 23 | 3 | 153 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 0 | 1 | 9 | 0 | 7 | 2 | 107 | 4 | 0 | 27 | 0 | 157 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 2 | 0 | 1 | 13 | 0 | 10 | 1 | 137 | 3 | 2 | 35 | 3 | 207 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 3 | 0 | 0 | 7 | 0 | 14 | 2 | 119 | 2 | 3 | 26 | 3 | 179 | 0 | 0 | 1 | 1 | 2 |
| | 8:00 AM | 0 | 1 | 1 | 13 | 0 | 13 | 3 | 118 | 4 | 4 | 25 | 0 | 182 | 0 | 0 | 0 | 2 | 2 |
| | 8:15 AM | 7 | 0 | 2 | 5 | 0 | 7 | 4 | 94 | 5 | 8 | 24 | 3 | 159 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 1 | 0 | 0 | 9 | 0 | 8 | 0 | 91 | 6 | 4 | 20 | 2 | 141 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 1 | 0 | 4 | 8 | 1 | 5 | 2 | 60 | 7 | 4 | 29 | 1 | 122 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 14 | 1 | 9 | 70 | 4 | 70 | 18 | 825 | 36 | 29 | 209 | 15 | 1,300 | 0 | 0 | 1 | 3 | 4 |
| | APPROACH % | 58% | 4% | 38% | 49% | 3% | 49% | 2% | 94% | 4% | 11% | 83% | 6% | | | | | | |
| | APP/DEPART | 24 | / | 33 | 144 | / | 66 | 879 | / | 907 | 253 | / | 294 | 0 | | | | | |
| | BEGIN PEAK HR | | 7:30 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 12 | 1 | 4 | 38 | 0 | 44 | 10 | 468 | 14 | 17 | 110 | 9 | 727 | | | | | |
| | APPROACH % | 71% | 6% | 24% | 46% | 0% | 54% | 2% | 95% | 3% | 13% | 81% | 7% | | | | | | |
| | PEAK HR FACTOR | | 0.472 | | | 0.788 | | | 0.872 | | | 0.850 | | 0.878 | | | | | |
| | APP/DEPART | 17 | / | 19 | 82 | / | 28 | 492 | / | 513 | 136 | / | 167 | 0 | | | | | |
| PM | 4:00 PM | 3 | 0 | 0 | 2 | 0 | 5 | 3 | 38 | 1 | 3 | 95 | 9 | 159 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 1 | 0 | 1 | 7 | 0 | 2 | 5 | 40 | 3 | 4 | 108 | 8 | 179 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 2 | 0 | 1 | 3 | 0 | 2 | 3 | 28 | 4 | 3 | 100 | 11 | 157 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 1 | 0 | 2 | 2 | 0 | 3 | 8 | 33 | 1 | 3 | 146 | 7 | 206 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 2 | 0 | 2 | 3 | 0 | 7 | 6 | 48 | 4 | 1 | 168 | 8 | 249 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 3 | 0 | 2 | 2 | 0 | 4 | 5 | 55 | 6 | 2 | 205 | 14 | 298 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 0 | 0 | 3 | 5 | 0 | 4 | 4 | 46 | 4 | 7 | 209 | 10 | 292 | 0 | 0 | 0 | 1 | 1 |
| | 5:45 PM | 3 | 0 | 2 | 1 | 0 | 7 | 6 | 57 | 8 | 2 | 211 | 12 | 309 | 0 | 0 | 1 | 0 | 1 |
| | VOLUMES | 15 | 0 | 13 | 25 | 0 | 34 | 40 | 345 | 31 | 25 | 1,242 | 79 | 1,849 | 0 | 0 | 1 | 1 | 2 |
| | APPROACH % | 54% | 0% | 46% | 42% | 0% | 58% | 10% | 83% | 7% | 2% | 92% | 6% | | | | | | |
| | APP/DEPART | 28 | / | 118 | 59 | / | 55 | 416 | / | 384 | 1,346 | / | 1,292 | 0 | | | | | |
| | BEGIN PEAK HR | | 5:00 PM | | | | | | | | | | | | | | | | |
| | VOLUMES | 8 | 0 | 9 | 11 | 0 | 22 | 21 | 206 | 22 | 12 | 793 | 44 | 1,148 | | | | | |
| | APPROACH % | 47% | 0% | 53% | 33% | 0% | 67% | 8% | 83% | 9% | 1% | 93% | 5% | | | | | | |
| | PEAK HR FACTOR | | 0.850 | | | 0.825 | | | 0.877 | | | 0.939 | | 0.929 | | | | | |
| | APP/DEPART | 17 | / | 64 | 33 | / | 33 | 249 | / | 227 | 849 | / | 824 | 0 | | | | | |




| | | PEDESTRIAN + BIKE CROSSINGS | | | | | PEDESTRIAN CROSSINGS | | | | | BICYCLE CROSSINGS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | N SIDE | S SIDE | E SIDE | W SIDE | TOTAL | N SIDE | S SIDE | E SIDE | W SIDE | TOTAL | NS | SS | ES | WS | TOTAL |
| AM | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Sat, Jul 9, 16

LOCATION: Peter's Canyon
NORTH & SOUTH: Old Camp
EAST & WEST: Canyon View

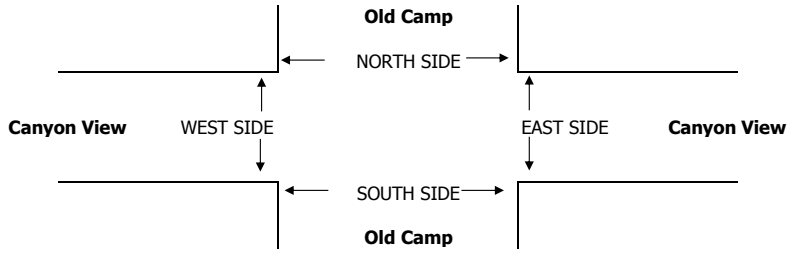
PROJECT #: SC0998
LOCATION #: 3
CONTROL: STOP N/S

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

☑ Add U-Turns to Left Turns

| | NORTHBOUND Old Camp | | | SOUTHBOUND Old Camp | | | EASTBOUND Canyon View | | | WESTBOUND Canyon View | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| LANES: | NL 0 | NT 1 | NR 0 | SL 0 | ST 1 | SR 0 | EL 1 | ET 2 | ER 0 | WL 1 | WT 2 | WR 0 | TOTAL | NB 0 | SB 0 | EB 0 | WB 0 | TTL |
| MIDDAY 9:30 AM | 8 | 1 | 15 | 8 | 2 | 9 | 0 | 43 | 11 | 6 | 26 | 3 | 132 | 0 | 0 | 0 | 0 | 0 |
| 9:45 AM | 17 | 0 | 8 | 3 | 0 | 3 | 4 | 41 | 13 | 3 | 29 | 3 | 124 | 0 | 0 | 0 | 0 | 0 |
| 10:00 AM | 11 | 0 | 6 | 8 | 0 | 3 | 2 | 39 | 5 | 4 | 27 | 5 | 110 | 0 | 0 | 0 | 0 | 0 |
| 10:15 AM | 14 | 0 | 15 | 5 | 0 | 4 | 5 | 40 | 11 | 3 | 28 | 6 | 131 | 0 | 0 | 0 | 0 | 0 |
| 10:30 AM | 11 | 0 | 11 | 8 | 0 | 1 | 0 | 39 | 10 | 7 | 28 | 5 | 120 | 0 | 0 | 0 | 1 | 1 |
| 10:45 AM | 5 | 0 | 5 | 6 | 1 | 7 | 2 | 34 | 6 | 5 | 33 | 3 | 107 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 9 | 1 | 7 | 5 | 0 | 3 | 6 | 55 | 2 | 6 | 38 | 6 | 138 | 0 | 0 | 1 | 1 | 2 |
| 11:15 AM | 10 | 0 | 9 | 3 | 0 | 4 | 4 | 37 | 7 | 4 | 44 | 3 | 125 | 0 | 0 | 0 | 0 | 0 |
| VOLUMES | 85 | 2 | 76 | 46 | 3 | 34 | 23 | 328 | 65 | 38 | 253 | 34 | 987 | 0 | 0 | 1 | 2 | 3 |
| APPROACH % | 52% | 1% | 47% | 55% | 4% | 41% | 6% | 79% | 16% | 12% | 78% | 10% | | | | | | |
| APP/DEPART | 163 | / | 58 | 83 | / | 104 | 416 | / | 452 | 325 | / | 373 | 0 | | | | | |
| BEGIN PEAK HR | 9:30 AM | | | | | | | | | | | | | | | | | |
| VOLUMES | 50 | 1 | 44 | 24 | 2 | 19 | 11 | 163 | 40 | 16 | 110 | 17 | 497 | | | | | |
| APPROACH % | 53% | 1% | 46% | 53% | 4% | 42% | 5% | 76% | 19% | 11% | 77% | 12% | | | | | | |
| PEAK HR FACTOR | | 0.819 | | | 0.592 | | | 0.922 | | | 0.966 | | 0.941 | | | | | |
| APP/DEPART | 95 | / | 29 | 45 | / | 58 | 214 | / | 231 | 143 | / | 179 | 0 | | | | | |




| | PEDESTRIAN + BIKE CROSSINGS | | | | | PEDESTRIAN CROSSINGS | | | | | BICYCLE CROSSINGS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | N SIDE | S SIDE | E SIDE | W SIDE | TOTAL | N SIDE | S SIDE | E SIDE | W SIDE | TOTAL | NS | SS | ES | WS | TOTAL |
| MIDDAY 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Jun 16, 16

LOCATION: Peter's Canyon
NORTH & SOUTH: Newport
EAST & WEST: Canyon View

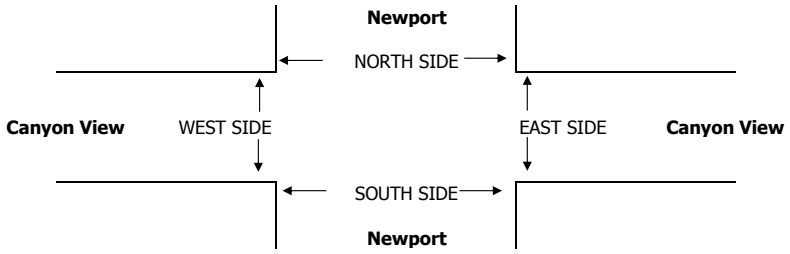
PROJECT #: SC0998
LOCATION #: 4
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

☑ Add U-Turns to Left Turns

| | | NORTHBOUND Newport | | | SOUTHBOUND Newport | | | EASTBOUND Canyon View | | | WESTBOUND Canyon View | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 1 | NT 2 | NR 0 | SL 1 | ST 2 | SR 0 | EL 1 | ET 2 | ER 0 | WL 1 | WT 2 | WR 0 | TOTAL | NB 0 | SB 0 | EB 0 | WB 0 | TTL |
| AM | 7:00 AM | 3 | 43 | 4 | 11 | 48 | 5 | 5 | 65 | 4 | 7 | 24 | 9 | 228 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 3 | 44 | 6 | 10 | 56 | 3 | 5 | 79 | 14 | 9 | 30 | 5 | 264 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 2 | 57 | 4 | 7 | 56 | 5 | 6 | 95 | 15 | 10 | 33 | 3 | 293 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 10 | 55 | 21 | 10 | 74 | 1 | 14 | 129 | 31 | 14 | 51 | 14 | 424 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 7 | 41 | 15 | 18 | 68 | 3 | 7 | 125 | 15 | 21 | 66 | 16 | 402 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 3 | 52 | 7 | 5 | 43 | 6 | 2 | 62 | 8 | 12 | 68 | 18 | 286 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 4 | 45 | 4 | 4 | 63 | 2 | 3 | 62 | 14 | 7 | 29 | 7 | 244 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 6 | 43 | 5 | 6 | 53 | 6 | 4 | 45 | 17 | 8 | 24 | 8 | 225 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 38 | 380 | 66 | 71 | 461 | 31 | 46 | 662 | 118 | 88 | 325 | 80 | 2,366 | 0 | 0 | 0 | 0 | 0 |
| | APPROACH % | 8% | 79% | 14% | 13% | 82% | 6% | 6% | 80% | 14% | 18% | 66% | 16% | | | | | | |
| | APP/DEPART | 484 | / | 506 | 563 | / | 667 | 826 | / | 799 | 493 | / | 394 | 0 | | | | | |
| | BEGIN PEAK HR | | 7:30 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 22 | 205 | 47 | 40 | 241 | 15 | 29 | 411 | 69 | 57 | 218 | 51 | 1,405 | | | | | |
| | APPROACH % | 8% | 75% | 17% | 14% | 81% | 5% | 6% | 81% | 14% | 17% | 67% | 16% | | | | | | |
| | PEAK HR FACTOR | | 0.797 | | | 0.831 | | | 0.731 | | | 0.791 | | 0.828 | | | | | |
| | APP/DEPART | 274 | / | 285 | 296 | / | 367 | 509 | / | 498 | 326 | / | 255 | 0 | | | | | |
| PM | 4:00 PM | 7 | 68 | 9 | 4 | 55 | 7 | 5 | 34 | 8 | 15 | 67 | 6 | 285 | 1 | 0 | 0 | 0 | 1 |
| | 4:15 PM | 9 | 79 | 9 | 10 | 50 | 3 | 7 | 19 | 10 | 6 | 77 | 10 | 289 | 1 | 0 | 0 | 0 | 1 |
| | 4:30 PM | 7 | 65 | 5 | 6 | 57 | 7 | 1 | 27 | 8 | 9 | 52 | 13 | 257 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 11 | 74 | 8 | 10 | 55 | 5 | 4 | 38 | 10 | 6 | 81 | 33 | 335 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 8 | 70 | 13 | 6 | 59 | 3 | 5 | 36 | 9 | 8 | 91 | 50 | 358 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 9 | 100 | 7 | 8 | 70 | 5 | 1 | 42 | 12 | 5 | 148 | 24 | 431 | 1 | 0 | 0 | 0 | 1 |
| | 5:30 PM | 11 | 67 | 7 | 9 | 58 | 8 | 8 | 48 | 8 | 8 | 166 | 16 | 414 | 0 | 1 | 0 | 0 | 1 |
| | 5:45 PM | 7 | 71 | 16 | 15 | 85 | 16 | 7 | 48 | 13 | 16 | 152 | 12 | 458 | 0 | 1 | 0 | 0 | 1 |
| | VOLUMES | 69 | 594 | 74 | 68 | 489 | 54 | 38 | 292 | 78 | 73 | 834 | 164 | 2,827 | 3 | 2 | 0 | 0 | 5 |
| | APPROACH % | 9% | 81% | 10% | 11% | 80% | 9% | 9% | 72% | 19% | 7% | 78% | 15% | | | | | | |
| | APP/DEPART | 737 | / | 798 | 611 | / | 643 | 408 | / | 432 | 1,071 | / | 954 | 0 | | | | | |
| | BEGIN PEAK HR | | 5:00 PM | | | | | | | | | | | | | | | | |
| | VOLUMES | 35 | 308 | 43 | 38 | 272 | 32 | 21 | 174 | 42 | 37 | 557 | 102 | 1,661 | | | | | |
| | APPROACH % | 9% | 80% | 11% | 11% | 80% | 9% | 9% | 73% | 18% | 5% | 80% | 15% | | | | | | |
| | PEAK HR FACTOR | | 0.832 | | | 0.737 | | | 0.871 | | | 0.916 | | 0.907 | | | | | |
| | APP/DEPART | 386 | / | 433 | 342 | / | 352 | 237 | / | 253 | 696 | / | 623 | 0 | | | | | |




| | | PEDESTRIAN + BIKE CROSSINGS | | | | | PEDESTRIAN CROSSINGS | | | | | BICYCLE CROSSINGS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | N SIDE | S SIDE | E SIDE | W SIDE | TOTAL | N SIDE | S SIDE | E SIDE | W SIDE | TOTAL | NS | SS | ES | WS | TOTAL |
| AM | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Sat, Jul 9, 16

LOCATION: Peter's Canyon
NORTH & SOUTH: Newport
EAST & WEST: Canyon View

PROJECT #: SC0998
LOCATION #: 4
CONTROL: SIGNAL

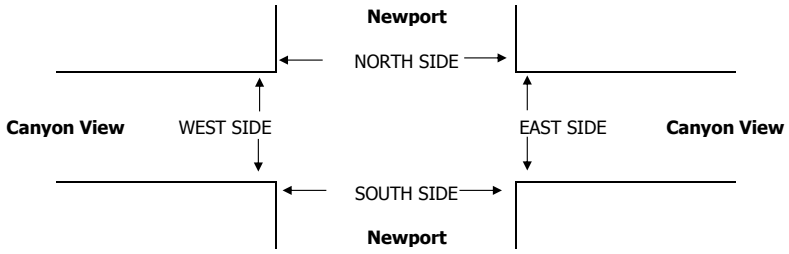
NOTES:

AM / PM / MD / OTHER / OTHER

▲ N ◄ W E ► S ▼

☑ Add U-Turns to Left Turns

| | | NORTHBOUND Newport | | | SOUTHBOUND Newport | | | EASTBOUND Canyon View | | | WESTBOUND Canyon View | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 1 | NT 2 | NR 0 | SL 1 | ST 2 | SR 0 | EL 1 | ET 2 | ER 0 | WL 1 | WT 2 | WR 0 | TOTAL | NB 0 | SB 0 | EB 0 | WB 0 | TTL |
| MIDDAY | 9:30 AM | 8 | 43 | 10 | 4 | 27 | 5 | 10 | 21 | 7 | 6 | 26 | 6 | 173 | 0 | 0 | 0 | 0 | 0 |
| | 9:45 AM | 6 | 29 | 6 | 5 | 51 | 13 | 6 | 34 | 9 | 7 | 26 | 10 | 202 | 0 | 0 | 0 | 0 | 0 |
| | 10:00 AM | 3 | 43 | 2 | 4 | 46 | 8 | 3 | 28 | 8 | 5 | 37 | 1 | 188 | 0 | 0 | 0 | 0 | 0 |
| | 10:15 AM | 2 | 39 | 5 | 6 | 40 | 5 | 8 | 38 | 5 | 5 | 40 | 9 | 202 | 0 | 1 | 0 | 0 | 1 |
| | 10:30 AM | 6 | 43 | 7 | 7 | 50 | 7 | 2 | 26 | 3 | 4 | 34 | 8 | 197 | 0 | 0 | 0 | 0 | 0 |
| | 10:45 AM | 6 | 42 | 5 | 7 | 57 | 6 | 9 | 26 | 9 | 10 | 28 | 7 | 212 | 0 | 0 | 0 | 0 | 0 |
| | 11:00 AM | 2 | 49 | 8 | 6 | 41 | 4 | 2 | 25 | 5 | 11 | 30 | 14 | 197 | 0 | 0 | 0 | 0 | 0 |
| | 11:15 AM | 8 | 44 | 5 | 5 | 35 | 5 | 13 | 35 | 12 | 4 | 30 | 9 | 205 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 41 | 332 | 48 | 44 | 347 | 53 | 53 | 233 | 58 | 52 | 251 | 64 | 1,576 | 0 | 1 | 0 | 0 | 1 |
| | APPROACH % | 10% | 79% | 11% | 10% | 78% | 12% | 15% | 68% | 17% | 14% | 68% | 17% | | | | | | |
| | APP/DEPART | 421 | / | 450 | 444 | / | 457 | 344 | / | 324 | 367 | / | 345 | 0 | | | | | |
| | BEGIN PEAK HR | | 10:30 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 22 | 178 | 25 | 25 | 183 | 22 | 26 | 112 | 29 | 29 | 122 | 38 | 811 | | | | | |
| | APPROACH % | 10% | 79% | 11% | 11% | 80% | 10% | 16% | 67% | 17% | 15% | 65% | 20% | | | | | | |
| | PEAK HR FACTOR | | 0.953 | | | 0.821 | | | 0.696 | | | 0.859 | | 0.956 | | | | | |
| | APP/DEPART | 225 | / | 242 | 230 | / | 241 | 167 | / | 162 | 189 | / | 166 | 0 | | | | | |




| | | PEDESTRIAN + BIKE CROSSINGS | | | | | PEDESTRIAN CROSSINGS | | | | | BICYCLE CROSSINGS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | N SIDE | S SIDE | E SIDE | W SIDE | TOTAL | N SIDE | S SIDE | E SIDE | W SIDE | TOTAL | NS | SS | ES | WS | TOTAL |
| MIDDAY | 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

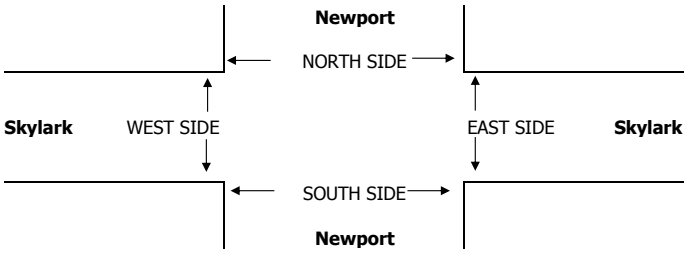
| DATE: | LOCATION: | Peter's Canyon | PROJECT #: | SC0998 |
|---|---|---|---|---|
| Thu, Jun 16, 16 | NORTH & SOUTH: | Newport | LOCATION #: | 5 |
| | EAST & WEST: | Skylark | CONTROL: | STOP E/W |

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

☑ Add U-Turns to Left Turns

| | | NORTHBOUND Newport | | | SOUTHBOUND Newport | | | EASTBOUND Skylark | | | WESTBOUND Skylark | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 1 | NT 2 | NR 0 | SL 1 | ST 2 | SR 1 | EL 0 | ET 1 | ER 0 | WL 1 | WT 1 | WR 1 | TOTAL | NB 0 | SB 0 | EB 0 | WB 0 | TTL |
| AM | 7:00 AM | 1 | 48 | 15 | 1 | 57 | 1 | 0 | 4 | 1 | 25 | 0 | 3 | 156 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 46 | 19 | 4 | 75 | 1 | 1 | 0 | 4 | 40 | 0 | 4 | 194 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 1 | 56 | 29 | 1 | 82 | 0 | 0 | 0 | 4 | 27 | 0 | 5 | 205 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 0 | 84 | 33 | 1 | 118 | 0 | 0 | 2 | 2 | 21 | 0 | 3 | 264 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 61 | 34 | 2 | 103 | 0 | 0 | 1 | 3 | 29 | 1 | 2 | 236 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 2 | 57 | 26 | 0 | 62 | 0 | 1 | 0 | 1 | 27 | 0 | 2 | 178 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 0 | 53 | 26 | 2 | 79 | 0 | 0 | 1 | 2 | 26 | 1 | 1 | 191 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 2 | 52 | 20 | 0 | 79 | 1 | 0 | 2 | 2 | 26 | 1 | 2 | 187 | 1 | 0 | 0 | 0 | 1 |
| | VOLUMES | 6 | 457 | 202 | 11 | 655 | 3 | 2 | 10 | 19 | 221 | 3 | 22 | 1,611 | 1 | 0 | 0 | 0 | 1 |
| | APPROACH % | 1% | 69% | 30% | 2% | 98% | 0% | 6% | 32% | 61% | 90% | 1% | 9% | | | | | | |
| | APP/DEPART | 665 | / | 481 | 669 | / | 896 | 31 | / | 223 | 246 | / | 11 | 0 | | | | | |
| | BEGIN PEAK HR | | 7:15 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 1 | 247 | 115 | 8 | 378 | 1 | 1 | 3 | 13 | 117 | 1 | 14 | 899 | | | | | |
| | APPROACH % | 0% | 68% | 32% | 2% | 98% | 0% | 6% | 18% | 76% | 89% | 1% | 11% | | | | | | |
| | PEAK HR FACTOR | | 0.776 | | | 0.813 | | | 0.850 | | | 0.750 | | 0.851 | | | | | |
| | APP/DEPART | 363 | / | 262 | 387 | / | 508 | 17 | / | 126 | 132 | / | 3 | 0 | | | | | |
| PM | 4:00 PM | 2 | 80 | 25 | 5 | 72 | 2 | 3 | 0 | 0 | 33 | 1 | 1 | 224 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 1 | 91 | 28 | 5 | 63 | 0 | 0 | 0 | 0 | 32 | 1 | 3 | 224 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 0 | 75 | 23 | 3 | 70 | 2 | 0 | 0 | 2 | 29 | 2 | 1 | 207 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 2 | 86 | 16 | 3 | 67 | 0 | 2 | 0 | 1 | 36 | 2 | 3 | 218 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 4 | 85 | 27 | 2 | 72 | 1 | 2 | 1 | 2 | 32 | 2 | 1 | 231 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 1 | 116 | 23 | 3 | 83 | 2 | 0 | 2 | 3 | 38 | 1 | 0 | 272 | 1 | 0 | 0 | 0 | 1 |
| | 5:30 PM | 1 | 79 | 32 | 6 | 68 | 1 | 0 | 0 | 1 | 44 | 2 | 3 | 237 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 PM | 1 | 92 | 22 | 2 | 110 | 1 | 0 | 2 | 2 | 58 | 0 | 2 | 292 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 12 | 704 | 196 | 29 | 605 | 9 | 7 | 5 | 11 | 302 | 11 | 14 | 1,905 | 1 | 0 | 0 | 0 | 1 |
| | APPROACH % | 1% | 77% | 21% | 5% | 94% | 1% | 30% | 22% | 48% | 92% | 3% | 4% | | | | | | |
| | APP/DEPART | 912 | / | 725 | 643 | / | 919 | 23 | / | 230 | 327 | / | 31 | 0 | | | | | |
| | BEGIN PEAK HR | | 5:00 PM | | | | | | | | | | | | | | | | |
| | VOLUMES | 7 | 372 | 104 | 13 | 333 | 5 | 2 | 5 | 8 | 172 | 5 | 6 | 1,032 | | | | | |
| | APPROACH % | 1% | 77% | 22% | 4% | 95% | 1% | 13% | 33% | 53% | 94% | 3% | 3% | | | | | | |
| | PEAK HR FACTOR | | 0.863 | | | 0.777 | | | 0.750 | | | 0.763 | | 0.884 | | | | | |
| | APP/DEPART | 483 | / | 380 | 351 | / | 514 | 15 | / | 122 | 183 | / | 16 | 0 | | | | | |




| | | PEDESTRIAN + BIKE CROSSINGS | | | | | PEDESTRIAN CROSSINGS | | | | | BICYCLE CROSSINGS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | N SIDE | S SIDE | E SIDE | W SIDE | TOTAL | N SIDE | S SIDE | E SIDE | W SIDE | TOTAL | NS | SS | ES | WS | TOTAL |
| AM | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Sat, Jul 9, 16

LOCATION: Peter's Canyon
NORTH & SOUTH: Newport
EAST & WEST: Skylark

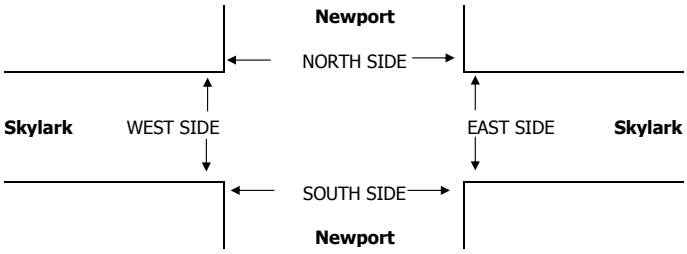
PROJECT #: SC0998
LOCATION #: 5
CONTROL: STOP E/W

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

☑ Add U-Turns to Left Turns

| | | NORTHBOUND Newport | | | SOUTHBOUND Newport | | | EASTBOUND Skylark | | | WESTBOUND Skylark | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 1 | NT 2 | NR 0 | SL 1 | ST 2 | SR 1 | EL 0 | ET 1 | ER 0 | WL 1 | WT 1 | WR 1 | TOTAL | NB 0 | SB 0 | EB 0 | WB 0 | TTL |
| MIDDAY | 9:30 AM | 0 | 55 | 18 | 3 | 43 | 1 | 0 | 1 | 1 | 25 | 0 | 2 | 149 | 0 | 0 | 0 | 0 | 0 |
| | 9:45 AM | 2 | 39 | 10 | 2 | 62 | 2 | 0 | 1 | 1 | 29 | 0 | 1 | 149 | 0 | 1 | 0 | 0 | 1 |
| | 10:00 AM | 0 | 46 | 17 | 3 | 55 | 2 | 3 | 1 | 2 | 16 | 0 | 1 | 146 | 0 | 0 | 0 | 0 | 0 |
| | 10:15 AM | 0 | 48 | 19 | 2 | 48 | 2 | 1 | 0 | 1 | 24 | 1 | 3 | 149 | 0 | 0 | 0 | 0 | 0 |
| | 10:30 AM | 1 | 49 | 14 | 3 | 54 | 0 | 0 | 1 | 2 | 16 | 2 | 2 | 144 | 0 | 0 | 0 | 0 | 0 |
| | 10:45 AM | 0 | 48 | 24 | 2 | 72 | 0 | 0 | 2 | 0 | 19 | 2 | 2 | 171 | 0 | 0 | 0 | 0 | 0 |
| | 11:00 AM | 0 | 63 | 18 | 0 | 59 | 3 | 0 | 0 | 6 | 16 | 1 | 2 | 168 | 0 | 0 | 0 | 0 | 0 |
| | 11:15 AM | 2 | 51 | 13 | 1 | 50 | 0 | 0 | 2 | 1 | 20 | 1 | 2 | 143 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 5 | 399 | 133 | 16 | 443 | 10 | 4 | 8 | 14 | 165 | 7 | 15 | 1,219 | 0 | 1 | 0 | 0 | 1 |
| | APPROACH % | 1% | 74% | 25% | 3% | 94% | 2% | 15% | 31% | 54% | 88% | 4% | 8% | | | | | | |
| | APP/DEPART | 537 | / | 419 | 469 | / | 622 | 26 | / | 156 | 187 | / | 22 | 0 | | | | | |
| | BEGIN PEAK HR | | 10:15 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 1 | 208 | 75 | 7 | 233 | 5 | 1 | 3 | 9 | 75 | 6 | 9 | 632 | | | | | |
| | APPROACH % | 0% | 73% | 26% | 3% | 95% | 2% | 8% | 23% | 69% | 83% | 7% | 10% | | | | | | |
| | PEAK HR FACTOR | | 0.877 | | | 0.828 | | | 0.542 | | | 0.804 | | 0.924 | | | | | |
| | APP/DEPART | 284 | / | 218 | 245 | / | 317 | 13 | / | 85 | 90 | / | 12 | 0 | | | | | |




| | | PEDESTRIAN + BIKE CROSSINGS | | | | | PEDESTRIAN CROSSINGS | | | | | BICYCLE CROSSINGS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | N SIDE | S SIDE | E SIDE | W SIDE | TOTAL | N SIDE | S SIDE | E SIDE | W SIDE | TOTAL | NS | SS | ES | WS | TOTAL |
| MIDDAY | 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

| DATE: | LOCATION: | Peter's Canyon | PROJECT #: | SC0998 |
|---|---|---|---|---|
| Sat, Jul 9, 16 | NORTH & SOUTH: | Old Camp | LOCATION #: | 3 |
| | EAST & WEST: | Canyon View | CONTROL: | STOP N/S |

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

☑ Add U-Turns to Left Turns

| | | NORTHBOUND (Old Camp) | | | SOUTHBOUND (Old Camp) | | | EASTBOUND (Canyon View) | | | WESTBOUND (Canyon View) | | | | U-TURNS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LANES: | NL 0 | NT 1 | NR 0 | SL 0 | ST 1 | SR 0 | EL 1 | ET 2 | ER 0 | WL 1 | WT 2 | WR 0 | TOTAL | NB X | SB X | EB X | WB X | TTL |
| AM | 6:00 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 12 | 1 | 0 | 1 | 0 | 16 | 0 | 0 | 0 | 0 | 0 |
| | 6:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 14 | 4 | 0 | 6 | 1 | 27 | 0 | 0 | 1 | 0 | 1 |
| | 6:30 AM | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 21 | 3 | 5 | 2 | 1 | 37 | 0 | 0 | 0 | 1 | 1 |
| | 6:45 AM | 0 | 0 | 0 | 5 | 0 | 4 | 0 | 35 | 18 | 8 | 8 | 1 | 79 | 0 | 0 | 0 | 0 | 0 |
| | 7:00 AM | 0 | 0 | 1 | 2 | 1 | 2 | 2 | 28 | 19 | 9 | 6 | 3 | 73 | 0 | 0 | 1 | 0 | 1 |
| | 7:15 AM | 1 | 0 | 1 | 4 | 1 | 3 | 1 | 27 | 11 | 9 | 7 | 1 | 66 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 1 | 0 | 1 | 3 | 0 | 3 | 0 | 33 | 18 | 9 | 6 | 1 | 75 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 6 | 0 | 0 | 6 | 0 | 5 | 1 | 36 | 12 | 9 | 22 | 0 | 97 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 8 | 0 | 2 | 5 | 1 | 2 | 9 | 39 | 9 | 4 | 22 | 1 | 102 | 0 | 0 | 1 | 0 | 1 |
| | 8:15 AM | 11 | 0 | 6 | 7 | 0 | 6 | 3 | 37 | 5 | 7 | 17 | 3 | 102 | 0 | 0 | 1 | 0 | 1 |
| | 8:30 AM | 6 | 1 | 3 | 3 | 0 | 6 | 1 | 33 | 11 | 6 | 21 | 0 | 91 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 12 | 0 | 10 | 3 | 0 | 4 | 1 | 41 | 10 | 13 | 16 | 2 | 112 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 45 | 1 | 24 | 43 | 3 | 38 | 19 | 356 | 121 | 79 | 134 | 14 | 877 | 0 | 0 | 4 | 1 | 5 |
| | APPROACH % | 64% | 1% | 34% | 51% | 4% | 45% | 4% | 72% | 24% | 35% | 59% | 6% | | | | | | |
| | APP/DEPART | 70 | / | 30 | 84 | / | 202 | 496 | / | 424 | 227 | / | 221 | 0 | | | | | |
| | BEGIN PEAK HR | | 8:00 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 37 | 1 | 21 | 18 | 1 | 18 | 14 | 150 | 35 | 30 | 76 | 6 | 407 | | | | | |
| | APPROACH % | 63% | 2% | 36% | 49% | 3% | 49% | 7% | 75% | 18% | 27% | 68% | 5% | | | | | | |
| | PEAK HR FACTOR | | 0.670 | | | 0.712 | | | 0.873 | | | 0.903 | | 0.908 | | | | | |
| | APP/DEPART | 59 | / | 19 | 37 | / | 66 | 199 | / | 189 | 112 | / | 133 | 0 | | | | | |
| AM | 09:00 AM | 13 | 1 | 12 | 4 | 1 | 7 | 3 | 45 | 8 | 7 | 28 | 4 | 133 | 0 | 0 | 0 | 0 | 0 |
| | 9:15 AM | 10 | 0 | 6 | 3 | 0 | 1 | 1 | 41 | 9 | 10 | 27 | 4 | 112 | 0 | 0 | 0 | 0 | 0 |
| | 9:30 AM | 8 | 1 | 15 | 8 | 2 | 9 | 0 | 43 | 11 | 6 | 26 | 3 | 132 | 0 | 0 | 0 | 0 | 0 |
| | 9:45 AM | 17 | 0 | 8 | 3 | 0 | 3 | 4 | 41 | 13 | 3 | 29 | 3 | 124 | 0 | 0 | 0 | 0 | 0 |
| | 10:00 AM | 11 | 0 | 6 | 8 | 0 | 3 | 2 | 39 | 5 | 4 | 27 | 5 | 110 | 0 | 0 | 0 | 0 | 0 |
| | 10:15 AM | 14 | 0 | 15 | 5 | 0 | 4 | 5 | 40 | 11 | 3 | 28 | 6 | 131 | 0 | 0 | 0 | 0 | 0 |
| | 10:30 AM | 11 | 0 | 11 | 8 | 0 | 1 | 0 | 39 | 10 | 7 | 28 | 5 | 120 | 0 | 0 | 0 | 1 | 1 |
| | 10:45 AM | 5 | 0 | 5 | 6 | 1 | 7 | 2 | 34 | 6 | 5 | 33 | 3 | 107 | 0 | 0 | 0 | 0 | 0 |
| | 11:00 AM | 9 | 1 | 7 | 5 | 0 | 3 | 6 | 55 | 2 | 6 | 38 | 6 | 138 | 0 | 0 | 1 | 1 | 2 |
| | 11:15 AM | 10 | 0 | 9 | 3 | 0 | 4 | 4 | 37 | 7 | 4 | 44 | 3 | 125 | 0 | 0 | 0 | 0 | 0 |
| | 11:30 AM | 7 | 0 | 6 | 10 | 0 | 4 | 3 | 36 | 4 | 6 | 36 | 8 | 120 | 0 | 0 | 0 | 1 | 1 |
| | 11:45 AM | 10 | 0 | 5 | 6 | 0 | 7 | 6 | 42 | 7 | 6 | 37 | 5 | 131 | 0 | 0 | 0 | 0 | 0 |
| | VOLUMES | 125 | 3 | 105 | 69 | 4 | 53 | 36 | 492 | 93 | 67 | 381 | 55 | 1,483 | 0 | 0 | 1 | 3 | 4 |
| | APPROACH % | 54% | 1% | 45% | 55% | 3% | 42% | 6% | 79% | 15% | 13% | 76% | 11% | | | | | | |
| | APP/DEPART | 233 | / | 93 | 126 | / | 161 | 621 | / | 669 | 503 | / | 560 | 0 | | | | | |
| | BEGIN PEAK HR | | 11:00 AM | | | | | | | | | | | | | | | | |
| | VOLUMES | 36 | 1 | 27 | 24 | 0 | 18 | 19 | 170 | 20 | 22 | 155 | 22 | 514 | | | | | |
| | APPROACH % | 56% | 2% | 42% | 57% | 0% | 43% | 9% | 81% | 10% | 11% | 78% | 11% | | | | | | |
| | PEAK HR FACTOR | | 0.842 | | | 0.750 | | | 0.829 | | | 0.975 | | 0.931 | | | | | |
| | APP/DEPART | 64 | / | 41 | 42 | / | 40 | 209 | / | 223 | 199 | / | 210 | 0 | | | | | |

**Old Camp**

NORTH SIDE

**Canyon View** WEST SIDE EAST SIDE **Canyon View**

SOUTH SIDE

**Old Camp**

| | | ALL PED AND BIKE | | | | | PEDESTRIAN CROSSINGS | | | | | BICYCLE CROSSINGS | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | E SIDE | W SIDE | S SIDE | N SIDE | TOTAL | E SIDE | W SIDE | S SIDE | N SIDE | TOTAL | ES | WS | SS | NS | TOTAL |
| AM | 6:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM | 9:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 9:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 9:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 9:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 10:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 10:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 10:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 10:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | TOTAL | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

# APPENDIX B

## PARKING UTILIZATION CALCULATION

| | | In | Out | Load | |
|---|---|---|---|---|---|
| | | | | 0 | |
| **1** | 6:00 AM | 1 | 0 | 1 | |
| **2** | 6:15 AM | 4 | 0 | 5 | |
| **3** | 6:30 AM | 8 | 0 | 13 | |
| **4** | 6:45 AM | 26 | 0 | 39 | |
| **5** | 7:00 AM | 29 | 1 | 67 | |
| **6** | 7:15 AM | 21 | 2 | 86 | |
| **7** | 7:30 AM | 27 | 2 | 111 | |
| **8** | 7:45 AM | 21 | 6 | 126 | |
| **9** | 8:00 AM | 14 | 10 | 130 | Capacity |
| **10** | 8:15 AM | 12 | 17 | 125 | |
| **11** | 8:30 AM | 17 | 10 | 132 | Capacity |
| **12** | 8:45 AM | 23 | 22 | 133 | Capacity |
| **13** | 09:00 AM | 16 | 26 | 123 | |
| **14** | 9:15 AM | 19 | 16 | 126 | |
| **15** | 9:30 AM | 19 | 24 | 121 | |
| **16** | 9:45 AM | 16 | 25 | 112 | |
| **17** | 10:00 AM | 9 | 17 | 104 | |
| **18** | 10:15 AM | 14 | 29 | 89 | |
| **19** | 10:30 AM | 17 | 22 | 84 | |
| **20** | 10:45 AM | 12 | 10 | 86 | |
| **21** | 11:00 AM | 8 | 17 | 77 | |
| **22** | 11:15 AM | 11 | 19 | 69 | |
| **23** | 11:30 AM | 10 | 13 | 66 | |
| **24** | 11:45 AM | 13 | 15 | 64 | |
| **Total** | | 367 | | 2089 | **Cumulative total** |
| | | 0 | | 24 | **Number of slots** |
| | | 15.29 | | 87.04 | **Normal Mean** |
| | | 6.93 | | 39.86 | **Normal SD** |
| | | | | 153 | **95th percentile max** |

# APPENDIX C

## EXISTING TRAFFIC CONDITIONS (EXISTING YEAR 2016) WORKSHEETS

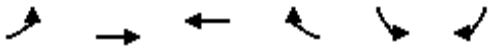
| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 9 | 15 | 111 | 40 | 63 | 25 | 17 | 347 | 5 | 36 | 128 | 3 |
| Pedestrians | | | | | | | | | | | | |
| Ped Button | | | | | | | | | | | | |
| Pedestrian Timing (s) | | | | | | | | | | | | |
| Free Right | | | No | | | No | | | No | | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 | 4.0 |
| Minimum Green (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 9 | 15 | 111 | 40 | 63 | 25 | 17 | 352 | 0 | 36 | 131 | 0 |
| Lane Utilization Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Turning Factor (vph) | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 |
| Saturated Flow (vph) | 1615 | 1700 | 1445 | 1615 | 1700 | 1445 | 1615 | 3230 | 0 | 1615 | 3226 | 0 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Protected Option Allowed | | Yes | | | Yes | | | Yes | | | Yes | |
| Reference Time (s) | 0.7 | 1.1 | 9.2 | 3.0 | 4.4 | 2.1 | 1.3 | 13.1 | 0.0 | 2.7 | 4.9 | 0.0 |
| Adj Reference Time (s) | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 9.0 | 18.1 | 0.0 | 9.0 | 9.9 | 0.0 |
| Permitted Option | | | | | | | | | | | | |
| Adj Saturation A (vph) | 108 | 1700 | | 108 | 1700 | | 108 | 1615 | | 108 | 1613 | |
| Reference Time A (s) | 10.0 | 1.1 | | 44.6 | 4.4 | | 18.9 | 13.1 | | 40.1 | 4.9 | |
| Adj Saturation B (vph | 0 | 1700 | | 0 | 1700 | | NA | NA | | NA | NA | |
| Reference Time B (s) | 8.7 | 1.1 | | 11.0 | 4.4 | | NA | NA | | NA | NA | |
| Reference Time (s) | | 8.7 | | | 11.0 | | | 18.9 | | | 40.1 | |
| Adj Reference Time (s) | | 15.0 | | | 16.0 | | | 23.9 | | | 45.1 | |
| Split Option | | | | | | | | | | | | |
| Ref Time Combined (s) | 0.7 | 1.1 | | 3.0 | 4.4 | | 1.3 | 13.1 | | 2.7 | 4.9 | |
| Ref Time Seperate (s) | 0.7 | 1.1 | | 3.0 | 4.4 | | 1.3 | 12.9 | | 2.7 | 4.8 | |
| Reference Time (s) | 1.1 | 1.1 | | 4.4 | 4.4 | | 13.1 | 13.1 | | 4.9 | 4.9 | |
| Adj Reference Time (s) | 15.0 | 15.0 | | 15.0 | 15.0 | | 18.1 | 18.1 | | 9.9 | 9.9 | |

| Summary | NB SB | NW SE | Combined |
|---|---|---|---|
| Protected Option (s) | 30.0 | 27.1 | |
| Permitted Option (s) | 16.0 | 45.1 | |
| Split Option (s) | 30.0 | 28.0 | |
| Minimum (s) | 16.0 | 27.1 | 43.0 |

| Right Turns | NBR | SBR |
|---|---|---|
| Adj Reference Time (s) | 15.0 | 15.0 |
| Cross Thru Ref Time (s) | 18.1 | 9.9 |
| Oncoming Left Ref Time (s) | 15.0 | 15.0 |
| Combined (s) | 48.1 | 39.9 |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 40.1% | ICU Level of Service | A |

Reference Times and Phasing Options do not represent an optimized timing plan.



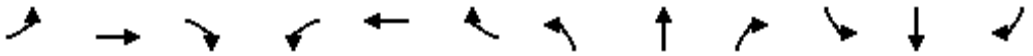
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 12 | 117 | 102 | 3 | 18 | 37 |
| Pedestrians | | | | | | |
| Ped Button | | | | | | |
| Pedestrian Timing (s) | | | | | | |
| Free Right | | | | No | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Green (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 12 | 117 | 105 | 0 | 55 | 0 |
| Lane Utilization Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Factor (vph) | 0.95 | 1.00 | 1.00 | 0.85 | 0.88 | 0.85 |
| Saturated Flow (vph) | 1615 | 1700 | 1693 | 0 | 1503 | 0 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | 0.00 | | 0.00 | |
| Protected Option Allowed | | Yes | Yes | | No | |
| Reference Time (s) | 0.9 | 8.3 | 7.4 | 0.0 | | 0.0 |
| Adj Reference Time (s) | 8.0 | 12.3 | 11.4 | 0.0 | | 0.0 |
| Permitted Option | | | | | | |
| Adj Saturation A (vph) | 108 | 1700 | 1693 | | 100 | |
| Reference Time A (s) | 13.4 | 8.3 | 7.4 | | 65.8 | |
| Adj Saturation B (vph | 0 | 1700 | 1693 | | NA | |
| Reference Time B (s) | 8.9 | 8.3 | 7.4 | | NA | |
| Reference Time (s) | | 8.9 | 7.4 | | | |
| Adj Reference Time (s) | | 12.9 | 11.4 | | | |
| Split Option | | | | | | |
| Ref Time Combined (s) | 0.9 | 8.3 | 7.4 | | 4.4 | |
| Ref Time Seperate (s) | 0.9 | 8.3 | 7.2 | | 1.4 | |
| Reference Time (s) | 8.3 | 8.3 | 7.4 | | 4.4 | |
| Adj Reference Time (s) | 12.3 | 12.3 | 11.4 | | 8.4 | |

| Summary | EB WB | SB | Combined |
|---|---|---|---|
| Protected Option (s) | 19.4 | NA | |
| Permitted Option (s) | 12.9 | Err | |
| Split Option (s) | 23.7 | 8.4 | |
| Minimum (s) | 12.9 | 8.4 | 21.3 |

| Right Turns |
|---|
| Adj Reference Time (s) |
| Cross Thru Ref Time (s) |
| Oncoming Left Ref Time (s) |
| Combined (s) |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 17.7% | ICU Level of Service | A |

Reference Times and Phasing Options do not represent an optimized timing plan.



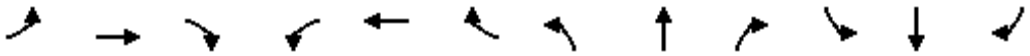
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 10 | 468 | 14 | 17 | 110 | 9 | 12 | 1 | 4 | 38 | 0 | 44 |
| Pedestrians | | | | | | | | | | | | |
| Ped Button | | | | | | | | | | | | |
| Pedestrian Timing (s) | | | | | | | | | | | | |
| Free Right | | | No | | | No | | | No | | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Green (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 10 | 482 | 0 | 17 | 119 | 0 | 0 | 17 | 0 | 0 | 82 | 0 |
| Lane Utilization Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Factor (vph) | 0.95 | 1.00 | 0.85 | 0.95 | 0.99 | 0.85 | 0.95 | 0.93 | 0.85 | 0.95 | 0.90 | 0.85 |
| Saturated Flow (vph) | 1615 | 3223 | 0 | 1615 | 3200 | 0 | 0 | 1582 | 0 | 0 | 1527 | 0 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Protected Option Allowed | | Yes | | | Yes | | | No | | | No | |
| Reference Time (s) | 0.7 | 17.9 | 0.0 | 1.3 | 4.5 | 0.0 | | | 0.0 | | | 0.0 |
| Adj Reference Time (s) | 8.0 | 21.9 | 0.0 | 8.0 | 8.5 | 0.0 | | | 0.0 | | | 0.0 |
| Permitted Option | | | | | | | | | | | | |
| Adj Saturation A (vph) | 108 | 1611 | | 108 | 1600 | | 0 | 1030 | | 0 | 1480 | |
| Reference Time A (s) | 11.1 | 17.9 | | 18.9 | 4.5 | | 0.0 | 2.0 | | 0.0 | 6.6 | |
| Adj Saturation B (vph | 0 | 3223 | | NA | NA | | 0 | 0 | | 0 | 0 | |
| Reference Time B (s) | 8.7 | 17.9 | | NA | NA | | 8.9 | 9.3 | | 10.8 | 14.4 | |
| Reference Time (s) | | 17.9 | | | 18.9 | | | 2.0 | | | 6.6 | |
| Adj Reference Time (s) | | 21.9 | | | 22.9 | | | 8.0 | | | 10.6 | |
| Split Option | | | | | | | | | | | | |
| Ref Time Combined (s) | 0.7 | 17.9 | | 1.3 | 4.5 | | 0.0 | 1.3 | | 0.0 | 6.4 | |
| Ref Time Seperate (s) | 0.7 | 17.4 | | 1.3 | 4.1 | | 0.9 | 0.1 | | 2.8 | 0.0 | |
| Reference Time (s) | 17.9 | 17.9 | | 4.5 | 4.5 | | 1.3 | 1.3 | | 6.4 | 6.4 | |
| Adj Reference Time (s) | 21.9 | 21.9 | | 8.5 | 8.5 | | 8.0 | 8.0 | | 10.4 | 10.4 | |

| Summary | EB WB | NB SB | Combined |
|---|---|---|---|
| Protected Option (s) | 29.9 | NA | |
| Permitted Option (s) | 22.9 | 10.6 | |
| Split Option (s) | 30.4 | 18.4 | |
| Minimum (s) | 22.9 | 10.6 | 33.6 |

| Right Turns |
|---|
| Adj Reference Time (s) |
| Cross Thru Ref Time (s) |
| Oncoming Left Ref Time (s) |
| Combined (s) |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 28.0% | ICU Level of Service | A |

Reference Times and Phasing Options do not represent an optimized timing plan.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 29 | 411 | 69 | 57 | 218 | 51 | 22 | 205 | 47 | 40 | 241 | 15 |
| Pedestrians | | | | | | | | | | | | |
| Ped Button | | | | | | | | | | | | |
| Pedestrian Timing (s) | | | | | | | | | | | | |
| Free Right | | | No | | | No | | | No | | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 5.4 | 5.4 | 4.0 | 5.4 | 5.4 | 4.0 | 5.0 | 6.0 | 4.0 | 5.0 | 6.0 | 4.0 |
| Minimum Green (s) | 10.0 | 10.0 | 4.0 | 10.0 | 10.0 | 4.0 | 9.0 | 12.0 | 4.0 | 9.0 | 12.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 29 | 480 | 0 | 57 | 269 | 0 | 22 | 252 | 0 | 40 | 256 | 0 |
| Lane Utilization Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Turning Factor (vph) | 0.95 | 0.98 | 0.85 | 0.95 | 0.97 | 0.85 | 0.95 | 0.97 | 0.85 | 0.95 | 0.99 | 0.85 |
| Saturated Flow (vph) | 1615 | 3167 | 0 | 1615 | 3145 | 0 | 1615 | 3146 | 0 | 1615 | 3208 | 0 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Protected Option Allowed | | Yes | | | Yes | | | Yes | | | Yes | |
| Reference Time (s) | 2.2 | 18.2 | 0.0 | 4.2 | 10.3 | 0.0 | 1.6 | 9.6 | 0.0 | 3.0 | 9.6 | 0.0 |
| Adj Reference Time (s) | 15.4 | 23.6 | 0.0 | 15.4 | 15.7 | 0.0 | 14.0 | 18.0 | 0.0 | 14.0 | 18.0 | 0.0 |
| Permitted Option | | | | | | | | | | | | |
| Adj Saturation A (vph) | 108 | 1584 | | 108 | 1572 | | 108 | 1573 | | 108 | 1604 | |
| Reference Time A (s) | 32.3 | 18.2 | | 63.5 | 10.3 | | 24.5 | 9.6 | | 44.6 | 9.6 | |
| Adj Saturation B (vph | NA | NA | | NA | NA | | NA | NA | | NA | NA | |
| Reference Time B (s) | NA | NA | | NA | NA | | NA | NA | | NA | NA | |
| Reference Time (s) | | 32.3 | | | 63.5 | | | 24.5 | | | 44.6 | |
| Adj Reference Time (s) | | 37.7 | | | 68.9 | | | 30.5 | | | 50.6 | |
| Split Option | | | | | | | | | | | | |
| Ref Time Combined (s) | 2.2 | 18.2 | | 4.2 | 10.3 | | 1.6 | 9.6 | | 3.0 | 9.6 | |
| Ref Time Seperate (s) | 2.2 | 15.6 | | 4.2 | 8.3 | | 1.6 | 7.8 | | 3.0 | 9.0 | |
| Reference Time (s) | 18.2 | 18.2 | | 10.3 | 10.3 | | 9.6 | 9.6 | | 9.6 | 9.6 | |
| Adj Reference Time (s) | 23.6 | 23.6 | | 15.7 | 15.7 | | 18.0 | 18.0 | | 18.0 | 18.0 | |

| Summary | EB WB | NB SB | Combined |
|---|---|---|---|
| Protected Option (s) | 39.0 | 32.0 | |
| Permitted Option (s) | 68.9 | 50.6 | |
| Split Option (s) | 39.3 | 36.0 | |
| Minimum (s) | 39.0 | 32.0 | 71.0 |

| Right Turns |
|---|
| Adj Reference Time (s) |
| Cross Thru Ref Time (s) |
| Oncoming Left Ref Time (s) |
| Combined (s) |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 59.2% | ICU Level of Service | B |

Reference Times and Phasing Options do not represent an optimized timing plan.

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 1 | 3 | 13 | 117 | 1 | 14 | 1 | 247 | 115 | 8 | 378 | 1 |
| Pedestrians | | | | | | | | | | | | |
| Ped Button | | | | | | | | | | | | |
| Pedestrian Timing (s) | | | | | | | | | | | | |
| Free Right | | | No | | | No | | | No | | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Green (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 0 | 17 | 0 | 117 | 1 | 14 | 1 | 362 | 0 | 8 | 378 | 1 |
| Lane Utilization Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Turning Factor (vph) | 0.95 | 0.88 | 0.85 | 0.95 | 1.00 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 1.00 | 0.85 |
| Saturated Flow (vph) | 0 | 1501 | 0 | 1615 | 1700 | 1445 | 1615 | 3083 | 0 | 1615 | 3237 | 1445 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Protected Option Allowed | | No | | | No | | | Yes | | | Yes | |
| Reference Time (s) | | | 0.0 | | | 1.2 | 0.1 | 14.1 | 0.0 | 0.6 | 14.0 | 0.1 |
| Adj Reference Time (s) | | | 0.0 | | | 8.0 | 8.0 | 18.1 | 0.0 | 8.0 | 18.0 | 8.0 |
| Permitted Option | | | | | | | | | | | | |
| Adj Saturation A (vph) | 0 | 811 | | 203 | 1700 | | 108 | 1541 | | 108 | 1618 | |
| Reference Time A (s) | 0.0 | 2.5 | | 69.3 | 0.1 | | 1.1 | 14.1 | | 8.9 | 14.0 | |
| Adj Saturation B (vph | 0 | 0 | | 0 | 1700 | | NA | NA | | NA | NA | |
| Reference Time B (s) | 8.1 | 9.4 | | 16.7 | 0.1 | | NA | NA | | NA | NA | |
| Reference Time (s) | | 2.5 | | | 16.7 | | | 14.1 | | | 14.0 | |
| Adj Reference Time (s) | | 8.0 | | | 20.7 | | | 18.1 | | | 18.0 | |
| Split Option | | | | | | | | | | | | |
| Ref Time Combined (s) | 0.0 | 1.4 | | 8.7 | 0.1 | | 0.1 | 14.1 | | 0.6 | 14.0 | |
| Ref Time Seperate (s) | 0.1 | 0.2 | | 8.7 | 0.1 | | 0.1 | 9.6 | | 0.6 | 14.0 | |
| Reference Time (s) | 1.4 | 1.4 | | 8.7 | 8.7 | | 14.1 | 14.1 | | 14.0 | 14.0 | |
| Adj Reference Time (s) | 8.0 | 8.0 | | 12.7 | 12.7 | | 18.1 | 18.1 | | 18.0 | 18.0 | |

| Summary | NW SE | NE SW | Combined |
|---|---|---|---|
| Protected Option (s) | NA | 26.1 | |
| Permitted Option (s) | 20.7 | 18.1 | |
| Split Option (s) | 20.7 | 36.1 | |
| Minimum (s) | 20.7 | 18.1 | 38.8 |

| Right Turns | NWR | SWR |
|---|---|---|
| Adj Reference Time (s) | 8.0 | 8.0 |
| Cross Thru Ref Time (s) | 18.1 | 12.7 |
| Oncoming Left Ref Time (s) | 8.0 | 8.0 |
| Combined (s) | 34.1 | 28.7 |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 32.3% | ICU Level of Service | A |

Reference Times and Phasing Options do not represent an optimized timing plan.

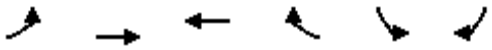
| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 5 | 33 | 68 | 18 | 48 | 23 | 28 | 163 | 22 | 105 | 694 | 25 |
| Pedestrians | | | | | | | | | | | | |
| Ped Button | | | | | | | | | | | | |
| Pedestrian Timing (s) | | | | | | | | | | | | |
| Free Right | | | No | | | No | | | No | | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 | 4.0 |
| Minimum Green (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 5 | 33 | 68 | 18 | 48 | 23 | 28 | 185 | 0 | 105 | 719 | 0 |
| Lane Utilization Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Turning Factor (vph) | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 | 0.95 | 0.98 | 0.85 | 0.95 | 0.99 | 0.85 |
| Saturated Flow (vph) | 1615 | 1700 | 1445 | 1615 | 1700 | 1445 | 1615 | 3179 | 0 | 1615 | 3220 | 0 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Protected Option Allowed | | Yes | | | Yes | | | Yes | | | Yes | |
| Reference Time (s) | 0.4 | 2.3 | 5.6 | 1.3 | 3.4 | 1.9 | 2.1 | 7.0 | 0.0 | 7.8 | 26.8 | 0.0 |
| Adj Reference Time (s) | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 9.0 | 12.0 | 0.0 | 12.8 | 31.8 | 0.0 |
| Permitted Option | | | | | | | | | | | | |
| Adj Saturation A (vph) | 108 | 1700 | | 108 | 1700 | | 108 | 1590 | | 108 | 1610 | |
| Reference Time A (s) | 5.6 | 2.3 | | 20.1 | 3.4 | | 31.2 | 7.0 | | 117.0 | 26.8 | |
| Adj Saturation B (vph | 0 | 1700 | | 0 | 1700 | | NA | NA | | NA | NA | |
| Reference Time B (s) | 8.4 | 2.3 | | 9.3 | 3.4 | | NA | NA | | NA | NA | |
| Reference Time (s) | | 5.6 | | | 9.3 | | | 31.2 | | | 117.0 | |
| Adj Reference Time (s) | | 15.0 | | | 15.0 | | | 36.2 | | | 122.0 | |
| Split Option | | | | | | | | | | | | |
| Ref Time Combined (s) | 0.4 | 2.3 | | 1.3 | 3.4 | | 2.1 | 7.0 | | 7.8 | 26.8 | |
| Ref Time Seperate (s) | 0.4 | 2.3 | | 1.3 | 3.4 | | 2.1 | 6.2 | | 7.8 | 25.9 | |
| Reference Time (s) | 2.3 | 2.3 | | 3.4 | 3.4 | | 7.0 | 7.0 | | 26.8 | 26.8 | |
| Adj Reference Time (s) | 15.0 | 15.0 | | 15.0 | 15.0 | | 12.0 | 12.0 | | 31.8 | 31.8 | |

| Summary | NB SB | NW SE | Combined |
|---|---|---|---|
| Protected Option (s) | 30.0 | 40.8 | |
| Permitted Option (s) | 15.0 | 122.0 | |
| Split Option (s) | 30.0 | 43.8 | |
| Minimum (s) | 15.0 | 40.8 | 55.8 |

| Right Turns | NBR | SBR |
|---|---|---|
| Adj Reference Time (s) | 15.0 | 15.0 |
| Cross Thru Ref Time (s) | 12.0 | 31.8 |
| Oncoming Left Ref Time (s) | 15.0 | 15.0 |
| Combined (s) | 42.0 | 61.8 |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 51.5% | ICU Level of Service | A |

Reference Times and Phasing Options do not represent an optimized timing plan.



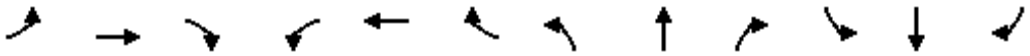
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 27 | 95 | 169 | 21 | 9 | 11 |
| Pedestrians | | | | | | |
| Ped Button | | | | | | |
| Pedestrian Timing (s) | | | | | | |
| Free Right | | | | No | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Green (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 27 | 95 | 190 | 0 | 20 | 0 |
| Lane Utilization Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Factor (vph) | 0.95 | 1.00 | 0.98 | 0.85 | 0.90 | 0.85 |
| Saturated Flow (vph) | 1615 | 1700 | 1672 | 0 | 1525 | 0 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | 0.00 | | 0.00 | |
| Protected Option Allowed | | Yes | Yes | | No | |
| Reference Time (s) | 2.0 | 6.7 | 13.6 | 0.0 | | 0.0 |
| Adj Reference Time (s) | 8.0 | 10.7 | 17.6 | 0.0 | | 0.0 |
| Permitted Option | | | | | | |
| Adj Saturation A (vph) | 108 | 1700 | 1672 | | 102 | |
| Reference Time A (s) | 30.1 | 6.7 | 13.6 | | 23.6 | |
| Adj Saturation B (vph | NA | NA | 1672 | | NA | |
| Reference Time B (s) | NA | NA | 13.6 | | NA | |
| Reference Time (s) | | 30.1 | 13.6 | | | |
| Adj Reference Time (s) | | 34.1 | 17.6 | | | |
| Split Option | | | | | | |
| Ref Time Combined (s) | 2.0 | 6.7 | 13.6 | | 1.6 | |
| Ref Time Seperate (s) | 2.0 | 6.7 | 12.1 | | 0.7 | |
| Reference Time (s) | 6.7 | 6.7 | 13.6 | | 1.6 | |
| Adj Reference Time (s) | 10.7 | 10.7 | 17.6 | | 8.0 | |

| Summary | EB WB | SB | Combined |
|---|---|---|---|
| Protected Option (s) | 25.6 | NA | |
| Permitted Option (s) | 34.1 | Err | |
| Split Option (s) | 28.3 | 8.0 | |
| Minimum (s) | 25.6 | 8.0 | 33.6 |

| Right Turns |
|---|
| Adj Reference Time (s) |
| Cross Thru Ref Time (s) |
| Oncoming Left Ref Time (s) |
| Combined (s) |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 28.0% | ICU Level of Service | A |

Reference Times and Phasing Options do not represent an optimized timing plan.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 21 | 206 | 22 | 12 | 793 | 44 | 8 | 0 | 9 | 11 | 0 | 22 |
| Pedestrians | | | | | | | | | | | | |
| Ped Button | | | | | | | | | | | | |
| Pedestrian Timing (s) | | | | | | | | | | | | |
| Free Right | | | No | | | No | | | No | | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Green (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 21 | 228 | 0 | 12 | 837 | 0 | 0 | 17 | 0 | 0 | 33 | 0 |
| Lane Utilization Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Factor (vph) | 0.95 | 0.99 | 0.85 | 0.95 | 0.99 | 0.85 | 0.95 | 0.90 | 0.85 | 0.95 | 0.89 | 0.85 |
| Saturated Flow (vph) | 1615 | 3190 | 0 | 1615 | 3211 | 0 | 0 | 1528 | 0 | 0 | 1505 | 0 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Protected Option Allowed | | Yes | | | Yes | | | No | | | No | |
| Reference Time (s) | 1.6 | 8.6 | 0.0 | 0.9 | 31.3 | 0.0 | | | 0.0 | | | 0.0 |
| Adj Reference Time (s) | 8.0 | 12.6 | 0.0 | 8.0 | 35.3 | 0.0 | | | 0.0 | | | 0.0 |
| Permitted Option | | | | | | | | | | | | |
| Adj Saturation A (vph) | 108 | 1595 | | 108 | 1606 | | 0 | 1001 | | 0 | 1318 | |
| Reference Time A (s) | 23.4 | 8.6 | | 13.4 | 31.3 | | 0.0 | 2.0 | | 0.0 | 3.0 | |
| Adj Saturation B (vph | NA | NA | | NA | NA | | 0 | 0 | | 0 | 0 | |
| Reference Time B (s) | NA | NA | | NA | NA | | 8.6 | 9.3 | | 8.8 | 10.6 | |
| Reference Time (s) | | 23.4 | | | 31.3 | | | 2.0 | | | 3.0 | |
| Adj Reference Time (s) | | 27.4 | | | 35.3 | | | 8.0 | | | 8.0 | |
| Split Option | | | | | | | | | | | | |
| Ref Time Combined (s) | 1.6 | 8.6 | | 0.9 | 31.3 | | 0.0 | 1.3 | | 0.0 | 2.6 | |
| Ref Time Seperate (s) | 1.6 | 7.7 | | 0.9 | 29.6 | | 0.6 | 0.0 | | 0.8 | 0.0 | |
| Reference Time (s) | 8.6 | 8.6 | | 31.3 | 31.3 | | 1.3 | 1.3 | | 2.6 | 2.6 | |
| Adj Reference Time (s) | 12.6 | 12.6 | | 35.3 | 35.3 | | 8.0 | 8.0 | | 8.0 | 8.0 | |

| Summary | EB WB | NB SB | Combined |
|---|---|---|---|
| Protected Option (s) | 43.3 | NA | |
| Permitted Option (s) | 35.3 | 8.0 | |
| Split Option (s) | 47.9 | 16.0 | |
| Minimum (s) | 35.3 | 8.0 | 43.3 |

| Right Turns |
|---|
| Adj Reference Time (s) |
| Cross Thru Ref Time (s) |
| Oncoming Left Ref Time (s) |
| Combined (s) |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 36.1% | ICU Level of Service | A |

Reference Times and Phasing Options do not represent an optimized timing plan.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 21 | 174 | 42 | 37 | 557 | 102 | 35 | 308 | 43 | 38 | 272 | 32 |
| Pedestrians | | | | | | | | | | | | |
| Ped Button | | | | | | | | | | | | |
| Pedestrian Timing (s) | | | | | | | | | | | | |
| Free Right | | | No | | | No | | | No | | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 5.4 | 5.4 | 4.0 | 5.4 | 5.4 | 4.0 | 5.0 | 6.0 | 4.0 | 5.0 | 6.0 | 4.0 |
| Minimum Green (s) | 10.0 | 10.0 | 4.0 | 10.0 | 10.0 | 4.0 | 9.0 | 12.0 | 4.0 | 9.0 | 12.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 21 | 216 | 0 | 37 | 659 | 0 | 35 | 351 | 0 | 38 | 304 | 0 |
| Lane Utilization Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Turning Factor (vph) | 0.95 | 0.97 | 0.85 | 0.95 | 0.98 | 0.85 | 0.95 | 0.98 | 0.85 | 0.95 | 0.98 | 0.85 |
| Saturated Flow (vph) | 1615 | 3142 | 0 | 1615 | 3162 | 0 | 1615 | 3177 | 0 | 1615 | 3186 | 0 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Protected Option Allowed | | Yes | | | Yes | | | Yes | | | Yes | |
| Reference Time (s) | 1.6 | 8.2 | 0.0 | 2.7 | 25.0 | 0.0 | 2.6 | 13.3 | 0.0 | 2.8 | 11.5 | 0.0 |
| Adj Reference Time (s) | 15.4 | 15.4 | 0.0 | 15.4 | 30.4 | 0.0 | 14.0 | 19.3 | 0.0 | 14.0 | 18.0 | 0.0 |
| Permitted Option | | | | | | | | | | | | |
| Adj Saturation A (vph) | 108 | 1571 | | 108 | 1581 | | 108 | 1589 | | 108 | 1593 | |
| Reference Time A (s) | 23.4 | 8.2 | | 41.2 | 25.0 | | 39.0 | 13.3 | | 42.4 | 11.5 | |
| Adj Saturation B (vph | NA | NA | | NA | NA | | NA | NA | | NA | NA | |
| Reference Time B (s) | NA | NA | | NA | NA | | NA | NA | | NA | NA | |
| Reference Time (s) | | 23.4 | | | 41.2 | | | 39.0 | | | 42.4 | |
| Adj Reference Time (s) | | 28.8 | | | 46.6 | | | 45.0 | | | 48.4 | |
| Split Option | | | | | | | | | | | | |
| Ref Time Combined (s) | 1.6 | 8.2 | | 2.7 | 25.0 | | 2.6 | 13.3 | | 2.8 | 11.5 | |
| Ref Time Seperate (s) | 1.6 | 6.6 | | 2.7 | 21.1 | | 2.6 | 11.6 | | 2.8 | 10.2 | |
| Reference Time (s) | 8.2 | 8.2 | | 25.0 | 25.0 | | 13.3 | 13.3 | | 11.5 | 11.5 | |
| Adj Reference Time (s) | 15.4 | 15.4 | | 30.4 | 30.4 | | 19.3 | 19.3 | | 18.0 | 18.0 | |

| Summary | EB WB | NB SB | Combined |
|---|---|---|---|
| Protected Option (s) | 45.8 | 33.3 | |
| Permitted Option (s) | 46.6 | 48.4 | |
| Split Option (s) | 45.8 | 37.3 | |
| Minimum (s) | 45.8 | 33.3 | 79.1 |

| Right Turns |
|---|
| Adj Reference Time (s) |
| Cross Thru Ref Time (s) |
| Oncoming Left Ref Time (s) |
| Combined (s) |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 65.9% | ICU Level of Service | C |

Reference Times and Phasing Options do not represent an optimized timing plan.

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 2 | 5 | 8 | 172 | 5 | 6 | 7 | 372 | 104 | 13 | 333 | 5 |
| Pedestrians | | | | | | | | | | | | |
| Ped Button | | | | | | | | | | | | |
| Pedestrian Timing (s) | | | | | | | | | | | | |
| Free Right | | | No | | | No | | | No | | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Green (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 0 | 15 | 0 | 172 | 5 | 6 | 7 | 476 | 0 | 13 | 333 | 5 |
| Lane Utilization Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Turning Factor (vph) | 0.95 | 0.91 | 0.85 | 0.95 | 1.00 | 0.85 | 0.95 | 0.97 | 0.85 | 0.95 | 1.00 | 0.85 |
| Saturated Flow (vph) | 0 | 1554 | 0 | 1615 | 1700 | 1445 | 1615 | 3131 | 0 | 1615 | 3237 | 1445 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Protected Option Allowed | | No | | | No | | | Yes | | | Yes | |
| Reference Time (s) | | | 0.0 | | | 0.5 | 0.5 | 18.2 | 0.0 | 1.0 | 12.3 | 0.4 |
| Adj Reference Time (s) | | | 0.0 | | | 8.0 | 8.0 | 22.2 | 0.0 | 8.0 | 16.3 | 8.0 |
| Permitted Option | | | | | | | | | | | | |
| Adj Saturation A (vph) | 0 | 520 | | 323 | 1700 | | 108 | 1565 | | 108 | 1618 | |
| Reference Time A (s) | 0.0 | 3.5 | | 63.9 | 0.4 | | 7.8 | 18.2 | | 14.5 | 12.3 | |
| Adj Saturation B (vph | 0 | 0 | | 0 | 1700 | | NA | NA | | NA | NA | |
| Reference Time B (s) | 8.1 | 9.2 | | 20.8 | 0.4 | | NA | NA | | NA | NA | |
| Reference Time (s) | | 3.5 | | | 20.8 | | | 18.2 | | | 14.5 | |
| Adj Reference Time (s) | | 8.0 | | | 24.8 | | | 22.2 | | | 18.5 | |
| Split Option | | | | | | | | | | | | |
| Ref Time Combined (s) | 0.0 | 1.2 | | 12.8 | 0.4 | | 0.5 | 18.2 | | 1.0 | 12.3 | |
| Ref Time Seperate (s) | 0.1 | 0.4 | | 12.8 | 0.4 | | 0.5 | 14.3 | | 1.0 | 12.3 | |
| Reference Time (s) | 1.2 | 1.2 | | 12.8 | 12.8 | | 18.2 | 18.2 | | 12.3 | 12.3 | |
| Adj Reference Time (s) | 8.0 | 8.0 | | 16.8 | 16.8 | | 22.2 | 22.2 | | 16.3 | 16.3 | |

| Summary | NW SE | NE SW | Combined |
|---|---|---|---|
| Protected Option (s) | NA | 30.2 | |
| Permitted Option (s) | 24.8 | 22.2 | |
| Split Option (s) | 24.8 | 38.6 | |
| Minimum (s) | 24.8 | 22.2 | 47.0 |

| Right Turns | NWR | SWR |
|---|---|---|
| Adj Reference Time (s) | 8.0 | 8.0 |
| Cross Thru Ref Time (s) | 22.2 | 16.8 |
| Oncoming Left Ref Time (s) | 8.0 | 8.0 |
| Combined (s) | 38.2 | 32.8 |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 39.2% | ICU Level of Service | A |

Reference Times and Phasing Options do not represent an optimized timing plan.

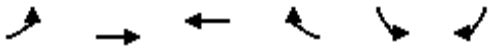
| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 1 | 20 | 65 | 22 | 23 | 30 | 24 | 182 | 3 | 62 | 154 | 10 |
| Pedestrians | | | | | | | | | | | | |
| Ped Button | | | | | | | | | | | | |
| Pedestrian Timing (s) | | | | | | | | | | | | |
| Free Right | | | No | | | No | | | No | | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 | 4.0 |
| Minimum Green (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 1 | 20 | 65 | 22 | 23 | 30 | 24 | 185 | 0 | 62 | 164 | 0 |
| Lane Utilization Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Turning Factor (vph) | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 | 0.95 | 0.99 | 0.85 |
| Saturated Flow (vph) | 1615 | 1700 | 1445 | 1615 | 1700 | 1445 | 1615 | 3229 | 0 | 1615 | 3207 | 0 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Protected Option Allowed | | Yes | | | Yes | | | Yes | | | Yes | |
| Reference Time (s) | 0.1 | 1.4 | 5.4 | 1.6 | 1.6 | 2.5 | 1.8 | 6.9 | 0.0 | 4.6 | 6.1 | 0.0 |
| Adj Reference Time (s) | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 9.0 | 11.9 | 0.0 | 9.6 | 11.1 | 0.0 |
| Permitted Option | | | | | | | | | | | | |
| Adj Saturation A (vph) | 108 | 1700 | | 108 | 1700 | | 108 | 1614 | | 108 | 1604 | |
| Reference Time A (s) | 1.1 | 1.4 | | 24.5 | 1.6 | | 26.7 | 6.9 | | 69.1 | 6.1 | |
| Adj Saturation B (vph | 0 | 1700 | | 0 | 1700 | | NA | NA | | NA | NA | |
| Reference Time B (s) | 8.1 | 1.4 | | 9.6 | 1.6 | | NA | NA | | NA | NA | |
| Reference Time (s) | | 1.4 | | | 9.6 | | | 26.7 | | | 69.1 | |
| Adj Reference Time (s) | | 15.0 | | | 15.0 | | | 31.7 | | | 74.1 | |
| Split Option | | | | | | | | | | | | |
| Ref Time Combined (s) | 0.1 | 1.4 | | 1.6 | 1.6 | | 1.8 | 6.9 | | 4.6 | 6.1 | |
| Ref Time Seperate (s) | 0.1 | 1.4 | | 1.6 | 1.6 | | 1.8 | 6.8 | | 4.6 | 5.8 | |
| Reference Time (s) | 1.4 | 1.4 | | 1.6 | 1.6 | | 6.9 | 6.9 | | 6.1 | 6.1 | |
| Adj Reference Time (s) | 15.0 | 15.0 | | 15.0 | 15.0 | | 11.9 | 11.9 | | 11.1 | 11.1 | |

| Summary | NB SB | NW SE | Combined |
|---|---|---|---|
| Protected Option (s) | 30.0 | 21.5 | |
| Permitted Option (s) | 15.0 | 74.1 | |
| Split Option (s) | 30.0 | 23.0 | |
| Minimum (s) | 15.0 | 21.5 | 36.5 |

| Right Turns | NBR | SBR |
|---|---|---|
| Adj Reference Time (s) | 15.0 | 15.0 |
| Cross Thru Ref Time (s) | 11.9 | 11.1 |
| Oncoming Left Ref Time (s) | 15.0 | 15.0 |
| Combined (s) | 41.9 | 41.1 |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 34.9% | ICU Level of Service | A |

Reference Times and Phasing Options do not represent an optimized timing plan.



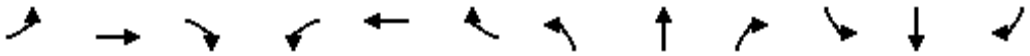
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 8 | 77 | 71 | 11 | 9 | 16 |
| Pedestrians | | | | | | |
| Ped Button | | | | | | |
| Pedestrian Timing (s) | | | | | | |
| Free Right | | | | No | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Green (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 8 | 77 | 82 | 0 | 25 | 0 |
| Lane Utilization Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Factor (vph) | 0.95 | 1.00 | 0.98 | 0.85 | 0.89 | 0.85 |
| Saturated Flow (vph) | 1615 | 1700 | 1666 | 0 | 1509 | 0 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | 0.00 | | 0.00 | |
| Protected Option Allowed | | Yes | Yes | | No | |
| Reference Time (s) | 0.6 | 5.4 | 5.9 | 0.0 | | 0.0 |
| Adj Reference Time (s) | 8.0 | 9.4 | 9.9 | 0.0 | | 0.0 |
| Permitted Option | | | | | | |
| Adj Saturation A (vph) | 108 | 1700 | 1666 | | 101 | |
| Reference Time A (s) | 8.9 | 5.4 | 5.9 | | 29.8 | |
| Adj Saturation B (vph | 0 | 1700 | 1666 | | NA | |
| Reference Time B (s) | 8.6 | 5.4 | 5.9 | | NA | |
| Reference Time (s) | | 8.6 | 5.9 | | | |
| Adj Reference Time (s) | | 12.6 | 9.9 | | | |
| Split Option | | | | | | |
| Ref Time Combined (s) | 0.6 | 5.4 | 5.9 | | 2.0 | |
| Ref Time Seperate (s) | 0.6 | 5.4 | 5.1 | | 0.7 | |
| Reference Time (s) | 5.4 | 5.4 | 5.9 | | 2.0 | |
| Adj Reference Time (s) | 9.4 | 9.4 | 9.9 | | 8.0 | |

| Summary | EB WB | SB | Combined |
|---|---|---|---|
| Protected Option (s) | 17.9 | NA | |
| Permitted Option (s) | 12.6 | Err | |
| Split Option (s) | 19.3 | 8.0 | |
| Minimum (s) | 12.6 | 8.0 | 20.6 |

| Right Turns |
|---|
| Adj Reference Time (s) |
| Cross Thru Ref Time (s) |
| Oncoming Left Ref Time (s) |
| Combined (s) |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 17.2% | ICU Level of Service | A |

Reference Times and Phasing Options do not represent an optimized timing plan.



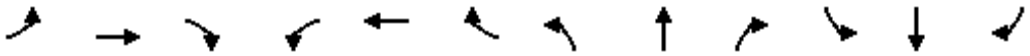
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 11 | 163 | 106 | 42 | 110 | 17 | 80 | 2 | 71 | 24 | 5 | 19 |
| Pedestrians | | | | | | | | | | | | |
| Ped Button | | | | | | | | | | | | |
| Pedestrian Timing (s) | | | | | | | | | | | | |
| Free Right | | | No | | | No | | | No | | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Green (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 11 | 269 | 0 | 42 | 127 | 0 | 0 | 153 | 0 | 0 | 48 | 0 |
| Lane Utilization Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Factor (vph) | 0.95 | 0.94 | 0.85 | 0.95 | 0.98 | 0.85 | 0.95 | 0.91 | 0.85 | 0.95 | 0.92 | 0.85 |
| Saturated Flow (vph) | 1615 | 3045 | 0 | 1615 | 3172 | 0 | 0 | 1540 | 0 | 0 | 1559 | 0 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Protected Option Allowed | | Yes | | | Yes | | | No | | | No | |
| Reference Time (s) | 0.8 | 10.6 | 0.0 | 3.1 | 4.8 | 0.0 | | | 0.0 | | | 0.0 |
| Adj Reference Time (s) | 8.0 | 14.6 | 0.0 | 8.0 | 8.8 | 0.0 | | | 0.0 | | | 0.0 |
| Permitted Option | | | | | | | | | | | | |
| Adj Saturation A (vph) | 108 | 1523 | | 108 | 1586 | | 0 | 1212 | | 0 | 1278 | |
| Reference Time A (s) | 12.3 | 10.6 | | 46.8 | 4.8 | | 0.0 | 15.2 | | 0.0 | 4.5 | |
| Adj Saturation B (vph | NA | NA | | NA | NA | | 0 | 0 | | 0 | 0 | |
| Reference Time B (s) | NA | NA | | NA | NA | | 13.9 | 19.9 | | 9.8 | 11.7 | |
| Reference Time (s) | | 12.3 | | | 46.8 | | | 15.2 | | | 4.5 | |
| Adj Reference Time (s) | | 16.3 | | | 50.8 | | | 19.2 | | | 8.5 | |
| Split Option | | | | | | | | | | | | |
| Ref Time Combined (s) | 0.8 | 10.6 | | 3.1 | 4.8 | | 0.0 | 11.9 | | 0.0 | 3.7 | |
| Ref Time Seperate (s) | 0.8 | 6.4 | | 3.1 | 4.2 | | 5.9 | 0.2 | | 1.8 | 0.4 | |
| Reference Time (s) | 10.6 | 10.6 | | 4.8 | 4.8 | | 11.9 | 11.9 | | 3.7 | 3.7 | |
| Adj Reference Time (s) | 14.6 | 14.6 | | 8.8 | 8.8 | | 15.9 | 15.9 | | 8.0 | 8.0 | |

| Summary | EB WB | NB SB | Combined |
|---|---|---|---|
| Protected Option (s) | 22.6 | NA | |
| Permitted Option (s) | 50.8 | 19.2 | |
| Split Option (s) | 23.4 | 23.9 | |
| Minimum (s) | 22.6 | 19.2 | 41.7 |

| Right Turns |
|---|
| Adj Reference Time (s) |
| Cross Thru Ref Time (s) |
| Oncoming Left Ref Time (s) |
| Combined (s) |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 34.8% | ICU Level of Service | A |

Reference Times and Phasing Options do not represent an optimized timing plan.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 26 | 178 | 29 | 29 | 152 | 38 | 22 | 178 | 25 | 25 | 183 | 22 |
| Pedestrians | | | | | | | | | | | | |
| Ped Button | | | | | | | | | | | | |
| Pedestrian Timing (s) | | | | | | | | | | | | |
| Free Right | | | No | | | No | | | No | | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 5.4 | 5.4 | 4.0 | 5.4 | 5.4 | 4.0 | 5.0 | 6.0 | 4.0 | 5.0 | 6.0 | 4.0 |
| Minimum Green (s) | 10.0 | 10.0 | 4.0 | 10.0 | 10.0 | 4.0 | 9.0 | 12.0 | 4.0 | 9.0 | 12.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 26 | 207 | 0 | 29 | 190 | 0 | 22 | 203 | 0 | 25 | 205 | 0 |
| Lane Utilization Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Turning Factor (vph) | 0.95 | 0.98 | 0.85 | 0.95 | 0.97 | 0.85 | 0.95 | 0.98 | 0.85 | 0.95 | 0.98 | 0.85 |
| Saturated Flow (vph) | 1615 | 3169 | 0 | 1615 | 3140 | 0 | 1615 | 3177 | 0 | 1615 | 3185 | 0 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Protected Option Allowed | | Yes | | | Yes | | | Yes | | | Yes | |
| Reference Time (s) | 1.9 | 7.8 | 0.0 | 2.2 | 7.3 | 0.0 | 1.6 | 7.7 | 0.0 | 1.9 | 7.7 | 0.0 |
| Adj Reference Time (s) | 15.4 | 15.4 | 0.0 | 15.4 | 15.4 | 0.0 | 14.0 | 18.0 | 0.0 | 14.0 | 18.0 | 0.0 |
| Permitted Option | | | | | | | | | | | | |
| Adj Saturation A (vph) | 108 | 1584 | | 108 | 1570 | | 108 | 1589 | | 108 | 1592 | |
| Reference Time A (s) | 29.0 | 7.8 | | 32.3 | 7.3 | | 24.5 | 7.7 | | 27.9 | 7.7 | |
| Adj Saturation B (vph | NA | NA | | NA | NA | | NA | NA | | NA | NA | |
| Reference Time B (s) | NA | NA | | NA | NA | | NA | NA | | NA | NA | |
| Reference Time (s) | | 29.0 | | | 32.3 | | | 24.5 | | | 27.9 | |
| Adj Reference Time (s) | | 34.4 | | | 37.7 | | | 30.5 | | | 33.9 | |
| Split Option | | | | | | | | | | | | |
| Ref Time Combined (s) | 1.9 | 7.8 | | 2.2 | 7.3 | | 1.6 | 7.7 | | 1.9 | 7.7 | |
| Ref Time Seperate (s) | 1.9 | 6.7 | | 2.2 | 5.8 | | 1.6 | 6.7 | | 1.9 | 6.9 | |
| Reference Time (s) | 7.8 | 7.8 | | 7.3 | 7.3 | | 7.7 | 7.7 | | 7.7 | 7.7 | |
| Adj Reference Time (s) | 15.4 | 15.4 | | 15.4 | 15.4 | | 18.0 | 18.0 | | 18.0 | 18.0 | |

| Summary | EB WB | NB SB | Combined |
|---|---|---|---|
| Protected Option (s) | 30.8 | 32.0 | |
| Permitted Option (s) | 37.7 | 33.9 | |
| Split Option (s) | 30.8 | 36.0 | |
| Minimum (s) | 30.8 | 32.0 | 62.8 |

| Right Turns |
|---|
| Adj Reference Time (s) |
| Cross Thru Ref Time (s) |
| Oncoming Left Ref Time (s) |
| Combined (s) |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 52.3% | ICU Level of Service | A |

Reference Times and Phasing Options do not represent an optimized timing plan.

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 1 | 3 | 9 | 75 | 6 | 9 | 1 | 208 | 75 | 7 | 233 | 5 |
| Pedestrians | | | | | | | | | | | | |
| Ped Button | | | | | | | | | | | | |
| Pedestrian Timing (s) | | | | | | | | | | | | |
| Free Right | | | No | | | No | | | No | | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Green (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 0 | 13 | 0 | 75 | 6 | 9 | 1 | 283 | 0 | 7 | 233 | 5 |
| Lane Utilization Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Turning Factor (vph) | 0.95 | 0.89 | 0.85 | 0.95 | 1.00 | 0.85 | 0.95 | 0.96 | 0.85 | 0.95 | 1.00 | 0.85 |
| Saturated Flow (vph) | 0 | 1518 | 0 | 1615 | 1700 | 1445 | 1615 | 3108 | 0 | 1615 | 3237 | 1445 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Protected Option Allowed | | No | | | No | | | Yes | | | Yes | |
| Reference Time (s) | | | 0.0 | | | 0.7 | 0.1 | 10.9 | 0.0 | 0.5 | 8.6 | 0.4 |
| Adj Reference Time (s) | | | 0.0 | | | 8.0 | 8.0 | 14.9 | 0.0 | 8.0 | 12.6 | 8.0 |
| Permitted Option | | | | | | | | | | | | |
| Adj Saturation A (vph) | 0 | 715 | | 232 | 1700 | | 108 | 1554 | | 108 | 1618 | |
| Reference Time A (s) | 0.0 | 2.2 | | 38.8 | 0.4 | | 1.1 | 10.9 | | 7.8 | 8.6 | |
| Adj Saturation B (vph | 0 | 0 | | 0 | 1700 | | NA | NA | | NA | NA | |
| Reference Time B (s) | 8.1 | 9.0 | | 13.6 | 0.4 | | NA | NA | | NA | NA | |
| Reference Time (s) | | 2.2 | | | 13.6 | | | 10.9 | | | 8.6 | |
| Adj Reference Time (s) | | 8.0 | | | 17.6 | | | 14.9 | | | 12.6 | |
| Split Option | | | | | | | | | | | | |
| Ref Time Combined (s) | 0.0 | 1.0 | | 5.6 | 0.4 | | 0.1 | 10.9 | | 0.5 | 8.6 | |
| Ref Time Seperate (s) | 0.1 | 0.2 | | 5.6 | 0.4 | | 0.1 | 8.0 | | 0.5 | 8.6 | |
| Reference Time (s) | 1.0 | 1.0 | | 5.6 | 5.6 | | 10.9 | 10.9 | | 8.6 | 8.6 | |
| Adj Reference Time (s) | 8.0 | 8.0 | | 9.6 | 9.6 | | 14.9 | 14.9 | | 12.6 | 12.6 | |

| Summary | NW SE | NE SW | Combined |
|---|---|---|---|
| Protected Option (s) | NA | 22.9 | |
| Permitted Option (s) | 17.6 | 14.9 | |
| Split Option (s) | 17.6 | 27.6 | |
| Minimum (s) | 17.6 | 14.9 | 32.5 |

| Right Turns | NWR | SWR |
|---|---|---|
| Adj Reference Time (s) | 8.0 | 8.0 |
| Cross Thru Ref Time (s) | 14.9 | 9.6 |
| Oncoming Left Ref Time (s) | 8.0 | 8.0 |
| Combined (s) | 30.9 | 25.6 |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 27.1% | ICU Level of Service | A |

Reference Times and Phasing Options do not represent an optimized timing plan.

# APPENDIX D

## EXISTING + AMBIENT GROWTH TRAFFIC CONDITIONS (FUTURE YEAR 2035 NO PROJECT) WORKSHEETS

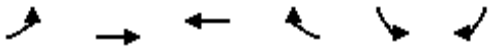
| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 10 | 20 | 120 | 50 | 70 | 30 | 20 | 360 | 10 | 40 | 140 | 10 |
| Pedestrians | | | | | | | | | | | | |
| Ped Button | | | | | | | | | | | | |
| Pedestrian Timing (s) | | | | | | | | | | | | |
| Free Right | | | No | | | No | | | No | | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 | 4.0 |
| Minimum Green (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 10 | 20 | 120 | 50 | 70 | 30 | 20 | 370 | 0 | 40 | 150 | 0 |
| Lane Utilization Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Turning Factor (vph) | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 | 0.95 | 0.99 | 0.85 |
| Saturated Flow (vph) | 1615 | 1700 | 1445 | 1615 | 1700 | 1445 | 1615 | 3224 | 0 | 1615 | 3204 | 0 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Protected Option Allowed | | Yes | | | Yes | | | Yes | | | Yes | |
| Reference Time (s) | 0.7 | 1.4 | 10.0 | 3.7 | 4.9 | 2.5 | 1.5 | 13.8 | 0.0 | 3.0 | 5.6 | 0.0 |
| Adj Reference Time (s) | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 9.0 | 18.8 | 0.0 | 9.0 | 10.6 | 0.0 |
| Permitted Option | | | | | | | | | | | | |
| Adj Saturation A (vph) | 108 | 1700 | | 108 | 1700 | | 108 | 1612 | | 108 | 1602 | |
| Reference Time A (s) | 11.1 | 1.4 | | 55.7 | 4.9 | | 22.3 | 13.8 | | 44.6 | 5.6 | |
| Adj Saturation B (vph | 0 | 1700 | | 0 | 1700 | | NA | NA | | NA | NA | |
| Reference Time B (s) | 8.7 | 1.4 | | 11.7 | 4.9 | | NA | NA | | NA | NA | |
| Reference Time (s) | | 8.7 | | | 11.7 | | | 22.3 | | | 44.6 | |
| Adj Reference Time (s) | | 15.0 | | | 16.7 | | | 27.3 | | | 49.6 | |
| Split Option | | | | | | | | | | | | |
| Ref Time Combined (s) | 0.7 | 1.4 | | 3.7 | 4.9 | | 1.5 | 13.8 | | 3.0 | 5.6 | |
| Ref Time Seperate (s) | 0.7 | 1.4 | | 3.7 | 4.9 | | 1.5 | 13.4 | | 3.0 | 5.2 | |
| Reference Time (s) | 1.4 | 1.4 | | 4.9 | 4.9 | | 13.8 | 13.8 | | 5.6 | 5.6 | |
| Adj Reference Time (s) | 15.0 | 15.0 | | 15.0 | 15.0 | | 18.8 | 18.8 | | 10.6 | 10.6 | |

| Summary | NB SB | NW SE | Combined |
|---|---|---|---|
| Protected Option (s) | 30.0 | 27.8 | |
| Permitted Option (s) | 16.7 | 49.6 | |
| Split Option (s) | 30.0 | 29.4 | |
| Minimum (s) | 16.7 | 27.8 | 44.5 |

| Right Turns | NBR | SBR |
|---|---|---|
| Adj Reference Time (s) | 15.0 | 15.0 |
| Cross Thru Ref Time (s) | 18.8 | 10.6 |
| Oncoming Left Ref Time (s) | 15.0 | 15.0 |
| Combined (s) | 48.8 | 40.6 |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 40.6% | ICU Level of Service | A |

Reference Times and Phasing Options do not represent an optimized timing plan.



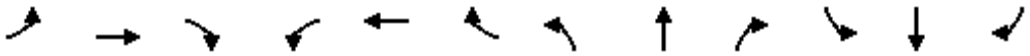
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 20 | 140 | 120 | 10 | 30 | 50 |
| Pedestrians | | | | | | |
| Ped Button | | | | | | |
| Pedestrian Timing (s) | | | | | | |
| Free Right | | | | No | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Green (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 20 | 140 | 130 | 0 | 80 | 0 |
| Lane Utilization Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Factor (vph) | 0.95 | 1.00 | 0.99 | 0.85 | 0.89 | 0.85 |
| Saturated Flow (vph) | 1615 | 1700 | 1680 | 0 | 1512 | 0 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | 0.00 | | 0.00 | |
| Protected Option Allowed | | Yes | Yes | | No | |
| Reference Time (s) | 1.5 | 9.9 | 9.3 | 0.0 | | 0.0 |
| Adj Reference Time (s) | 8.0 | 13.9 | 13.3 | 0.0 | | 0.0 |
| Permitted Option | | | | | | |
| Adj Saturation A (vph) | 108 | 1700 | 1680 | | 101 | |
| Reference Time A (s) | 22.3 | 9.9 | 9.3 | | 95.3 | |
| Adj Saturation B (vph | NA | NA | NA | | NA | |
| Reference Time B (s) | NA | NA | NA | | NA | |
| Reference Time (s) | | 22.3 | 9.3 | | | |
| Adj Reference Time (s) | | 26.3 | 13.3 | | | |
| Split Option | | | | | | |
| Ref Time Combined (s) | 1.5 | 9.9 | 9.3 | | 6.4 | |
| Ref Time Seperate (s) | 1.5 | 9.9 | 8.6 | | 2.4 | |
| Reference Time (s) | 9.9 | 9.9 | 9.3 | | 6.4 | |
| Adj Reference Time (s) | 13.9 | 13.9 | 13.3 | | 10.4 | |

| Summary | EB WB | SB | Combined |
|---|---|---|---|
| Protected Option (s) | 21.3 | NA | |
| Permitted Option (s) | 26.3 | Err | |
| Split Option (s) | 27.2 | 10.4 | |
| Minimum (s) | 21.3 | 10.4 | 31.6 |

| Right Turns |
|---|
| Adj Reference Time (s) |
| Cross Thru Ref Time (s) |
| Oncoming Left Ref Time (s) |
| Combined (s) |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 26.4% | ICU Level of Service | A |

Reference Times and Phasing Options do not represent an optimized timing plan.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 20 | 480 | 20 | 20 | 120 | 10 | 20 | 10 | 10 | 40 | 10 | 50 |
| Pedestrians | | | | | | | | | | | | |
| Ped Button | | | | | | | | | | | | |
| Pedestrian Timing (s) | | | | | | | | | | | | |
| Free Right | | | No | | | No | | | No | | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Green (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 20 | 500 | 0 | 20 | 130 | 0 | 0 | 40 | 0 | 0 | 100 | 0 |
| Lane Utilization Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Factor (vph) | 0.95 | 0.99 | 0.85 | 0.95 | 0.99 | 0.85 | 0.95 | 0.94 | 0.85 | 0.95 | 0.91 | 0.85 |
| Saturated Flow (vph) | 1615 | 3217 | 0 | 1615 | 3199 | 0 | 0 | 1595 | 0 | 0 | 1541 | 0 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Protected Option Allowed | | Yes | | | Yes | | | No | | | No | |
| Reference Time (s) | 1.5 | 18.6 | 0.0 | 1.5 | 4.9 | 0.0 | | | 0.0 | | | 0.0 |
| Adj Reference Time (s) | 8.0 | 22.6 | 0.0 | 8.0 | 8.9 | 0.0 | | | 0.0 | | | 0.0 |
| Permitted Option | | | | | | | | | | | | |
| Adj Saturation A (vph) | 108 | 1609 | | 108 | 1600 | | 0 | 1126 | | 0 | 1323 | |
| Reference Time A (s) | 22.3 | 18.6 | | 22.3 | 4.9 | | 0.0 | 4.3 | | 0.0 | 9.1 | |
| Adj Saturation B (vph | NA | NA | | NA | NA | | 0 | 0 | | 0 | 0 | |
| Reference Time B (s) | NA | NA | | NA | NA | | 9.5 | 11.0 | | 11.0 | 15.8 | |
| Reference Time (s) | | 22.3 | | | 22.3 | | | 4.3 | | | 9.1 | |
| Adj Reference Time (s) | | 26.3 | | | 26.3 | | | 8.3 | | | 13.1 | |
| Split Option | | | | | | | | | | | | |
| Ref Time Combined (s) | 1.5 | 18.6 | | 1.5 | 4.9 | | 0.0 | 3.0 | | 0.0 | 7.8 | |
| Ref Time Seperate (s) | 1.5 | 17.9 | | 1.5 | 4.5 | | 1.5 | 0.8 | | 3.0 | 0.8 | |
| Reference Time (s) | 18.6 | 18.6 | | 4.9 | 4.9 | | 3.0 | 3.0 | | 7.8 | 7.8 | |
| Adj Reference Time (s) | 22.6 | 22.6 | | 8.9 | 8.9 | | 8.0 | 8.0 | | 11.8 | 11.8 | |

| Summary | EB WB | NB SB | Combined |
|---|---|---|---|
| Protected Option (s) | 30.6 | NA | |
| Permitted Option (s) | 26.3 | 13.1 | |
| Split Option (s) | 31.5 | 19.8 | |
| Minimum (s) | 26.3 | 13.1 | 39.4 |

| Right Turns |
|---|
| Adj Reference Time (s) |
| Cross Thru Ref Time (s) |
| Oncoming Left Ref Time (s) |
| Combined (s) |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 32.8% | ICU Level of Service | A |

Reference Times and Phasing Options do not represent an optimized timing plan.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 40 | 460 | 80 | 70 | 250 | 60 | 30 | 230 | 60 | 50 | 270 | 20 |
| Pedestrians | | | | | | | | | | | | |
| Ped Button | | | | | | | | | | | | |
| Pedestrian Timing (s) | | | | | | | | | | | | |
| Free Right | | | No | | | No | | | No | | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 5.4 | 5.4 | 4.0 | 5.4 | 5.4 | 4.0 | 5.0 | 6.0 | 4.0 | 5.0 | 6.0 | 4.0 |
| Minimum Green (s) | 10.0 | 10.0 | 4.0 | 10.0 | 10.0 | 4.0 | 9.0 | 12.0 | 4.0 | 9.0 | 12.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 40 | 540 | 0 | 70 | 310 | 0 | 30 | 290 | 0 | 50 | 290 | 0 |
| Lane Utilization Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Turning Factor (vph) | 0.95 | 0.98 | 0.85 | 0.95 | 0.97 | 0.85 | 0.95 | 0.97 | 0.85 | 0.95 | 0.99 | 0.85 |
| Saturated Flow (vph) | 1615 | 3165 | 0 | 1615 | 3143 | 0 | 1615 | 3136 | 0 | 1615 | 3203 | 0 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Protected Option Allowed | | Yes | | | Yes | | | Yes | | | Yes | |
| Reference Time (s) | 3.0 | 20.5 | 0.0 | 5.2 | 11.8 | 0.0 | 2.2 | 11.1 | 0.0 | 3.7 | 10.9 | 0.0 |
| Adj Reference Time (s) | 15.4 | 25.9 | 0.0 | 15.4 | 17.2 | 0.0 | 14.0 | 18.0 | 0.0 | 14.0 | 18.0 | 0.0 |
| Permitted Option | | | | | | | | | | | | |
| Adj Saturation A (vph) | 108 | 1582 | | 108 | 1571 | | 108 | 1568 | | 108 | 1602 | |
| Reference Time A (s) | 44.6 | 20.5 | | 78.0 | 11.8 | | 33.4 | 11.1 | | 55.7 | 10.9 | |
| Adj Saturation B (vph | NA | NA | | NA | NA | | NA | NA | | NA | NA | |
| Reference Time B (s) | NA | NA | | NA | NA | | NA | NA | | NA | NA | |
| Reference Time (s) | | 44.6 | | | 78.0 | | | 33.4 | | | 55.7 | |
| Adj Reference Time (s) | | 50.0 | | | 83.4 | | | 39.4 | | | 61.7 | |
| Split Option | | | | | | | | | | | | |
| Ref Time Combined (s) | 3.0 | 20.5 | | 5.2 | 11.8 | | 2.2 | 11.1 | | 3.7 | 10.9 | |
| Ref Time Seperate (s) | 3.0 | 17.4 | | 5.2 | 9.5 | | 2.2 | 8.8 | | 3.7 | 10.1 | |
| Reference Time (s) | 20.5 | 20.5 | | 11.8 | 11.8 | | 11.1 | 11.1 | | 10.9 | 10.9 | |
| Adj Reference Time (s) | 25.9 | 25.9 | | 17.2 | 17.2 | | 18.0 | 18.0 | | 18.0 | 18.0 | |

| Summary | EB WB | NB SB | Combined |
|---|---|---|---|
| Protected Option (s) | 41.3 | 32.0 | |
| Permitted Option (s) | 83.4 | 61.7 | |
| Split Option (s) | 43.1 | 36.0 | |
| Minimum (s) | 41.3 | 32.0 | 73.3 |

| Right Turns |
|---|
| Adj Reference Time (s) |
| Cross Thru Ref Time (s) |
| Oncoming Left Ref Time (s) |
| Combined (s) |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 61.1% | ICU Level of Service | B |

Reference Times and Phasing Options do not represent an optimized timing plan.

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 10 | 10 | 20 | 130 | 10 | 20 | 10 | 270 | 130 | 10 | 420 | 10 |
| Pedestrians | | | | | | | | | | | | |
| Ped Button | | | | | | | | | | | | |
| Pedestrian Timing (s) | | | | | | | | | | | | |
| Free Right | | | No | | | No | | | No | | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Green (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 0 | 40 | 0 | 130 | 10 | 20 | 10 | 400 | 0 | 10 | 420 | 10 |
| Lane Utilization Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Turning Factor (vph) | 0.95 | 0.91 | 0.85 | 0.95 | 1.00 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 1.00 | 0.85 |
| Saturated Flow (vph) | 0 | 1553 | 0 | 1615 | 1700 | 1445 | 1615 | 3079 | 0 | 1615 | 3237 | 1445 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Protected Option Allowed | | No | | | No | | | Yes | | | Yes | |
| Reference Time (s) | | | 0.0 | | | 1.7 | 0.7 | 15.6 | 0.0 | 0.7 | 15.6 | 0.8 |
| Adj Reference Time (s) | | | 0.0 | | | 8.0 | 8.0 | 19.6 | 0.0 | 8.0 | 19.6 | 8.0 |
| Permitted Option | | | | | | | | | | | | |
| Adj Saturation A (vph) | 0 | 321 | | 511 | 1700 | | 108 | 1540 | | 108 | 1618 | |
| Reference Time A (s) | 0.0 | 15.0 | | 30.5 | 0.7 | | 11.1 | 15.6 | | 11.1 | 15.6 | |
| Adj Saturation B (vph | 0 | 0 | | 0 | 1700 | | NA | NA | | NA | NA | |
| Reference Time B (s) | 8.7 | 11.1 | | 17.7 | 0.7 | | NA | NA | | NA | NA | |
| Reference Time (s) | | 11.1 | | | 17.7 | | | 15.6 | | | 15.6 | |
| Adj Reference Time (s) | | 15.1 | | | 21.7 | | | 19.6 | | | 19.6 | |
| Split Option | | | | | | | | | | | | |
| Ref Time Combined (s) | 0.0 | 3.1 | | 9.7 | 0.7 | | 0.7 | 15.6 | | 0.7 | 15.6 | |
| Ref Time Seperate (s) | 0.7 | 0.8 | | 9.7 | 0.7 | | 0.7 | 10.5 | | 0.7 | 15.6 | |
| Reference Time (s) | 3.1 | 3.1 | | 9.7 | 9.7 | | 15.6 | 15.6 | | 15.6 | 15.6 | |
| Adj Reference Time (s) | 8.0 | 8.0 | | 13.7 | 13.7 | | 19.6 | 19.6 | | 19.6 | 19.6 | |

| Summary | NW SE | NE SW | Combined |
|---|---|---|---|
| Protected Option (s) | NA | 27.6 | |
| Permitted Option (s) | 21.7 | 19.6 | |
| Split Option (s) | 21.7 | 39.2 | |
| Minimum (s) | 21.7 | 19.6 | 41.2 |

| Right Turns | NWR | SWR |
|---|---|---|
| Adj Reference Time (s) | 8.0 | 8.0 |
| Cross Thru Ref Time (s) | 19.6 | 13.7 |
| Oncoming Left Ref Time (s) | 8.0 | 8.0 |
| Combined (s) | 35.6 | 29.7 |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 34.4% | ICU Level of Service | A |

Reference Times and Phasing Options do not represent an optimized timing plan.

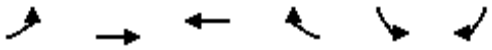
| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 10 | 40 | 80 | 20 | 50 | 30 | 30 | 170 | 30 | 110 | 720 | 30 |
| Pedestrians | | | | | | | | | | | | |
| Ped Button | | | | | | | | | | | | |
| Pedestrian Timing (s) | | | | | | | | | | | | |
| Free Right | | | No | | | No | | | No | | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 | 4.0 |
| Minimum Green (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 10 | 40 | 80 | 20 | 50 | 30 | 30 | 200 | 0 | 110 | 750 | 0 |
| Lane Utilization Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Turning Factor (vph) | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 | 0.95 | 0.98 | 0.85 | 0.95 | 0.99 | 0.85 |
| Saturated Flow (vph) | 1615 | 1700 | 1445 | 1615 | 1700 | 1445 | 1615 | 3164 | 0 | 1615 | 3217 | 0 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Protected Option Allowed | | Yes | | | Yes | | | Yes | | | Yes | |
| Reference Time (s) | 0.7 | 2.8 | 6.6 | 1.5 | 3.5 | 2.5 | 2.2 | 7.6 | 0.0 | 8.2 | 28.0 | 0.0 |
| Adj Reference Time (s) | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 9.0 | 12.6 | 0.0 | 13.2 | 33.0 | 0.0 |
| Permitted Option | | | | | | | | | | | | |
| Adj Saturation A (vph) | 108 | 1700 | | 108 | 1700 | | 108 | 1582 | | 108 | 1609 | |
| Reference Time A (s) | 11.1 | 2.8 | | 22.3 | 3.5 | | 33.4 | 7.6 | | 122.6 | 28.0 | |
| Adj Saturation B (vph | 0 | 1700 | | 0 | 1700 | | NA | NA | | NA | NA | |
| Reference Time B (s) | 8.7 | 2.8 | | 9.5 | 3.5 | | NA | NA | | NA | NA | |
| Reference Time (s) | | 8.7 | | | 9.5 | | | 33.4 | | | 122.6 | |
| Adj Reference Time (s) | | 15.0 | | | 15.0 | | | 38.4 | | | 127.6 | |
| Split Option | | | | | | | | | | | | |
| Ref Time Combined (s) | 0.7 | 2.8 | | 1.5 | 3.5 | | 2.2 | 7.6 | | 8.2 | 28.0 | |
| Ref Time Seperate (s) | 0.7 | 2.8 | | 1.5 | 3.5 | | 2.2 | 6.4 | | 8.2 | 26.9 | |
| Reference Time (s) | 2.8 | 2.8 | | 3.5 | 3.5 | | 7.6 | 7.6 | | 28.0 | 28.0 | |
| Adj Reference Time (s) | 15.0 | 15.0 | | 15.0 | 15.0 | | 12.6 | 12.6 | | 33.0 | 33.0 | |

| Summary | NB SB | NW SE | Combined |
|---|---|---|---|
| Protected Option (s) | 30.0 | 42.0 | |
| Permitted Option (s) | 15.0 | 127.6 | |
| Split Option (s) | 30.0 | 45.6 | |
| Minimum (s) | 15.0 | 42.0 | 57.0 |

| Right Turns | NBR | SBR |
|---|---|---|
| Adj Reference Time (s) | 15.0 | 15.0 |
| Cross Thru Ref Time (s) | 12.6 | 33.0 |
| Oncoming Left Ref Time (s) | 15.0 | 15.0 |
| Combined (s) | 42.6 | 63.0 |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 52.5% | ICU Level of Service | A |

Reference Times and Phasing Options do not represent an optimized timing plan.



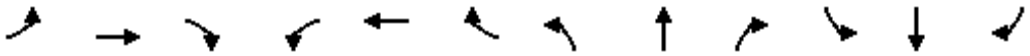
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 40 | 110 | 200 | 30 | 20 | 20 |
| Pedestrians | | | | | | |
| Ped Button | | | | | | |
| Pedestrian Timing (s) | | | | | | |
| Free Right | | | | No | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Green (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 40 | 110 | 230 | 0 | 40 | 0 |
| Lane Utilization Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Factor (vph) | 0.95 | 1.00 | 0.98 | 0.85 | 0.90 | 0.85 |
| Saturated Flow (vph) | 1615 | 1700 | 1667 | 0 | 1533 | 0 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | 0.00 | | 0.00 | |
| Protected Option Allowed | | Yes | Yes | | No | |
| Reference Time (s) | 3.0 | 7.8 | 16.6 | 0.0 | | 0.0 |
| Adj Reference Time (s) | 8.0 | 11.8 | 20.6 | 0.0 | | 0.0 |
| Permitted Option | | | | | | |
| Adj Saturation A (vph) | 108 | 1700 | 1667 | | 102 | |
| Reference Time A (s) | 44.6 | 7.8 | 16.6 | | 47.0 | |
| Adj Saturation B (vph | NA | NA | 1667 | | NA | |
| Reference Time B (s) | NA | NA | 16.6 | | NA | |
| Reference Time (s) | | 44.6 | 16.6 | | | |
| Adj Reference Time (s) | | 48.6 | 20.6 | | | |
| Split Option | | | | | | |
| Ref Time Combined (s) | 3.0 | 7.8 | 16.6 | | 3.1 | |
| Ref Time Seperate (s) | 3.0 | 7.8 | 14.4 | | 1.6 | |
| Reference Time (s) | 7.8 | 7.8 | 16.6 | | 3.1 | |
| Adj Reference Time (s) | 11.8 | 11.8 | 20.6 | | 8.0 | |

| Summary | EB WB | SB | Combined |
|---|---|---|---|
| Protected Option (s) | 28.6 | NA | |
| Permitted Option (s) | 48.6 | Err | |
| Split Option (s) | 32.3 | 8.0 | |
| Minimum (s) | 28.6 | 8.0 | 36.6 |

| Right Turns |
|---|
| Adj Reference Time (s) |
| Cross Thru Ref Time (s) |
| Oncoming Left Ref Time (s) |
| Combined (s) |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 30.5% | ICU Level of Service | A |

Reference Times and Phasing Options do not represent an optimized timing plan.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 30 | 210 | 30 | 20 | 810 | 50 | 10 | 10 | 10 | 20 | 10 | 30 |
| Pedestrians | | | | | | | | | | | | |
| Ped Button | | | | | | | | | | | | |
| Pedestrian Timing (s) | | | | | | | | | | | | |
| Free Right | | | No | | | No | | | No | | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Green (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 30 | 240 | 0 | 20 | 860 | 0 | 0 | 30 | 0 | 0 | 60 | 0 |
| Lane Utilization Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Factor (vph) | 0.95 | 0.98 | 0.85 | 0.95 | 0.99 | 0.85 | 0.95 | 0.93 | 0.85 | 0.95 | 0.91 | 0.85 |
| Saturated Flow (vph) | 1615 | 3176 | 0 | 1615 | 3209 | 0 | 0 | 1588 | 0 | 0 | 1546 | 0 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Protected Option Allowed | | Yes | | | Yes | | | No | | | No | |
| Reference Time (s) | 2.2 | 9.1 | 0.0 | 1.5 | 32.2 | 0.0 | | | 0.0 | | | 0.0 |
| Adj Reference Time (s) | 8.0 | 13.1 | 0.0 | 8.0 | 36.2 | 0.0 | | | 0.0 | | | 0.0 |
| Permitted Option | | | | | | | | | | | | |
| Adj Saturation A (vph) | 108 | 1588 | | 108 | 1604 | | 0 | 1209 | | 0 | 1177 | |
| Reference Time A (s) | 33.4 | 9.1 | | 22.3 | 32.2 | | 0.0 | 3.0 | | 0.0 | 6.1 | |
| Adj Saturation B (vph | NA | NA | | NA | NA | | 0 | 0 | | 0 | 0 | |
| Reference Time B (s) | NA | NA | | NA | NA | | 8.7 | 10.3 | | 9.5 | 12.7 | |
| Reference Time (s) | | 33.4 | | | 32.2 | | | 3.0 | | | 6.1 | |
| Adj Reference Time (s) | | 37.4 | | | 36.2 | | | 8.0 | | | 10.1 | |
| Split Option | | | | | | | | | | | | |
| Ref Time Combined (s) | 2.2 | 9.1 | | 1.5 | 32.2 | | 0.0 | 2.3 | | 0.0 | 4.7 | |
| Ref Time Seperate (s) | 2.2 | 7.9 | | 1.5 | 30.3 | | 0.7 | 0.8 | | 1.5 | 0.8 | |
| Reference Time (s) | 9.1 | 9.1 | | 32.2 | 32.2 | | 2.3 | 2.3 | | 4.7 | 4.7 | |
| Adj Reference Time (s) | 13.1 | 13.1 | | 36.2 | 36.2 | | 8.0 | 8.0 | | 8.7 | 8.7 | |

| Summary | EB WB | NB SB | Combined |
|---|---|---|---|
| Protected Option (s) | 44.2 | NA | |
| Permitted Option (s) | 37.4 | 10.1 | |
| Split Option (s) | 49.2 | 16.7 | |
| Minimum (s) | 37.4 | 10.1 | 47.6 |

| Right Turns |
|---|
| Adj Reference Time (s) |
| Cross Thru Ref Time (s) |
| Oncoming Left Ref Time (s) |
| Combined (s) |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 39.6% | ICU Level of Service | A |

Reference Times and Phasing Options do not represent an optimized timing plan.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 30 | 200 | 50 | 50 | 630 | 120 | 40 | 350 | 50 | 50 | 310 | 40 |
| Pedestrians | | | | | | | | | | | | |
| Ped Button | | | | | | | | | | | | |
| Pedestrian Timing (s) | | | | | | | | | | | | |
| Free Right | | | No | | | No | | | No | | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 5.4 | 5.4 | 4.0 | 5.4 | 5.4 | 4.0 | 5.0 | 6.0 | 4.0 | 5.0 | 6.0 | 4.0 |
| Minimum Green (s) | 10.0 | 10.0 | 4.0 | 10.0 | 10.0 | 4.0 | 9.0 | 12.0 | 4.0 | 9.0 | 12.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 30 | 250 | 0 | 50 | 750 | 0 | 40 | 400 | 0 | 50 | 350 | 0 |
| Lane Utilization Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Turning Factor (vph) | 0.95 | 0.97 | 0.85 | 0.95 | 0.98 | 0.85 | 0.95 | 0.98 | 0.85 | 0.95 | 0.98 | 0.85 |
| Saturated Flow (vph) | 1615 | 3140 | 0 | 1615 | 3159 | 0 | 1615 | 3176 | 0 | 1615 | 3181 | 0 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Protected Option Allowed | | Yes | | | Yes | | | Yes | | | Yes | |
| Reference Time (s) | 2.2 | 9.6 | 0.0 | 3.7 | 28.5 | 0.0 | 3.0 | 15.1 | 0.0 | 3.7 | 13.2 | 0.0 |
| Adj Reference Time (s) | 15.4 | 15.4 | 0.0 | 15.4 | 33.9 | 0.0 | 14.0 | 21.1 | 0.0 | 14.0 | 19.2 | 0.0 |
| Permitted Option | | | | | | | | | | | | |
| Adj Saturation A (vph) | 108 | 1570 | | 108 | 1580 | | 108 | 1588 | | 108 | 1591 | |
| Reference Time A (s) | 33.4 | 9.6 | | 55.7 | 28.5 | | 44.6 | 15.1 | | 55.7 | 13.2 | |
| Adj Saturation B (vph | NA | NA | | NA | NA | | NA | NA | | NA | NA | |
| Reference Time B (s) | NA | NA | | NA | NA | | NA | NA | | NA | NA | |
| Reference Time (s) | | 33.4 | | | 55.7 | | | 44.6 | | | 55.7 | |
| Adj Reference Time (s) | | 38.8 | | | 61.1 | | | 50.6 | | | 61.7 | |
| Split Option | | | | | | | | | | | | |
| Ref Time Combined (s) | 2.2 | 9.6 | | 3.7 | 28.5 | | 3.0 | 15.1 | | 3.7 | 13.2 | |
| Ref Time Seperate (s) | 2.2 | 7.6 | | 3.7 | 23.9 | | 3.0 | 13.2 | | 3.7 | 11.7 | |
| Reference Time (s) | 9.6 | 9.6 | | 28.5 | 28.5 | | 15.1 | 15.1 | | 13.2 | 13.2 | |
| Adj Reference Time (s) | 15.4 | 15.4 | | 33.9 | 33.9 | | 21.1 | 21.1 | | 19.2 | 19.2 | |

| Summary | EB WB | NB SB | Combined |
|---|---|---|---|
| Protected Option (s) | 49.3 | 35.1 | |
| Permitted Option (s) | 61.1 | 61.7 | |
| Split Option (s) | 49.3 | 40.3 | |
| Minimum (s) | 49.3 | 35.1 | 84.4 |

| Right Turns |
|---|
| Adj Reference Time (s) |
| Cross Thru Ref Time (s) |
| Oncoming Left Ref Time (s) |
| Combined (s) |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 70.3% | ICU Level of Service | C |

Reference Times and Phasing Options do not represent an optimized timing plan.

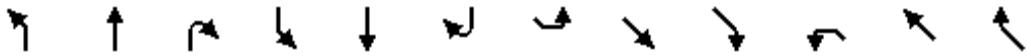
| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 10 | 10 | 10 | 190 | 10 | 10 | 10 | 410 | 120 | 20 | 370 | 10 |
| Pedestrians | | | | | | | | | | | | |
| Ped Button | | | | | | | | | | | | |
| Pedestrian Timing (s) | | | | | | | | | | | | |
| Free Right | | | No | | | No | | | No | | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Green (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 0 | 30 | 0 | 190 | 10 | 10 | 10 | 530 | 0 | 20 | 370 | 10 |
| Lane Utilization Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Turning Factor (vph) | 0.95 | 0.93 | 0.85 | 0.95 | 1.00 | 0.85 | 0.95 | 0.97 | 0.85 | 0.95 | 1.00 | 0.85 |
| Saturated Flow (vph) | 0 | 1588 | 0 | 1615 | 1700 | 1445 | 1615 | 3127 | 0 | 1615 | 3237 | 1445 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Protected Option Allowed | | No | | | No | | | Yes | | | Yes | |
| Reference Time (s) | | | 0.0 | | | 0.8 | 0.7 | 20.3 | 0.0 | 1.5 | 13.7 | 0.8 |
| Adj Reference Time (s) | | | 0.0 | | | 8.0 | 8.0 | 24.3 | 0.0 | 8.0 | 17.7 | 8.0 |
| Permitted Option | | | | | | | | | | | | |
| Adj Saturation A (vph) | 0 | 258 | | 646 | 1700 | | 108 | 1563 | | 108 | 1618 | |
| Reference Time A (s) | 0.0 | 14.0 | | 35.3 | 0.7 | | 11.1 | 20.3 | | 22.3 | 13.7 | |
| Adj Saturation B (vph | 0 | 0 | | 0 | 1700 | | NA | NA | | NA | NA | |
| Reference Time B (s) | 8.7 | 10.3 | | 22.1 | 0.7 | | NA | NA | | NA | NA | |
| Reference Time (s) | | 10.3 | | | 22.1 | | | 20.3 | | | 22.3 | |
| Adj Reference Time (s) | | 14.3 | | | 26.1 | | | 24.3 | | | 26.3 | |
| Split Option | | | | | | | | | | | | |
| Ref Time Combined (s) | 0.0 | 2.3 | | 14.1 | 0.7 | | 0.7 | 20.3 | | 1.5 | 13.7 | |
| Ref Time Seperate (s) | 0.7 | 0.8 | | 14.1 | 0.7 | | 0.7 | 15.7 | | 1.5 | 13.7 | |
| Reference Time (s) | 2.3 | 2.3 | | 14.1 | 14.1 | | 20.3 | 20.3 | | 13.7 | 13.7 | |
| Adj Reference Time (s) | 8.0 | 8.0 | | 18.1 | 18.1 | | 24.3 | 24.3 | | 17.7 | 17.7 | |

| Summary | NW SE | NE SW | Combined |
|---|---|---|---|
| Protected Option (s) | NA | 32.3 | |
| Permitted Option (s) | 26.1 | 26.3 | |
| Split Option (s) | 26.1 | 42.1 | |
| Minimum (s) | 26.1 | 26.3 | 52.4 |

| Right Turns | NWR | SWR |
|---|---|---|
| Adj Reference Time (s) | 8.0 | 8.0 |
| Cross Thru Ref Time (s) | 24.3 | 18.1 |
| Oncoming Left Ref Time (s) | 8.0 | 8.0 |
| Combined (s) | 40.3 | 34.1 |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 43.7% | ICU Level of Service | A |

Reference Times and Phasing Options do not represent an optimized timing plan.



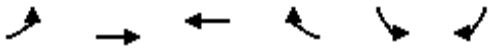
| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 10 | 30 | 70 | 30 | 30 | 40 | 30 | 190 | 10 | 70 | 160 | 20 |
| Pedestrians | | | | | | | | | | | | |
| Ped Button | | | | | | | | | | | | |
| Pedestrian Timing (s) | | | | | | | | | | | | |
| Free Right | | | No | | | No | | | No | | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 | 4.0 |
| Minimum Green (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 10 | 30 | 70 | 30 | 30 | 40 | 30 | 200 | 0 | 70 | 180 | 0 |
| Lane Utilization Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Turning Factor (vph) | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 | 0.95 | 0.99 | 0.85 | 0.95 | 0.98 | 0.85 |
| Saturated Flow (vph) | 1615 | 1700 | 1445 | 1615 | 1700 | 1445 | 1615 | 3213 | 0 | 1615 | 3183 | 0 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Protected Option Allowed | | Yes | | | Yes | | | Yes | | | Yes | |
| Reference Time (s) | 0.7 | 2.1 | 5.8 | 2.2 | 2.1 | 3.3 | 2.2 | 7.5 | 0.0 | 5.2 | 6.8 | 0.0 |
| Adj Reference Time (s) | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 9.0 | 12.5 | 0.0 | 10.2 | 11.8 | 0.0 |
| Permitted Option | | | | | | | | | | | | |
| Adj Saturation A (vph) | 108 | 1700 | | 108 | 1700 | | 108 | 1606 | | 108 | 1591 | |
| Reference Time A (s) | 11.1 | 2.1 | | 33.4 | 2.1 | | 33.4 | 7.5 | | 78.0 | 6.8 | |
| Adj Saturation B (vph | 0 | 1700 | | 0 | 1700 | | NA | NA | | NA | NA | |
| Reference Time B (s) | 8.7 | 2.1 | | 10.2 | 2.1 | | NA | NA | | NA | NA | |
| Reference Time (s) | | 8.7 | | | 10.2 | | | 33.4 | | | 78.0 | |
| Adj Reference Time (s) | | 15.0 | | | 15.2 | | | 38.4 | | | 83.0 | |
| Split Option | | | | | | | | | | | | |
| Ref Time Combined (s) | 0.7 | 2.1 | | 2.2 | 2.1 | | 2.2 | 7.5 | | 5.2 | 6.8 | |
| Ref Time Seperate (s) | 0.7 | 2.1 | | 2.2 | 2.1 | | 2.2 | 7.1 | | 5.2 | 6.0 | |
| Reference Time (s) | 2.1 | 2.1 | | 2.2 | 2.2 | | 7.5 | 7.5 | | 6.8 | 6.8 | |
| Adj Reference Time (s) | 15.0 | 15.0 | | 15.0 | 15.0 | | 12.5 | 12.5 | | 11.8 | 11.8 | |

| Summary | NB SB | NW SE | Combined |
|---|---|---|---|
| Protected Option (s) | 30.0 | 22.7 | |
| Permitted Option (s) | 15.2 | 83.0 | |
| Split Option (s) | 30.0 | 24.3 | |
| Minimum (s) | 15.2 | 22.7 | 37.9 |

| Right Turns | NBR | SBR |
|---|---|---|
| Adj Reference Time (s) | 15.0 | 15.0 |
| Cross Thru Ref Time (s) | 12.5 | 11.8 |
| Oncoming Left Ref Time (s) | 15.0 | 15.0 |
| Combined (s) | 42.5 | 41.8 |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 35.4% | ICU Level of Service | A |

Reference Times and Phasing Options do not represent an optimized timing plan.



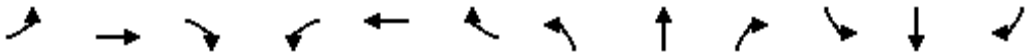
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 10 | 90 | 90 | 20 | 20 | 20 |
| Pedestrians | | | | | | |
| Ped Button | | | | | | |
| Pedestrian Timing (s) | | | | | | |
| Free Right | | | | No | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Green (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 10 | 90 | 110 | 0 | 40 | 0 |
| Lane Utilization Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Factor (vph) | 0.95 | 1.00 | 0.97 | 0.85 | 0.90 | 0.85 |
| Saturated Flow (vph) | 1615 | 1700 | 1654 | 0 | 1533 | 0 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | 0.00 | | 0.00 | |
| Protected Option Allowed | | Yes | Yes | | No | |
| Reference Time (s) | 0.7 | 6.4 | 8.0 | 0.0 | | 0.0 |
| Adj Reference Time (s) | 8.0 | 10.4 | 12.0 | 0.0 | | 0.0 |
| Permitted Option | | | | | | |
| Adj Saturation A (vph) | 108 | 1700 | 1654 | | 102 | |
| Reference Time A (s) | 11.1 | 6.4 | 8.0 | | 47.0 | |
| Adj Saturation B (vph | 0 | 1700 | 1654 | | NA | |
| Reference Time B (s) | 8.7 | 6.4 | 8.0 | | NA | |
| Reference Time (s) | | 8.7 | 8.0 | | | |
| Adj Reference Time (s) | | 12.7 | 12.0 | | | |
| Split Option | | | | | | |
| Ref Time Combined (s) | 0.7 | 6.4 | 8.0 | | 3.1 | |
| Ref Time Seperate (s) | 0.7 | 6.4 | 6.5 | | 1.6 | |
| Reference Time (s) | 6.4 | 6.4 | 8.0 | | 3.1 | |
| Adj Reference Time (s) | 10.4 | 10.4 | 12.0 | | 8.0 | |

| Summary | EB WB | SB | Combined |
|---|---|---|---|
| Protected Option (s) | 20.0 | NA | |
| Permitted Option (s) | 12.7 | Err | |
| Split Option (s) | 22.3 | 8.0 | |
| Minimum (s) | 12.7 | 8.0 | 20.7 |

| Right Turns |
|---|
| Adj Reference Time (s) |
| Cross Thru Ref Time (s) |
| Oncoming Left Ref Time (s) |
| Combined (s) |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 17.3% | ICU Level of Service | A |

Reference Times and Phasing Options do not represent an optimized timing plan.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 20 | 170 | 110 | 50 | 120 | 20 | 90 | 10 | 80 | 30 | 10 | 20 |
| Pedestrians | | | | | | | | | | | | |
| Ped Button | | | | | | | | | | | | |
| Pedestrian Timing (s) | | | | | | | | | | | | |
| Free Right | | | No | | | No | | | No | | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Green (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 20 | 280 | 0 | 50 | 140 | 0 | 0 | 180 | 0 | 0 | 60 | 0 |
| Lane Utilization Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Factor (vph) | 0.95 | 0.94 | 0.85 | 0.95 | 0.98 | 0.85 | 0.95 | 0.91 | 0.85 | 0.95 | 0.93 | 0.85 |
| Saturated Flow (vph) | 1615 | 3046 | 0 | 1615 | 3167 | 0 | 0 | 1547 | 0 | 0 | 1575 | 0 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Protected Option Allowed | | Yes | | | Yes | | | No | | | No | |
| Reference Time (s) | 1.5 | 11.0 | 0.0 | 3.7 | 5.3 | 0.0 | | | 0.0 | | | 0.0 |
| Adj Reference Time (s) | 8.0 | 15.0 | 0.0 | 8.0 | 9.3 | 0.0 | | | 0.0 | | | 0.0 |
| Permitted Option | | | | | | | | | | | | |
| Adj Saturation A (vph) | 108 | 1523 | | 108 | 1584 | | 0 | 1238 | | 0 | 1260 | |
| Reference Time A (s) | 22.3 | 11.0 | | 55.7 | 5.3 | | 0.0 | 17.5 | | 0.0 | 5.7 | |
| Adj Saturation B (vph | NA | NA | | NA | NA | | 0 | 0 | | 0 | 0 | |
| Reference Time B (s) | NA | NA | | NA | NA | | 14.7 | 22.0 | | 10.2 | 12.6 | |
| Reference Time (s) | | 22.3 | | | 55.7 | | | 17.5 | | | 5.7 | |
| Adj Reference Time (s) | | 26.3 | | | 59.7 | | | 21.5 | | | 9.7 | |
| Split Option | | | | | | | | | | | | |
| Ref Time Combined (s) | 1.5 | 11.0 | | 3.7 | 5.3 | | 0.0 | 14.0 | | 0.0 | 4.6 | |
| Ref Time Seperate (s) | 1.5 | 6.7 | | 3.7 | 4.5 | | 6.7 | 0.8 | | 2.2 | 0.8 | |
| Reference Time (s) | 11.0 | 11.0 | | 5.3 | 5.3 | | 14.0 | 14.0 | | 4.6 | 4.6 | |
| Adj Reference Time (s) | 15.0 | 15.0 | | 9.3 | 9.3 | | 18.0 | 18.0 | | 8.6 | 8.6 | |

| Summary | EB WB | NB SB | Combined |
|---|---|---|---|
| Protected Option (s) | 23.0 | NA | |
| Permitted Option (s) | 59.7 | 21.5 | |
| Split Option (s) | 24.3 | 26.5 | |
| Minimum (s) | 23.0 | 21.5 | 44.5 |

| Right Turns |
|---|
| Adj Reference Time (s) |
| Cross Thru Ref Time (s) |
| Oncoming Left Ref Time (s) |
| Combined (s) |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 37.1% | ICU Level of Service | A |

Reference Times and Phasing Options do not represent an optimized timing plan.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 30 | 200 | 40 | 40 | 170 | 50 | 30 | 200 | 30 | 30 | 210 | 30 |
| Pedestrians | | | | | | | | | | | | |
| Ped Button | | | | | | | | | | | | |
| Pedestrian Timing (s) | | | | | | | | | | | | |
| Free Right | | | No | | | No | | | No | | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 5.4 | 5.4 | 4.0 | 5.4 | 5.4 | 4.0 | 5.0 | 6.0 | 4.0 | 5.0 | 6.0 | 4.0 |
| Minimum Green (s) | 10.0 | 10.0 | 4.0 | 10.0 | 10.0 | 4.0 | 9.0 | 12.0 | 4.0 | 9.0 | 12.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 30 | 240 | 0 | 40 | 220 | 0 | 30 | 230 | 0 | 30 | 240 | 0 |
| Lane Utilization Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Turning Factor (vph) | 0.95 | 0.97 | 0.85 | 0.95 | 0.97 | 0.85 | 0.95 | 0.98 | 0.85 | 0.95 | 0.98 | 0.85 |
| Saturated Flow (vph) | 1615 | 3156 | 0 | 1615 | 3126 | 0 | 1615 | 3173 | 0 | 1615 | 3176 | 0 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Protected Option Allowed | | Yes | | | Yes | | | Yes | | | Yes | |
| Reference Time (s) | 2.2 | 9.1 | 0.0 | 3.0 | 8.4 | 0.0 | 2.2 | 8.7 | 0.0 | 2.2 | 9.1 | 0.0 |
| Adj Reference Time (s) | 15.4 | 15.4 | 0.0 | 15.4 | 15.4 | 0.0 | 14.0 | 18.0 | 0.0 | 14.0 | 18.0 | 0.0 |
| Permitted Option | | | | | | | | | | | | |
| Adj Saturation A (vph) | 108 | 1578 | | 108 | 1563 | | 108 | 1587 | | 108 | 1588 | |
| Reference Time A (s) | 33.4 | 9.1 | | 44.6 | 8.4 | | 33.4 | 8.7 | | 33.4 | 9.1 | |
| Adj Saturation B (vph | NA | NA | | NA | NA | | NA | NA | | NA | NA | |
| Reference Time B (s) | NA | NA | | NA | NA | | NA | NA | | NA | NA | |
| Reference Time (s) | | 33.4 | | | 44.6 | | | 33.4 | | | 33.4 | |
| Adj Reference Time (s) | | 38.8 | | | 50.0 | | | 39.4 | | | 39.4 | |
| Split Option | | | | | | | | | | | | |
| Ref Time Combined (s) | 2.2 | 9.1 | | 3.0 | 8.4 | | 2.2 | 8.7 | | 2.2 | 9.1 | |
| Ref Time Seperate (s) | 2.2 | 7.6 | | 3.0 | 6.5 | | 2.2 | 7.6 | | 2.2 | 7.9 | |
| Reference Time (s) | 9.1 | 9.1 | | 8.4 | 8.4 | | 8.7 | 8.7 | | 9.1 | 9.1 | |
| Adj Reference Time (s) | 15.4 | 15.4 | | 15.4 | 15.4 | | 18.0 | 18.0 | | 18.0 | 18.0 | |

| Summary | EB WB | NB SB | Combined |
|---|---|---|---|
| Protected Option (s) | 30.8 | 32.0 | |
| Permitted Option (s) | 50.0 | 39.4 | |
| Split Option (s) | 30.8 | 36.0 | |
| Minimum (s) | 30.8 | 32.0 | 62.8 |

| Right Turns |
|---|
| Adj Reference Time (s) |
| Cross Thru Ref Time (s) |
| Oncoming Left Ref Time (s) |
| Combined (s) |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 52.3% | ICU Level of Service | A |

Reference Times and Phasing Options do not represent an optimized timing plan.

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 10 | 10 | 10 | 90 | 10 | 10 | 10 | 230 | 90 | 10 | 260 | 10 |
| Pedestrians | | | | | | | | | | | | |
| Ped Button | | | | | | | | | | | | |
| Pedestrian Timing (s) | | | | | | | | | | | | |
| Free Right | | | No | | | No | | | No | | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Green (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 0 | 30 | 0 | 90 | 10 | 10 | 10 | 320 | 0 | 10 | 260 | 10 |
| Lane Utilization Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Turning Factor (vph) | 0.95 | 0.93 | 0.85 | 0.95 | 1.00 | 0.85 | 0.95 | 0.96 | 0.85 | 0.95 | 1.00 | 0.85 |
| Saturated Flow (vph) | 0 | 1588 | 0 | 1615 | 1700 | 1445 | 1615 | 3100 | 0 | 1615 | 3237 | 1445 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Protected Option Allowed | | No | | | No | | | Yes | | | Yes | |
| Reference Time (s) | | | 0.0 | | | 0.8 | 0.7 | 12.4 | 0.0 | 0.7 | 9.6 | 0.8 |
| Adj Reference Time (s) | | | 0.0 | | | 8.0 | 8.0 | 16.4 | 0.0 | 8.0 | 13.6 | 8.0 |
| Permitted Option | | | | | | | | | | | | |
| Adj Saturation A (vph) | 0 | 258 | | 646 | 1700 | | 108 | 1550 | | 108 | 1618 | |
| Reference Time A (s) | 0.0 | 14.0 | | 16.7 | 0.7 | | 11.1 | 12.4 | | 11.1 | 9.6 | |
| Adj Saturation B (vph | 0 | 0 | | 0 | 1700 | | NA | NA | | NA | NA | |
| Reference Time B (s) | 8.7 | 10.3 | | 14.7 | 0.7 | | NA | NA | | NA | NA | |
| Reference Time (s) | | 10.3 | | | 14.7 | | | 12.4 | | | 11.1 | |
| Adj Reference Time (s) | | 14.3 | | | 18.7 | | | 16.4 | | | 15.1 | |
| Split Option | | | | | | | | | | | | |
| Ref Time Combined (s) | 0.0 | 2.3 | | 6.7 | 0.7 | | 0.7 | 12.4 | | 0.7 | 9.6 | |
| Ref Time Seperate (s) | 0.7 | 0.8 | | 6.7 | 0.7 | | 0.7 | 8.9 | | 0.7 | 9.6 | |
| Reference Time (s) | 2.3 | 2.3 | | 6.7 | 6.7 | | 12.4 | 12.4 | | 9.6 | 9.6 | |
| Adj Reference Time (s) | 8.0 | 8.0 | | 10.7 | 10.7 | | 16.4 | 16.4 | | 13.6 | 13.6 | |

| Summary | NW SE | NE SW | Combined |
|---|---|---|---|
| Protected Option (s) | NA | 24.4 | |
| Permitted Option (s) | 18.7 | 16.4 | |
| Split Option (s) | 18.7 | 30.0 | |
| Minimum (s) | 18.7 | 16.4 | 35.1 |

| Right Turns | NWR | SWR |
|---|---|---|
| Adj Reference Time (s) | 8.0 | 8.0 |
| Cross Thru Ref Time (s) | 16.4 | 10.7 |
| Oncoming Left Ref Time (s) | 8.0 | 8.0 |
| Combined (s) | 32.4 | 26.7 |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 29.2% | ICU Level of Service | A |

Reference Times and Phasing Options do not represent an optimized timing plan.

# APPENDIX E

## EXISTING + AMBIENT GROWTH + PROJECT TRAFFIC CONDITIONS (FUTURE YEAR 2035 + PROJECT) TRAFFIC CONDITIONS WORKSHEETS

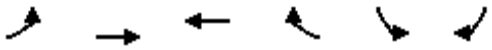
| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 10 | 20 | 120 | 50 | 70 | 30 | 20 | 360 | 10 | 40 | 140 | 10 |
| Pedestrians | | | | | | | | | | | | |
| Ped Button | | | | | | | | | | | | |
| Pedestrian Timing (s) | | | | | | | | | | | | |
| Free Right | | | No | | | No | | | No | | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 | 4.0 |
| Minimum Green (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 10 | 20 | 120 | 50 | 70 | 30 | 20 | 370 | 0 | 40 | 150 | 0 |
| Lane Utilization Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Turning Factor (vph) | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 | 0.95 | 0.99 | 0.85 |
| Saturated Flow (vph) | 1615 | 1700 | 1445 | 1615 | 1700 | 1445 | 1615 | 3224 | 0 | 1615 | 3204 | 0 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Protected Option Allowed | | Yes | | | Yes | | | Yes | | | Yes | |
| Reference Time (s) | 0.7 | 1.4 | 10.0 | 3.7 | 4.9 | 2.5 | 1.5 | 13.8 | 0.0 | 3.0 | 5.6 | 0.0 |
| Adj Reference Time (s) | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 9.0 | 18.8 | 0.0 | 9.0 | 10.6 | 0.0 |
| Permitted Option | | | | | | | | | | | | |
| Adj Saturation A (vph) | 108 | 1700 | | 108 | 1700 | | 108 | 1612 | | 108 | 1602 | |
| Reference Time A (s) | 11.1 | 1.4 | | 55.7 | 4.9 | | 22.3 | 13.8 | | 44.6 | 5.6 | |
| Adj Saturation B (vph | 0 | 1700 | | 0 | 1700 | | NA | NA | | NA | NA | |
| Reference Time B (s) | 8.7 | 1.4 | | 11.7 | 4.9 | | NA | NA | | NA | NA | |
| Reference Time (s) | | 8.7 | | | 11.7 | | | 22.3 | | | 44.6 | |
| Adj Reference Time (s) | | 15.0 | | | 16.7 | | | 27.3 | | | 49.6 | |
| Split Option | | | | | | | | | | | | |
| Ref Time Combined (s) | 0.7 | 1.4 | | 3.7 | 4.9 | | 1.5 | 13.8 | | 3.0 | 5.6 | |
| Ref Time Seperate (s) | 0.7 | 1.4 | | 3.7 | 4.9 | | 1.5 | 13.4 | | 3.0 | 5.2 | |
| Reference Time (s) | 1.4 | 1.4 | | 4.9 | 4.9 | | 13.8 | 13.8 | | 5.6 | 5.6 | |
| Adj Reference Time (s) | 15.0 | 15.0 | | 15.0 | 15.0 | | 18.8 | 18.8 | | 10.6 | 10.6 | |

| Summary | NB SB | NW SE | Combined |
|---|---|---|---|
| Protected Option (s) | 30.0 | 27.8 | |
| Permitted Option (s) | 16.7 | 49.6 | |
| Split Option (s) | 30.0 | 29.4 | |
| Minimum (s) | 16.7 | 27.8 | 44.5 |

| Right Turns | NBR | SBR |
|---|---|---|
| Adj Reference Time (s) | 15.0 | 15.0 |
| Cross Thru Ref Time (s) | 18.8 | 10.6 |
| Oncoming Left Ref Time (s) | 15.0 | 15.0 |
| Combined (s) | 48.8 | 40.6 |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 40.6% | ICU Level of Service | A |

Reference Times and Phasing Options do not represent an optimized timing plan.



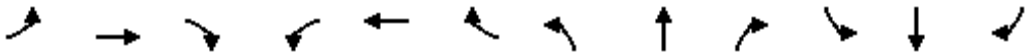
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 20 | 140 | 120 | 10 | 30 | 50 |
| Pedestrians | | | | | | |
| Ped Button | | | | | | |
| Pedestrian Timing (s) | | | | | | |
| Free Right | | | | No | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Green (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 20 | 140 | 130 | 0 | 80 | 0 |
| Lane Utilization Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Factor (vph) | 0.95 | 1.00 | 0.99 | 0.85 | 0.89 | 0.85 |
| Saturated Flow (vph) | 1615 | 1700 | 1680 | 0 | 1512 | 0 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | 0.00 | | 0.00 | |
| Protected Option Allowed | | Yes | Yes | | No | |
| Reference Time (s) | 1.5 | 9.9 | 9.3 | 0.0 | | 0.0 |
| Adj Reference Time (s) | 8.0 | 13.9 | 13.3 | 0.0 | | 0.0 |
| Permitted Option | | | | | | |
| Adj Saturation A (vph) | 108 | 1700 | 1680 | | 101 | |
| Reference Time A (s) | 22.3 | 9.9 | 9.3 | | 95.3 | |
| Adj Saturation B (vph | NA | NA | NA | | NA | |
| Reference Time B (s) | NA | NA | NA | | NA | |
| Reference Time (s) | | 22.3 | 9.3 | | | |
| Adj Reference Time (s) | | 26.3 | 13.3 | | | |
| Split Option | | | | | | |
| Ref Time Combined (s) | 1.5 | 9.9 | 9.3 | | 6.4 | |
| Ref Time Seperate (s) | 1.5 | 9.9 | 8.6 | | 2.4 | |
| Reference Time (s) | 9.9 | 9.9 | 9.3 | | 6.4 | |
| Adj Reference Time (s) | 13.9 | 13.9 | 13.3 | | 10.4 | |

| Summary | EB WB | SB | Combined |
|---|---|---|---|
| Protected Option (s) | 21.3 | NA | |
| Permitted Option (s) | 26.3 | Err | |
| Split Option (s) | 27.2 | 10.4 | |
| Minimum (s) | 21.3 | 10.4 | 31.6 |

| Right Turns |
|---|
| Adj Reference Time (s) |
| Cross Thru Ref Time (s) |
| Oncoming Left Ref Time (s) |
| Combined (s) |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 26.4% | ICU Level of Service | A |

Reference Times and Phasing Options do not represent an optimized timing plan.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 20 | 480 | 20 | 20 | 120 | 10 | 20 | 10 | 10 | 40 | 10 | 50 |
| Pedestrians | | | | | | | | | | | | |
| Ped Button | | | | | | | | | | | | |
| Pedestrian Timing (s) | | | | | | | | | | | | |
| Free Right | | | No | | | No | | | No | | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Green (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 20 | 500 | 0 | 20 | 130 | 0 | 0 | 40 | 0 | 0 | 100 | 0 |
| Lane Utilization Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Factor (vph) | 0.95 | 0.99 | 0.85 | 0.95 | 0.99 | 0.85 | 0.95 | 0.94 | 0.85 | 0.95 | 0.91 | 0.85 |
| Saturated Flow (vph) | 1615 | 3217 | 0 | 1615 | 3199 | 0 | 0 | 1595 | 0 | 0 | 1541 | 0 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Protected Option Allowed | | Yes | | | Yes | | | No | | | No | |
| Reference Time (s) | 1.5 | 18.6 | 0.0 | 1.5 | 4.9 | 0.0 | | | 0.0 | | | 0.0 |
| Adj Reference Time (s) | 8.0 | 22.6 | 0.0 | 8.0 | 8.9 | 0.0 | | | 0.0 | | | 0.0 |
| Permitted Option | | | | | | | | | | | | |
| Adj Saturation A (vph) | 108 | 1609 | | 108 | 1600 | | 0 | 1126 | | 0 | 1323 | |
| Reference Time A (s) | 22.3 | 18.6 | | 22.3 | 4.9 | | 0.0 | 4.3 | | 0.0 | 9.1 | |
| Adj Saturation B (vph | NA | NA | | NA | NA | | 0 | 0 | | 0 | 0 | |
| Reference Time B (s) | NA | NA | | NA | NA | | 9.5 | 11.0 | | 11.0 | 15.8 | |
| Reference Time (s) | | 22.3 | | | 22.3 | | | 4.3 | | | 9.1 | |
| Adj Reference Time (s) | | 26.3 | | | 26.3 | | | 8.3 | | | 13.1 | |
| Split Option | | | | | | | | | | | | |
| Ref Time Combined (s) | 1.5 | 18.6 | | 1.5 | 4.9 | | 0.0 | 3.0 | | 0.0 | 7.8 | |
| Ref Time Seperate (s) | 1.5 | 17.9 | | 1.5 | 4.5 | | 1.5 | 0.8 | | 3.0 | 0.8 | |
| Reference Time (s) | 18.6 | 18.6 | | 4.9 | 4.9 | | 3.0 | 3.0 | | 7.8 | 7.8 | |
| Adj Reference Time (s) | 22.6 | 22.6 | | 8.9 | 8.9 | | 8.0 | 8.0 | | 11.8 | 11.8 | |

| Summary | EB WB | NB SB | Combined |
|---|---|---|---|
| Protected Option (s) | 30.6 | NA | |
| Permitted Option (s) | 26.3 | 13.1 | |
| Split Option (s) | 31.5 | 19.8 | |
| Minimum (s) | 26.3 | 13.1 | 39.4 |

| Right Turns |
|---|
| Adj Reference Time (s) |
| Cross Thru Ref Time (s) |
| Oncoming Left Ref Time (s) |
| Combined (s) |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 32.8% | ICU Level of Service | A |

Reference Times and Phasing Options do not represent an optimized timing plan.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 40 | 460 | 80 | 70 | 250 | 60 | 30 | 230 | 60 | 50 | 270 | 20 |
| Pedestrians | | | | | | | | | | | | |
| Ped Button | | | | | | | | | | | | |
| Pedestrian Timing (s) | | | | | | | | | | | | |
| Free Right | | | No | | | No | | | No | | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 5.4 | 5.4 | 4.0 | 5.4 | 5.4 | 4.0 | 5.0 | 6.0 | 4.0 | 5.0 | 6.0 | 4.0 |
| Minimum Green (s) | 10.0 | 10.0 | 4.0 | 10.0 | 10.0 | 4.0 | 9.0 | 12.0 | 4.0 | 9.0 | 12.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 40 | 540 | 0 | 70 | 310 | 0 | 30 | 290 | 0 | 50 | 290 | 0 |
| Lane Utilization Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Turning Factor (vph) | 0.95 | 0.98 | 0.85 | 0.95 | 0.97 | 0.85 | 0.95 | 0.97 | 0.85 | 0.95 | 0.99 | 0.85 |
| Saturated Flow (vph) | 1615 | 3165 | 0 | 1615 | 3143 | 0 | 1615 | 3136 | 0 | 1615 | 3203 | 0 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Protected Option Allowed | | Yes | | | Yes | | | Yes | | | Yes | |
| Reference Time (s) | 3.0 | 20.5 | 0.0 | 5.2 | 11.8 | 0.0 | 2.2 | 11.1 | 0.0 | 3.7 | 10.9 | 0.0 |
| Adj Reference Time (s) | 15.4 | 25.9 | 0.0 | 15.4 | 17.2 | 0.0 | 14.0 | 18.0 | 0.0 | 14.0 | 18.0 | 0.0 |
| Permitted Option | | | | | | | | | | | | |
| Adj Saturation A (vph) | 108 | 1582 | | 108 | 1571 | | 108 | 1568 | | 108 | 1602 | |
| Reference Time A (s) | 44.6 | 20.5 | | 78.0 | 11.8 | | 33.4 | 11.1 | | 55.7 | 10.9 | |
| Adj Saturation B (vph | NA | NA | | NA | NA | | NA | NA | | NA | NA | |
| Reference Time B (s) | NA | NA | | NA | NA | | NA | NA | | NA | NA | |
| Reference Time (s) | | 44.6 | | | 78.0 | | | 33.4 | | | 55.7 | |
| Adj Reference Time (s) | | 50.0 | | | 83.4 | | | 39.4 | | | 61.7 | |
| Split Option | | | | | | | | | | | | |
| Ref Time Combined (s) | 3.0 | 20.5 | | 5.2 | 11.8 | | 2.2 | 11.1 | | 3.7 | 10.9 | |
| Ref Time Seperate (s) | 3.0 | 17.4 | | 5.2 | 9.5 | | 2.2 | 8.8 | | 3.7 | 10.1 | |
| Reference Time (s) | 20.5 | 20.5 | | 11.8 | 11.8 | | 11.1 | 11.1 | | 10.9 | 10.9 | |
| Adj Reference Time (s) | 25.9 | 25.9 | | 17.2 | 17.2 | | 18.0 | 18.0 | | 18.0 | 18.0 | |

| Summary | EB WB | NB SB | Combined |
|---|---|---|---|
| Protected Option (s) | 41.3 | 32.0 | |
| Permitted Option (s) | 83.4 | 61.7 | |
| Split Option (s) | 43.1 | 36.0 | |
| Minimum (s) | 41.3 | 32.0 | 73.3 |

| Right Turns |
|---|
| Adj Reference Time (s) |
| Cross Thru Ref Time (s) |
| Oncoming Left Ref Time (s) |
| Combined (s) |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 61.1% | ICU Level of Service | B |

Reference Times and Phasing Options do not represent an optimized timing plan.

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 10 | 10 | 20 | 130 | 10 | 20 | 10 | 270 | 130 | 10 | 420 | 10 |
| Pedestrians | | | | | | | | | | | | |
| Ped Button | | | | | | | | | | | | |
| Pedestrian Timing (s) | | | | | | | | | | | | |
| Free Right | | | No | | | No | | | No | | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Green (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 0 | 40 | 0 | 130 | 10 | 20 | 10 | 400 | 0 | 10 | 420 | 10 |
| Lane Utilization Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Turning Factor (vph) | 0.95 | 0.91 | 0.85 | 0.95 | 1.00 | 0.85 | 0.95 | 0.95 | 0.85 | 0.95 | 1.00 | 0.85 |
| Saturated Flow (vph) | 0 | 1553 | 0 | 1615 | 1700 | 1445 | 1615 | 3079 | 0 | 1615 | 3237 | 1445 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Protected Option Allowed | | No | | | No | | | Yes | | | Yes | |
| Reference Time (s) | | | 0.0 | | | 1.7 | 0.7 | 15.6 | 0.0 | 0.7 | 15.6 | 0.8 |
| Adj Reference Time (s) | | | 0.0 | | | 8.0 | 8.0 | 19.6 | 0.0 | 8.0 | 19.6 | 8.0 |
| Permitted Option | | | | | | | | | | | | |
| Adj Saturation A (vph) | 0 | 321 | | 511 | 1700 | | 108 | 1540 | | 108 | 1618 | |
| Reference Time A (s) | 0.0 | 15.0 | | 30.5 | 0.7 | | 11.1 | 15.6 | | 11.1 | 15.6 | |
| Adj Saturation B (vph | 0 | 0 | | 0 | 1700 | | NA | NA | | NA | NA | |
| Reference Time B (s) | 8.7 | 11.1 | | 17.7 | 0.7 | | NA | NA | | NA | NA | |
| Reference Time (s) | | 11.1 | | | 17.7 | | | 15.6 | | | 15.6 | |
| Adj Reference Time (s) | | 15.1 | | | 21.7 | | | 19.6 | | | 19.6 | |
| Split Option | | | | | | | | | | | | |
| Ref Time Combined (s) | 0.0 | 3.1 | | 9.7 | 0.7 | | 0.7 | 15.6 | | 0.7 | 15.6 | |
| Ref Time Seperate (s) | 0.7 | 0.8 | | 9.7 | 0.7 | | 0.7 | 10.5 | | 0.7 | 15.6 | |
| Reference Time (s) | 3.1 | 3.1 | | 9.7 | 9.7 | | 15.6 | 15.6 | | 15.6 | 15.6 | |
| Adj Reference Time (s) | 8.0 | 8.0 | | 13.7 | 13.7 | | 19.6 | 19.6 | | 19.6 | 19.6 | |

| Summary | NW SE | NE SW | Combined |
|---|---|---|---|
| Protected Option (s) | NA | 27.6 | |
| Permitted Option (s) | 21.7 | 19.6 | |
| Split Option (s) | 21.7 | 39.2 | |
| Minimum (s) | 21.7 | 19.6 | 41.2 |

| Right Turns | NWR | SWR |
|---|---|---|
| Adj Reference Time (s) | 8.0 | 8.0 |
| Cross Thru Ref Time (s) | 19.6 | 13.7 |
| Oncoming Left Ref Time (s) | 8.0 | 8.0 |
| Combined (s) | 35.6 | 29.7 |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 34.4% | ICU Level of Service | A |

Reference Times and Phasing Options do not represent an optimized timing plan.

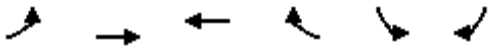
| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 10 | 40 | 80 | 20 | 50 | 30 | 30 | 170 | 30 | 110 | 720 | 30 |
| Pedestrians | | | | | | | | | | | | |
| Ped Button | | | | | | | | | | | | |
| Pedestrian Timing (s) | | | | | | | | | | | | |
| Free Right | | | No | | | No | | | No | | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 | 4.0 |
| Minimum Green (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 10 | 40 | 80 | 20 | 50 | 30 | 30 | 200 | 0 | 110 | 750 | 0 |
| Lane Utilization Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Turning Factor (vph) | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 | 0.95 | 0.98 | 0.85 | 0.95 | 0.99 | 0.85 |
| Saturated Flow (vph) | 1615 | 1700 | 1445 | 1615 | 1700 | 1445 | 1615 | 3164 | 0 | 1615 | 3217 | 0 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Protected Option Allowed | | Yes | | | Yes | | | Yes | | | Yes | |
| Reference Time (s) | 0.7 | 2.8 | 6.6 | 1.5 | 3.5 | 2.5 | 2.2 | 7.6 | 0.0 | 8.2 | 28.0 | 0.0 |
| Adj Reference Time (s) | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 9.0 | 12.6 | 0.0 | 13.2 | 33.0 | 0.0 |
| Permitted Option | | | | | | | | | | | | |
| Adj Saturation A (vph) | 108 | 1700 | | 108 | 1700 | | 108 | 1582 | | 108 | 1609 | |
| Reference Time A (s) | 11.1 | 2.8 | | 22.3 | 3.5 | | 33.4 | 7.6 | | 122.6 | 28.0 | |
| Adj Saturation B (vph | 0 | 1700 | | 0 | 1700 | | NA | NA | | NA | NA | |
| Reference Time B (s) | 8.7 | 2.8 | | 9.5 | 3.5 | | NA | NA | | NA | NA | |
| Reference Time (s) | | 8.7 | | | 9.5 | | | 33.4 | | | 122.6 | |
| Adj Reference Time (s) | | 15.0 | | | 15.0 | | | 38.4 | | | 127.6 | |
| Split Option | | | | | | | | | | | | |
| Ref Time Combined (s) | 0.7 | 2.8 | | 1.5 | 3.5 | | 2.2 | 7.6 | | 8.2 | 28.0 | |
| Ref Time Seperate (s) | 0.7 | 2.8 | | 1.5 | 3.5 | | 2.2 | 6.4 | | 8.2 | 26.9 | |
| Reference Time (s) | 2.8 | 2.8 | | 3.5 | 3.5 | | 7.6 | 7.6 | | 28.0 | 28.0 | |
| Adj Reference Time (s) | 15.0 | 15.0 | | 15.0 | 15.0 | | 12.6 | 12.6 | | 33.0 | 33.0 | |

| Summary | NB SB | NW SE | Combined |
|---|---|---|---|
| Protected Option (s) | 30.0 | 42.0 | |
| Permitted Option (s) | 15.0 | 127.6 | |
| Split Option (s) | 30.0 | 45.6 | |
| Minimum (s) | 15.0 | 42.0 | 57.0 |

| Right Turns | NBR | SBR |
|---|---|---|
| Adj Reference Time (s) | 15.0 | 15.0 |
| Cross Thru Ref Time (s) | 12.6 | 33.0 |
| Oncoming Left Ref Time (s) | 15.0 | 15.0 |
| Combined (s) | 42.6 | 63.0 |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 52.5% | ICU Level of Service | A |

Reference Times and Phasing Options do not represent an optimized timing plan.



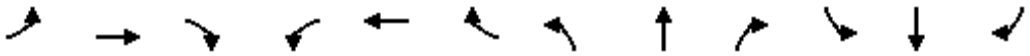
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 40 | 110 | 200 | 30 | 20 | 20 |
| Pedestrians | | | | | | |
| Ped Button | | | | | | |
| Pedestrian Timing (s) | | | | | | |
| Free Right | | | | No | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Green (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 40 | 110 | 230 | 0 | 40 | 0 |
| Lane Utilization Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Factor (vph) | 0.95 | 1.00 | 0.98 | 0.85 | 0.90 | 0.85 |
| Saturated Flow (vph) | 1615 | 1700 | 1667 | 0 | 1533 | 0 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | 0.00 | | 0.00 | |
| Protected Option Allowed | | Yes | Yes | | No | |
| Reference Time (s) | 3.0 | 7.8 | 16.6 | 0.0 | | 0.0 |
| Adj Reference Time (s) | 8.0 | 11.8 | 20.6 | 0.0 | | 0.0 |
| Permitted Option | | | | | | |
| Adj Saturation A (vph) | 108 | 1700 | 1667 | | 102 | |
| Reference Time A (s) | 44.6 | 7.8 | 16.6 | | 47.0 | |
| Adj Saturation B (vph | NA | NA | 1667 | | NA | |
| Reference Time B (s) | NA | NA | 16.6 | | NA | |
| Reference Time (s) | | 44.6 | 16.6 | | | |
| Adj Reference Time (s) | | 48.6 | 20.6 | | | |
| Split Option | | | | | | |
| Ref Time Combined (s) | 3.0 | 7.8 | 16.6 | | 3.1 | |
| Ref Time Seperate (s) | 3.0 | 7.8 | 14.4 | | 1.6 | |
| Reference Time (s) | 7.8 | 7.8 | 16.6 | | 3.1 | |
| Adj Reference Time (s) | 11.8 | 11.8 | 20.6 | | 8.0 | |

| Summary | EB WB | SB | Combined |
|---|---|---|---|
| Protected Option (s) | 28.6 | NA | |
| Permitted Option (s) | 48.6 | Err | |
| Split Option (s) | 32.3 | 8.0 | |
| Minimum (s) | 28.6 | 8.0 | 36.6 |

| Right Turns |
|---|
| Adj Reference Time (s) |
| Cross Thru Ref Time (s) |
| Oncoming Left Ref Time (s) |
| Combined (s) |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 30.5% | ICU Level of Service | A |

Reference Times and Phasing Options do not represent an optimized timing plan.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 30 | 210 | 30 | 20 | 810 | 50 | 10 | 10 | 10 | 20 | 10 | 30 |
| Pedestrians | | | | | | | | | | | | |
| Ped Button | | | | | | | | | | | | |
| Pedestrian Timing (s) | | | | | | | | | | | | |
| Free Right | | | No | | | No | | | No | | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Green (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 30 | 240 | 0 | 20 | 860 | 0 | 0 | 30 | 0 | 0 | 60 | 0 |
| Lane Utilization Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Factor (vph) | 0.95 | 0.98 | 0.85 | 0.95 | 0.99 | 0.85 | 0.95 | 0.93 | 0.85 | 0.95 | 0.91 | 0.85 |
| Saturated Flow (vph) | 1615 | 3176 | 0 | 1615 | 3209 | 0 | 0 | 1588 | 0 | 0 | 1546 | 0 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Protected Option Allowed | | Yes | | | Yes | | | No | | | No | |
| Reference Time (s) | 2.2 | 9.1 | 0.0 | 1.5 | 32.2 | 0.0 | | | 0.0 | | | 0.0 |
| Adj Reference Time (s) | 8.0 | 13.1 | 0.0 | 8.0 | 36.2 | 0.0 | | | 0.0 | | | 0.0 |
| Permitted Option | | | | | | | | | | | | |
| Adj Saturation A (vph) | 108 | 1588 | | 108 | 1604 | | 0 | 1209 | | 0 | 1177 | |
| Reference Time A (s) | 33.4 | 9.1 | | 22.3 | 32.2 | | 0.0 | 3.0 | | 0.0 | 6.1 | |
| Adj Saturation B (vph | NA | NA | | NA | NA | | 0 | 0 | | 0 | 0 | |
| Reference Time B (s) | NA | NA | | NA | NA | | 8.7 | 10.3 | | 9.5 | 12.7 | |
| Reference Time (s) | | 33.4 | | | 32.2 | | | 3.0 | | | 6.1 | |
| Adj Reference Time (s) | | 37.4 | | | 36.2 | | | 8.0 | | | 10.1 | |
| Split Option | | | | | | | | | | | | |
| Ref Time Combined (s) | 2.2 | 9.1 | | 1.5 | 32.2 | | 0.0 | 2.3 | | 0.0 | 4.7 | |
| Ref Time Seperate (s) | 2.2 | 7.9 | | 1.5 | 30.3 | | 0.7 | 0.8 | | 1.5 | 0.8 | |
| Reference Time (s) | 9.1 | 9.1 | | 32.2 | 32.2 | | 2.3 | 2.3 | | 4.7 | 4.7 | |
| Adj Reference Time (s) | 13.1 | 13.1 | | 36.2 | 36.2 | | 8.0 | 8.0 | | 8.7 | 8.7 | |

| Summary | EB WB | NB SB | Combined |
|---|---|---|---|
| Protected Option (s) | 44.2 | NA | |
| Permitted Option (s) | 37.4 | 10.1 | |
| Split Option (s) | 49.2 | 16.7 | |
| Minimum (s) | 37.4 | 10.1 | 47.6 |

| Right Turns |
|---|
| Adj Reference Time (s) |
| Cross Thru Ref Time (s) |
| Oncoming Left Ref Time (s) |
| Combined (s) |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 39.6% | ICU Level of Service | A |

Reference Times and Phasing Options do not represent an optimized timing plan.

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 30 | 200 | 50 | 50 | 630 | 120 | 40 | 350 | 50 | 50 | 310 | 40 |
| Pedestrians | | | | | | | | | | | | |
| Ped Button | | | | | | | | | | | | |
| Pedestrian Timing (s) | | | | | | | | | | | | |
| Free Right | | | No | | | No | | | No | | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 5.4 | 5.4 | 4.0 | 5.4 | 5.4 | 4.0 | 5.0 | 6.0 | 4.0 | 5.0 | 6.0 | 4.0 |
| Minimum Green (s) | 10.0 | 10.0 | 4.0 | 10.0 | 10.0 | 4.0 | 9.0 | 12.0 | 4.0 | 9.0 | 12.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 30 | 250 | 0 | 50 | 750 | 0 | 40 | 400 | 0 | 50 | 350 | 0 |
| Lane Utilization Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Turning Factor (vph) | 0.95 | 0.97 | 0.85 | 0.95 | 0.98 | 0.85 | 0.95 | 0.98 | 0.85 | 0.95 | 0.98 | 0.85 |
| Saturated Flow (vph) | 1615 | 3140 | 0 | 1615 | 3159 | 0 | 1615 | 3176 | 0 | 1615 | 3181 | 0 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Protected Option Allowed | | Yes | | | Yes | | | Yes | | | Yes | |
| Reference Time (s) | 2.2 | 9.6 | 0.0 | 3.7 | 28.5 | 0.0 | 3.0 | 15.1 | 0.0 | 3.7 | 13.2 | 0.0 |
| Adj Reference Time (s) | 15.4 | 15.4 | 0.0 | 15.4 | 33.9 | 0.0 | 14.0 | 21.1 | 0.0 | 14.0 | 19.2 | 0.0 |
| Permitted Option | | | | | | | | | | | | |
| Adj Saturation A (vph) | 108 | 1570 | | 108 | 1580 | | 108 | 1588 | | 108 | 1591 | |
| Reference Time A (s) | 33.4 | 9.6 | | 55.7 | 28.5 | | 44.6 | 15.1 | | 55.7 | 13.2 | |
| Adj Saturation B (vph | NA | NA | | NA | NA | | NA | NA | | NA | NA | |
| Reference Time B (s) | NA | NA | | NA | NA | | NA | NA | | NA | NA | |
| Reference Time (s) | | 33.4 | | | 55.7 | | | 44.6 | | | 55.7 | |
| Adj Reference Time (s) | | 38.8 | | | 61.1 | | | 50.6 | | | 61.7 | |
| Split Option | | | | | | | | | | | | |
| Ref Time Combined (s) | 2.2 | 9.6 | | 3.7 | 28.5 | | 3.0 | 15.1 | | 3.7 | 13.2 | |
| Ref Time Seperate (s) | 2.2 | 7.6 | | 3.7 | 23.9 | | 3.0 | 13.2 | | 3.7 | 11.7 | |
| Reference Time (s) | 9.6 | 9.6 | | 28.5 | 28.5 | | 15.1 | 15.1 | | 13.2 | 13.2 | |
| Adj Reference Time (s) | 15.4 | 15.4 | | 33.9 | 33.9 | | 21.1 | 21.1 | | 19.2 | 19.2 | |

| Summary | EB WB | NB SB | Combined |
|---|---|---|---|
| Protected Option (s) | 49.3 | 35.1 | |
| Permitted Option (s) | 61.1 | 61.7 | |
| Split Option (s) | 49.3 | 40.3 | |
| Minimum (s) | 49.3 | 35.1 | 84.4 |

| Right Turns |
|---|
| Adj Reference Time (s) |
| Cross Thru Ref Time (s) |
| Oncoming Left Ref Time (s) |
| Combined (s) |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 70.3% | ICU Level of Service | C |

Reference Times and Phasing Options do not represent an optimized timing plan.

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 10 | 10 | 10 | 190 | 10 | 10 | 10 | 410 | 120 | 20 | 370 | 10 |
| Pedestrians | | | | | | | | | | | | |
| Ped Button | | | | | | | | | | | | |
| Pedestrian Timing (s) | | | | | | | | | | | | |
| Free Right | | | No | | | No | | | No | | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Green (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 0 | 30 | 0 | 190 | 10 | 10 | 10 | 530 | 0 | 20 | 370 | 10 |
| Lane Utilization Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Turning Factor (vph) | 0.95 | 0.93 | 0.85 | 0.95 | 1.00 | 0.85 | 0.95 | 0.97 | 0.85 | 0.95 | 1.00 | 0.85 |
| Saturated Flow (vph) | 0 | 1588 | 0 | 1615 | 1700 | 1445 | 1615 | 3127 | 0 | 1615 | 3237 | 1445 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Protected Option Allowed | | No | | | No | | | Yes | | | Yes | |
| Reference Time (s) | | | 0.0 | | | 0.8 | 0.7 | 20.3 | 0.0 | 1.5 | 13.7 | 0.8 |
| Adj Reference Time (s) | | | 0.0 | | | 8.0 | 8.0 | 24.3 | 0.0 | 8.0 | 17.7 | 8.0 |
| Permitted Option | | | | | | | | | | | | |
| Adj Saturation A (vph) | 0 | 258 | | 646 | 1700 | | 108 | 1563 | | 108 | 1618 | |
| Reference Time A (s) | 0.0 | 14.0 | | 35.3 | 0.7 | | 11.1 | 20.3 | | 22.3 | 13.7 | |
| Adj Saturation B (vph | 0 | 0 | | 0 | 1700 | | NA | NA | | NA | NA | |
| Reference Time B (s) | 8.7 | 10.3 | | 22.1 | 0.7 | | NA | NA | | NA | NA | |
| Reference Time (s) | | 10.3 | | | 22.1 | | | 20.3 | | | 22.3 | |
| Adj Reference Time (s) | | 14.3 | | | 26.1 | | | 24.3 | | | 26.3 | |
| Split Option | | | | | | | | | | | | |
| Ref Time Combined (s) | 0.0 | 2.3 | | 14.1 | 0.7 | | 0.7 | 20.3 | | 1.5 | 13.7 | |
| Ref Time Seperate (s) | 0.7 | 0.8 | | 14.1 | 0.7 | | 0.7 | 15.7 | | 1.5 | 13.7 | |
| Reference Time (s) | 2.3 | 2.3 | | 14.1 | 14.1 | | 20.3 | 20.3 | | 13.7 | 13.7 | |
| Adj Reference Time (s) | 8.0 | 8.0 | | 18.1 | 18.1 | | 24.3 | 24.3 | | 17.7 | 17.7 | |

| Summary | NW SE | NE SW | Combined |
|---|---|---|---|
| Protected Option (s) | NA | 32.3 | |
| Permitted Option (s) | 26.1 | 26.3 | |
| Split Option (s) | 26.1 | 42.1 | |
| Minimum (s) | 26.1 | 26.3 | 52.4 |

| Right Turns | NWR | SWR |
|---|---|---|
| Adj Reference Time (s) | 8.0 | 8.0 |
| Cross Thru Ref Time (s) | 24.3 | 18.1 |
| Oncoming Left Ref Time (s) | 8.0 | 8.0 |
| Combined (s) | 40.3 | 34.1 |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 43.7% | ICU Level of Service | A |

Reference Times and Phasing Options do not represent an optimized timing plan.

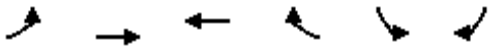
| Movement | NBL | NBT | NBR | SBL | SBT | SBR | SEL | SET | SER | NWL | NWT | NWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 10 | 30 | 70 | 30 | 30 | 40 | 30 | 180 | 20 | 75 | 160 | 20 |
| Pedestrians | | | | | | | | | | | | |
| Ped Button | | | | | | | | | | | | |
| Pedestrian Timing (s) | | | | | | | | | | | | |
| Free Right | | | No | | | No | | | No | | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 4.0 | 5.0 | 5.0 | 4.0 |
| Minimum Green (s) | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 10.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 10 | 30 | 70 | 30 | 30 | 40 | 30 | 200 | 0 | 75 | 180 | 0 |
| Lane Utilization Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Turning Factor (vph) | 0.95 | 1.00 | 0.85 | 0.95 | 1.00 | 0.85 | 0.95 | 0.98 | 0.85 | 0.95 | 0.98 | 0.85 |
| Saturated Flow (vph) | 1615 | 1700 | 1445 | 1615 | 1700 | 1445 | 1615 | 3188 | 0 | 1615 | 3183 | 0 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Protected Option Allowed | | Yes | | | Yes | | | Yes | | | Yes | |
| Reference Time (s) | 0.7 | 2.1 | 5.8 | 2.2 | 2.1 | 3.3 | 2.2 | 7.5 | 0.0 | 5.6 | 6.8 | 0.0 |
| Adj Reference Time (s) | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 15.0 | 9.0 | 12.5 | 0.0 | 10.6 | 11.8 | 0.0 |
| Permitted Option | | | | | | | | | | | | |
| Adj Saturation A (vph) | 108 | 1700 | | 108 | 1700 | | 108 | 1594 | | 108 | 1591 | |
| Reference Time A (s) | 11.1 | 2.1 | | 33.4 | 2.1 | | 33.4 | 7.5 | | 83.6 | 6.8 | |
| Adj Saturation B (vph | 0 | 1700 | | 0 | 1700 | | NA | NA | | NA | NA | |
| Reference Time B (s) | 8.7 | 2.1 | | 10.2 | 2.1 | | NA | NA | | NA | NA | |
| Reference Time (s) | | 8.7 | | | 10.2 | | | 33.4 | | | 83.6 | |
| Adj Reference Time (s) | | 15.0 | | | 15.2 | | | 38.4 | | | 88.6 | |
| Split Option | | | | | | | | | | | | |
| Ref Time Combined (s) | 0.7 | 2.1 | | 2.2 | 2.1 | | 2.2 | 7.5 | | 5.6 | 6.8 | |
| Ref Time Seperate (s) | 0.7 | 2.1 | | 2.2 | 2.1 | | 2.2 | 6.8 | | 5.6 | 6.0 | |
| Reference Time (s) | 2.1 | 2.1 | | 2.2 | 2.2 | | 7.5 | 7.5 | | 6.8 | 6.8 | |
| Adj Reference Time (s) | 15.0 | 15.0 | | 15.0 | 15.0 | | 12.5 | 12.5 | | 11.8 | 11.8 | |

| Summary | NB SB | NW SE | Combined |
|---|---|---|---|
| Protected Option (s) | 30.0 | 23.1 | |
| Permitted Option (s) | 15.2 | 88.6 | |
| Split Option (s) | 30.0 | 24.3 | |
| Minimum (s) | 15.2 | 23.1 | 38.3 |

| Right Turns | NBR | SBR |
|---|---|---|
| Adj Reference Time (s) | 15.0 | 15.0 |
| Cross Thru Ref Time (s) | 12.5 | 11.8 |
| Oncoming Left Ref Time (s) | 15.0 | 15.0 |
| Combined (s) | 42.5 | 41.8 |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 35.4% | ICU Level of Service | A |

Reference Times and Phasing Options do not represent an optimized timing plan.



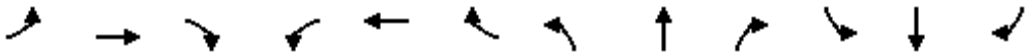
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 10 | 90 | 105 | 20 | 20 | 20 |
| Pedestrians | | | | | | |
| Ped Button | | | | | | |
| Pedestrian Timing (s) | | | | | | |
| Free Right | | | | No | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Green (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 10 | 90 | 125 | 0 | 40 | 0 |
| Lane Utilization Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Factor (vph) | 0.95 | 1.00 | 0.98 | 0.85 | 0.90 | 0.85 |
| Saturated Flow (vph) | 1615 | 1700 | 1659 | 0 | 1533 | 0 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | 0.00 | | 0.00 | |
| Protected Option Allowed | | Yes | Yes | | No | |
| Reference Time (s) | 0.7 | 6.4 | 9.0 | 0.0 | | 0.0 |
| Adj Reference Time (s) | 8.0 | 10.4 | 13.0 | 0.0 | | 0.0 |
| Permitted Option | | | | | | |
| Adj Saturation A (vph) | 108 | 1700 | 1659 | | 102 | |
| Reference Time A (s) | 11.1 | 6.4 | 9.0 | | 47.0 | |
| Adj Saturation B (vph | NA | NA | 1659 | | NA | |
| Reference Time B (s) | NA | NA | 9.0 | | NA | |
| Reference Time (s) | | 11.1 | 9.0 | | | |
| Adj Reference Time (s) | | 15.1 | 13.0 | | | |
| Split Option | | | | | | |
| Ref Time Combined (s) | 0.7 | 6.4 | 9.0 | | 3.1 | |
| Ref Time Seperate (s) | 0.7 | 6.4 | 7.6 | | 1.6 | |
| Reference Time (s) | 6.4 | 6.4 | 9.0 | | 3.1 | |
| Adj Reference Time (s) | 10.4 | 10.4 | 13.0 | | 8.0 | |

| Summary | EB WB | SB | Combined |
|---|---|---|---|
| Protected Option (s) | 21.0 | NA | |
| Permitted Option (s) | 15.1 | Err | |
| Split Option (s) | 23.4 | 8.0 | |
| Minimum (s) | 15.1 | 8.0 | 23.1 |

| Right Turns |
|---|
| Adj Reference Time (s) |
| Cross Thru Ref Time (s) |
| Oncoming Left Ref Time (s) |
| Combined (s) |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 19.3% | ICU Level of Service | A |

Reference Times and Phasing Options do not represent an optimized timing plan.



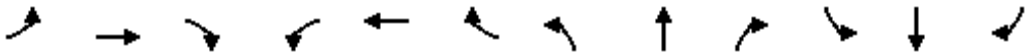
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 20 | 170 | 100 | 46 | 124 | 20 | 80 | 9 | 76 | 30 | 9 | 21 |
| Pedestrians | | | | | | | | | | | | |
| Ped Button | | | | | | | | | | | | |
| Pedestrian Timing (s) | | | | | | | | | | | | |
| Free Right | | | No | | | No | | | No | | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Green (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 20 | 270 | 0 | 46 | 144 | 0 | 0 | 165 | 0 | 0 | 60 | 0 |
| Lane Utilization Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Turning Factor (vph) | 0.95 | 0.94 | 0.85 | 0.95 | 0.98 | 0.85 | 0.95 | 0.91 | 0.85 | 0.95 | 0.92 | 0.85 |
| Saturated Flow (vph) | 1615 | 3057 | 0 | 1615 | 3169 | 0 | 0 | 1544 | 0 | 0 | 1570 | 0 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Protected Option Allowed | | Yes | | | Yes | | | No | | | No | |
| Reference Time (s) | 1.5 | 10.6 | 0.0 | 3.4 | 5.5 | 0.0 | | | 0.0 | | | 0.0 |
| Adj Reference Time (s) | 8.0 | 14.6 | 0.0 | 8.0 | 9.5 | 0.0 | | | 0.0 | | | 0.0 |
| Permitted Option | | | | | | | | | | | | |
| Adj Saturation A (vph) | 108 | 1528 | | 108 | 1585 | | 0 | 1249 | | 0 | 1235 | |
| Reference Time A (s) | 22.3 | 10.6 | | 51.3 | 5.5 | | 0.0 | 15.9 | | 0.0 | 5.8 | |
| Adj Saturation B (vph | NA | NA | | NA | NA | | 0 | 0 | | 0 | 0 | |
| Reference Time B (s) | NA | NA | | NA | NA | | 13.9 | 20.8 | | 10.2 | 12.6 | |
| Reference Time (s) | | 22.3 | | | 51.3 | | | 15.9 | | | 5.8 | |
| Adj Reference Time (s) | | 26.3 | | | 55.3 | | | 19.9 | | | 9.8 | |
| Split Option | | | | | | | | | | | | |
| Ref Time Combined (s) | 1.5 | 10.6 | | 3.4 | 5.5 | | 0.0 | 12.8 | | 0.0 | 4.6 | |
| Ref Time Seperate (s) | 1.5 | 6.7 | | 3.4 | 4.7 | | 5.9 | 0.7 | | 2.2 | 0.7 | |
| Reference Time (s) | 10.6 | 10.6 | | 5.5 | 5.5 | | 12.8 | 12.8 | | 4.6 | 4.6 | |
| Adj Reference Time (s) | 14.6 | 14.6 | | 9.5 | 9.5 | | 16.8 | 16.8 | | 8.6 | 8.6 | |

| Summary | EB WB | NB SB | Combined |
|---|---|---|---|
| Protected Option (s) | 22.6 | NA | |
| Permitted Option (s) | 55.3 | 19.9 | |
| Split Option (s) | 24.1 | 25.4 | |
| Minimum (s) | 22.6 | 19.9 | 42.5 |

| Right Turns |
|---|
| Adj Reference Time (s) |
| Cross Thru Ref Time (s) |
| Oncoming Left Ref Time (s) |
| Combined (s) |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 35.4% | ICU Level of Service | A |

Reference Times and Phasing Options do not represent an optimized timing plan.



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 30 | 200 | 40 | 40 | 170 | 50 | 30 | 200 | 30 | 30 | 210 | 30 |
| Pedestrians | | | | | | | | | | | | |
| Ped Button | | | | | | | | | | | | |
| Pedestrian Timing (s) | | | | | | | | | | | | |
| Free Right | | | No | | | No | | | No | | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 5.4 | 5.4 | 4.0 | 5.4 | 5.4 | 4.0 | 5.0 | 6.0 | 4.0 | 5.0 | 6.0 | 4.0 |
| Minimum Green (s) | 10.0 | 10.0 | 4.0 | 10.0 | 10.0 | 4.0 | 9.0 | 12.0 | 4.0 | 9.0 | 12.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 30 | 240 | 0 | 40 | 220 | 0 | 30 | 230 | 0 | 30 | 240 | 0 |
| Lane Utilization Factor | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Turning Factor (vph) | 0.95 | 0.97 | 0.85 | 0.95 | 0.97 | 0.85 | 0.95 | 0.98 | 0.85 | 0.95 | 0.98 | 0.85 |
| Saturated Flow (vph) | 1615 | 3156 | 0 | 1615 | 3126 | 0 | 1615 | 3173 | 0 | 1615 | 3176 | 0 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Protected Option Allowed | | Yes | | | Yes | | | Yes | | | Yes | |
| Reference Time (s) | 2.2 | 9.1 | 0.0 | 3.0 | 8.4 | 0.0 | 2.2 | 8.7 | 0.0 | 2.2 | 9.1 | 0.0 |
| Adj Reference Time (s) | 15.4 | 15.4 | 0.0 | 15.4 | 15.4 | 0.0 | 14.0 | 18.0 | 0.0 | 14.0 | 18.0 | 0.0 |
| Permitted Option | | | | | | | | | | | | |
| Adj Saturation A (vph) | 108 | 1578 | | 108 | 1563 | | 108 | 1587 | | 108 | 1588 | |
| Reference Time A (s) | 33.4 | 9.1 | | 44.6 | 8.4 | | 33.4 | 8.7 | | 33.4 | 9.1 | |
| Adj Saturation B (vph | NA | NA | | NA | NA | | NA | NA | | NA | NA | |
| Reference Time B (s) | NA | NA | | NA | NA | | NA | NA | | NA | NA | |
| Reference Time (s) | | 33.4 | | | 44.6 | | | 33.4 | | | 33.4 | |
| Adj Reference Time (s) | | 38.8 | | | 50.0 | | | 39.4 | | | 39.4 | |
| Split Option | | | | | | | | | | | | |
| Ref Time Combined (s) | 2.2 | 9.1 | | 3.0 | 8.4 | | 2.2 | 8.7 | | 2.2 | 9.1 | |
| Ref Time Seperate (s) | 2.2 | 7.6 | | 3.0 | 6.5 | | 2.2 | 7.6 | | 2.2 | 7.9 | |
| Reference Time (s) | 9.1 | 9.1 | | 8.4 | 8.4 | | 8.7 | 8.7 | | 9.1 | 9.1 | |
| Adj Reference Time (s) | 15.4 | 15.4 | | 15.4 | 15.4 | | 18.0 | 18.0 | | 18.0 | 18.0 | |

| Summary | EB WB | NB SB | Combined |
|---|---|---|---|
| Protected Option (s) | 30.8 | 32.0 | |
| Permitted Option (s) | 50.0 | 39.4 | |
| Split Option (s) | 30.8 | 36.0 | |
| Minimum (s) | 30.8 | 32.0 | 62.8 |

| Right Turns |
|---|
| Adj Reference Time (s) |
| Cross Thru Ref Time (s) |
| Oncoming Left Ref Time (s) |
| Combined (s) |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 52.3% | ICU Level of Service | A |

Reference Times and Phasing Options do not represent an optimized timing plan.

| Movement | SEL | SET | SER | NWL | NWT | NWR | NEL | NET | NER | SWL | SWT | SWR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 10 | 10 | 10 | 90 | 10 | 10 | 10 | 230 | 90 | 10 | 260 | 10 |
| Pedestrians | | | | | | | | | | | | |
| Ped Button | | | | | | | | | | | | |
| Pedestrian Timing (s) | | | | | | | | | | | | |
| Free Right | | | No | | | No | | | No | | | No |
| Ideal Flow | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 | 1700 |
| Lost Time (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Minimum Green (s) | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |
| Refr Cycle Length (s) | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 | 120 |
| Volume Combined (vph) | 0 | 30 | 0 | 90 | 10 | 10 | 10 | 320 | 0 | 10 | 260 | 10 |
| Lane Utilization Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 |
| Turning Factor (vph) | 0.95 | 0.93 | 0.85 | 0.95 | 1.00 | 0.85 | 0.95 | 0.96 | 0.85 | 0.95 | 1.00 | 0.85 |
| Saturated Flow (vph) | 0 | 1588 | 0 | 1615 | 1700 | 1445 | 1615 | 3100 | 0 | 1615 | 3237 | 1445 |
| Ped Intf Time (s) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Pedestrian Frequency (%) | | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | |
| Protected Option Allowed | | No | | | No | | | Yes | | | Yes | |
| Reference Time (s) | | | 0.0 | | | 0.8 | 0.7 | 12.4 | 0.0 | 0.7 | 9.6 | 0.8 |
| Adj Reference Time (s) | | | 0.0 | | | 8.0 | 8.0 | 16.4 | 0.0 | 8.0 | 13.6 | 8.0 |
| Permitted Option | | | | | | | | | | | | |
| Adj Saturation A (vph) | 0 | 258 | | 646 | 1700 | | 108 | 1550 | | 108 | 1618 | |
| Reference Time A (s) | 0.0 | 14.0 | | 16.7 | 0.7 | | 11.1 | 12.4 | | 11.1 | 9.6 | |
| Adj Saturation B (vph | 0 | 0 | | 0 | 1700 | | NA | NA | | NA | NA | |
| Reference Time B (s) | 8.7 | 10.3 | | 14.7 | 0.7 | | NA | NA | | NA | NA | |
| Reference Time (s) | | 10.3 | | | 14.7 | | | 12.4 | | | 11.1 | |
| Adj Reference Time (s) | | 14.3 | | | 18.7 | | | 16.4 | | | 15.1 | |
| Split Option | | | | | | | | | | | | |
| Ref Time Combined (s) | 0.0 | 2.3 | | 6.7 | 0.7 | | 0.7 | 12.4 | | 0.7 | 9.6 | |
| Ref Time Seperate (s) | 0.7 | 0.8 | | 6.7 | 0.7 | | 0.7 | 8.9 | | 0.7 | 9.6 | |
| Reference Time (s) | 2.3 | 2.3 | | 6.7 | 6.7 | | 12.4 | 12.4 | | 9.6 | 9.6 | |
| Adj Reference Time (s) | 8.0 | 8.0 | | 10.7 | 10.7 | | 16.4 | 16.4 | | 13.6 | 13.6 | |

| Summary | NW SE | NE SW | Combined |
|---|---|---|---|
| Protected Option (s) | NA | 24.4 | |
| Permitted Option (s) | 18.7 | 16.4 | |
| Split Option (s) | 18.7 | 30.0 | |
| Minimum (s) | 18.7 | 16.4 | 35.1 |

| Right Turns | NWR | SWR |
|---|---|---|
| Adj Reference Time (s) | 8.0 | 8.0 |
| Cross Thru Ref Time (s) | 16.4 | 10.7 |
| Oncoming Left Ref Time (s) | 8.0 | 8.0 |
| Combined (s) | 32.4 | 26.7 |

| Intersection Summary | | | |
|---|---|---|---|
| Intersection Capacity Utilization | 29.2% | ICU Level of Service | A |

Reference Times and Phasing Options do not represent an optimized timing plan.