



Consulting

1396 White Bridge Road

Chittenango, NY 13037

Tel: (315) 391-5110 Fax: (315) 687-6267

December 30, 2025

J. Alberici & Sons, Inc.
3535 Timber Banks Parkway
Baldwinsville, NY 13027

Attn: Mr. Joseph Alberici

**Re: Traffic Impact Assessment – Proposed Hinerwadel’s Site Redevelopment
5300 West Taft Road – Town of Clay, NY**

Dear Mr. Alberici:

I have completed my review of traffic operations associated with the proposed Hinerwadel’s site redevelopment at 5300 West Taft Road in the Town of Clay, NY. This letter summarizes the work completed in this review as well as my findings.

Project Understanding

The proposed development is located on the south side of West Taft Road with approximately 750 feet of road frontage between Hazlehurst Avenue and Dormar Drive in the Town of Clay, NY. The Hinerwadel’s site has been closed since 2018. The proposed redevelopment includes 85 single family homes, a 10,000 SF daycare facility, and a 10,000 SF office building. Access to the development is proposed via one full access driveway on West Taft Road opposite Rockland Drive, and via the extension of Wally Road to/from NYS Route 11.

A site layout plan developed by CHA, dated July 31st, 2025 has been attached.

Data Collection

Site visits were conducted on Thursday – November 20th and Saturday – November 22nd, 2025 to collect the following:

- Existing Traffic Volume Counts – Traffic turning movement counts were collected at the five signalized intersections of West Taft Road with Buckley Road, Allen Road, Teacher’s Drive, NYS Route 11, and South Bay Road. Turning movement counts were also collected at the seven unsignalized intersections of West Taft Road with Pine Tree Drive, Willow Road, Crystal Drive, Fay Park Drive, Dormar Drive, Rockland Drive, and Hazlehurst Avenue, as well as the unsignalized intersection of NYS Route 11 with Wally Road. The traffic counts were completed during the weekday morning (7-9am), midday (11am-1pm) and evening (4-6pm) peak travel periods on the 20th, as well as the during the Saturday midday (11am-1pm) peak travel period on the 22nd to ensure that the actual peak hours of the adjacent streets were captured. The traffic counts included separate heavy vehicle counts per direction and pedestrians. There were minor pedestrian volumes during the traffic count periods and all area

Mr. Alberici
December 30, 2025
Page 2 of 16

**Re: Traffic Impact Assessment – Proposed Hinerwadel’s Site Redevelopment
5300 West Taft Road – Town of Clay, NY**

schools were in session.

- West Taft Road and NYS Route 11 Gap Data – Gap data was collected to assess the ability for vehicles to turn in and out of the proposed site driveway on West Taft Road and Wally Road on NYS Route 11. In order for a vehicle to turn right out of the site, or left into the site, the vehicle only requires a gap in the eastbound direction on West Taft Road or southbound direction on NYS Route 11. A vehicle requires a gap in traffic in both directions at the same time to turn left out of the site driveway onto West Taft Road or left out of Wally Road onto NYS Route 11. These gaps in traffic were observed and timed on West Taft Road at Rockland Drive and on NYS Route 11 at Wally Road during the traffic count periods. The gaps were then converted to a number of vehicles that could turn left or right out of the proposed site during each gap and then totaled for the peak hour. For example, one vehicle can turn from the driveway with a 6-9 second gap in traffic, two can turn with a 10-13 second gap, 3 with a 14-17 second gap, 4 with an 18-19 second gap, etc.
- Spot Speed Measurements – 50 speed measurements were collected in each direction on West Taft Road passing the site and on NYS Route 11 passing Wally Road to identify average and 85th percentile operating speeds in the area. The data was collected for free flow traffic during off-peak times. The weather was sunny and the roadway was dry.
- Sight Distance Measurements – Sight lines looking east/west along West Taft Road from the proposed site driveway, and north/south along NYS Route 11 from Wally Road were collected for comparison to design standards in order to confirm that adequate sight lines are available for safe ingress and egress from the site.
- Operational Data - Other data needed to evaluate traffic operations, such as intersection geometry, control, and speeds limits were also collected. Existing signal timing data was obtained from NYSDOT and OCDOT to ensure that the signals were properly modeled.

Existing Operations

West Taft Road has two lanes in each direction through the study area with auxiliary eastbound left turn lanes at each of the signalized intersections. There are also auxiliary westbound left turn lanes at all of the signalized study area intersections except Allen Road. West Taft Road has a third westbound through lane through the South Bay, Route 11 and Teacher’s Drive intersection, which drops 250 feet to the west of Teacher’s Drive. There is an auxiliary westbound right turn lane at Route 11 and an auxiliary eastbound right turn lane at Buckley Road.

Buckley Road, Route 11, and South Bay Road all have two through lanes with auxiliary left turn lanes on each approach to West Taft Road. Route 11 also has an auxiliary southbound right turn lane. Teacher’s Drive has a shared left/through lane and a right turn lane opposite two through lanes exiting

**Re: Traffic Impact Assessment – Proposed Hinerwadel’s Site Redevelopment
5300 West Taft Road – Town of Clay, NY**

former Rite Aid at West Taft Road. Allen Road has a shared left/through lane and a right turn lane opposite a single lane exiting Hafner’s at West Taft Road. All of the unsignalized roadways in the study area have single lanes approaching West Taft Road and NYS Route 11 with stop control on the side streets and free flow operations on West Taft Road and NYS Route 11.

The intersection geometry at each intersection in the study area is summarized in the attached Figure 1.

Based on the traffic counts collected, the peak hours were identified as follows:

Weekday Morning Peak Hour – 7:15-8:15am
Weekday Midday Peak Hour – 11:45am-12:45pm
Weekday Evening Peak Hour – 4:15pm to 5:15pm
Saturday Peak Hour – 11:15am-12:15pm

The 2025 existing traffic volumes collected in November are shown in the attached Figures 2-5 for four peak hours.

The existing traffic counts were reviewed and compared to historical traffic volume data on West Taft Road and NYS Route 11 to identify necessary adjustments, if any, to account for seasonal variations. Specifically, June 20th-22nd, 2023 directional traffic counts on West Taft Road to the west of Rockland Drive and September 19th-20th, 2023 directional traffic counts on NYS Route 11 to the south of the study area were taken from the NYSDOT Traffic Data Viewer website and reviewed.

The averaged June 2023 traffic counts on West Taft Road had 696 vehicles eastbound/599 vehicles westbound during the weekday morning peak hour, 838 vehicles eastbound/831 vehicles westbound during the weekday midday peak hour, and 841 vehicles eastbound/977 vehicles westbound during the weekday evening peak hour passing the site. Based on the 2025 counts collected for this study, there were 824 vehicles eastbound/695 vehicles westbound during the weekday morning peak hour, 837 vehicles eastbound/841 vehicles westbound during the weekday midday peak hour, and 930 vehicles eastbound/1011 vehicles westbound during the weekday evening peak hour passing the site. The combined directional counts collected in 2025 are 17% higher than the 2023 counts during the morning peak hour, 1% higher than the 2023 counts during the midday peak hour, and 7% higher than the 2023 counts during the evening peak hour.

The averaged September 2023 traffic counts on NYS Route 11 had 303 vehicles northbound/566 vehicles southbound during the weekday morning peak hour, 592 vehicles northbound/642 vehicles southbound during the weekday midday peak hour, and 843 vehicles northbound/614 vehicles southbound during the weekday evening peak hour to the south of Wally Road. Based on the 2025 counts collected for this study, there were 375 vehicles northbound/705 vehicles southbound during the weekday morning peak hour, 678 vehicles northbound/756 vehicles southbound during the weekday midday peak hour, and 785 vehicles northbound/700 vehicles southbound during the weekday evening

**Re: Traffic Impact Assessment – Proposed Hinerwadel’s Site Redevelopment
5300 West Taft Road – Town of Clay, NY**

peak hour. The combined directional counts collected in 2025 are 24% higher than the 2023 counts during the morning peak hour, 16% higher than the 2023 counts during the midday peak hour, and 2% higher than the 2023 counts during the evening peak hour.

The historical count data and the 2025 traffic count data have been attached.

Since the 2025 traffic counts collected in November are notably higher than the 2023 June counts on West Taft Road and notably higher than the September 2023 traffic counts on NYS Route 11 during all three weekday peak hours, there were no adjustments made to the existing traffic volumes for this study.

Based on the gap data collected, there are sufficient gaps in traffic to accommodate approximately 300 or more vehicles turning right onto West Taft Road from the site driveway during the four peak hours. There are sufficient gaps to accommodate approximately 168 vehicles turning left onto West Taft Road during the morning peak hour, 131 vehicles turning left during the midday peak hour, 110 vehicles turning left during the evening peak hour, and 157 vehicles turning left during the Saturday midday peak hour. Based on the gap data collected, there are sufficient gaps in traffic to accommodate approximately 300 or more vehicles turning right onto NYS Route 11 from Wally Road during the four peak hours. There are sufficient gaps to accommodate approximately 194 vehicles turning left onto NYS Route 11 during the morning peak hour, 81 vehicles turning left during the midday peak hour, 80 vehicles turning left during the evening peak hour, and 77 vehicles turning left during the Saturday midday peak hour. It is noted that the gap data does not account for two lanes in each direction passing the site on West Taft Road and passing Wally Road on NYS Route 11. While the gap analysis looks only at the scenario when both lanes in a direction are clear, traffic dispersion over the two lanes can result in additional acceptable gaps for side street traffic. For example, a vehicle can still turn right out of the development when a vehicle is in the inside lane. The actual number of gaps would be slightly higher than shown. The gap data is attached.

The posted speed limits passing the site are 35 mph on both West Taft Road and NYS Route 11. The speed data collected indicates that the average speeds passing the site on West Taft Road are 42 mph eastbound and 43 mph westbound. The 85th percentile speeds based on the data collected are 45 mph eastbound and 45 mph westbound on West Taft Road. The average speeds passing Wally Road on NYS Route 11 are 36 mph northbound/33 mph southbound with 85th percentile speeds of 38 mph northbound/35 mph southbound. The speed data has been attached.

The following table provides a summary of the recommended sight distances along West Taft Road and NYS Route 11 from the AASHTO A Policy on Design of Highways and Streets as well as the available sight distances based on field measurements. The speed limit in the area is 35 mph on both roadways, however the speed data collected indicates that the operating speed is closer to 45 mph on West Taft Road and 40 mph on NYS Route 11. Therefore 45 mph was used for the sight distance review on West Taft Road and 40mph was used on NYS Route 11. The recommended sight distances

**Re: Traffic Impact Assessment – Proposed Hinerwadel’s Site Redevelopment
5300 West Taft Road – Town of Clay, NY**

for left turn movements onto West Taft Road have been adjusted to account for the additional lane that must be crossed when exiting the site. The recommended sight distances for left turn movements onto NYS Route 11 have been adjusted to account for the additional three lane widths that must be crossed when exiting Wally Road.

Sight Distance Summary

Location	Operating Speed	Direction	AASHTO Recommended Sight Distance	Available Sight Distance
Site Access @ West Taft Road – Turning Left	45 mph	Looking Left Looking Right	530 feet 530 feet	1,200+ feet 1,200+ feet
Site Access @ West Taft Road – Turning Right	45 mph	Looking Left	430 feet	1,200+ feet
Wally Road @ NYS Route 11 – Turning Left	40 mph	Looking Left Looking Right	530 feet 530 feet	900+ feet 900+ feet
Wally Road @ NYS Route 11 – Turning Right	40 mph	Looking Left	385 feet	900+ feet

There are more than adequate sight distances available at both the proposed West Taft Road driveway and Wally Road at NYS Route 11 looking in both directions. There are no concerns with sight distances and safety for ingress and egress from the proposed site driveways.

Capacity analysis of the existing traffic operations was completed using Synchro12, an industry accepted standard for the analysis of both signalized and unsignalized intersections that is based on methodologies developed in the Highway Capacity Manual. Intersection and individual movement operations are graded in terms of Level of Service ranging from A to F, as described in the HCM. For example, an unsignalized intersection movement with an average delay of 5 seconds per vehicle is considered a Level of Service A while an average delay per vehicle of 20 seconds is considered a C. A Level of Service D or better is generally considered acceptable for a signalized intersection while a Level of Service E or better is generally considered acceptable for an unsignalized intersection.

The results of the Synchro capacity analysis indicate that all traffic movements at the signalized intersections along West Taft Road are generally operating at acceptable Levels of Service D or better during the four time periods with the following exceptions.

Morning Peak Hour

- NYS Route 11 intersection – WB Left – LOS E

**Re: Traffic Impact Assessment – Proposed Hinerwadel’s Site Redevelopment
5300 West Taft Road – Town of Clay, NY**

Midday Peak Hour

- Route 11 intersection – EB Left – LOS E, WB Left – LOS F
- South Bay intersection – EB Left, WB Left, NB Left & SB Left – LOS E

Evening Peak Hour

- Buckley intersection – EB Left, WB Left, NB Left & SB Left – LOS E
- Route 11 intersection – EB Left & SB Through – LOS E, WB Left – LOS F
- South Bay intersection – EB Left, WB Left, NB Left & SB Left – LOS E

Saturday Peak Hour

- Route 11 intersection – EB Left, WB Left – LOS E
- South Bay intersection – EB Left, WB Left, NB Left & SB Left – LOS E

The longer delays with Level of Service E/F for the left turn movements at Buckley Road, Route 11 and South Bay Road are a result of the longer signal cycle lengths and the left turn movements being protected only. They are not indicative of an actual capacity concern.

The unsignalized residential roadways along West Taft Road in the vicinity of the site are all operating at acceptable Level of Service E or better during the four peak hours. The Wally Road approach to NYS Route 11 is operating at Level of Service D or better during the four peak hours.

The detailed Level of Service summary, Queue summary and capacity analysis printouts have been attached.

Accident Analysis

An accident analysis was completed for the West Taft Road from Buckley Road to South Bay Road, and for NYS Route 11 from West Taft Road to Wally Road, using history reports obtained for a three year period from March 2022 through February 2025. Over the three year period, there were 163 total accidents in the study area.

The Safety Performance Function (SPF) Parameters for Intersections, Ramps, and Segments spreadsheet provided by NYSDOT was used to calculate the Level of Service of Safety (LOSS) for each intersection and road segment in the study area based on the estimated AADT volumes and observed number of accidents at each location. The LOSS ratings of 1-4 identify how the intersection or segment compares to the statewide averages with respect to the difference between the observed crashes and the predicted crash frequency. The following provides a description of the four LOSS ratings:

**Re: Traffic Impact Assessment – Proposed Hinerwadel’s Site Redevelopment
5300 West Taft Road – Town of Clay, NY**

- LOSS 1 – Greater than 90th percentile
- LOSS 2 – 50th to 90th percentile
- LOSS 3 – 10th to 50th percentile
- LOSS 4 – Less than 10th percentile

West Taft Road @ NYS Route 11 – 42 accidents - Of the 42 accidents at the West Taft Road/NYS Route 11 intersection, 27 were rearend accidents, 5 were left turn accidents, 4 were right angle accidents, 3 were sideswipe accidents, and 3 were fixed object accidents. Based on intersection geometry and annual average daily traffic volumes, the predicted NYSDOT Safety Performance Function is 5.73 total accidents per year and 2.39 injury/fatality accidents per year. The calculated number of total accidents per year were 14.00. The calculated number of injury/fatality accidents per year were 1.66. This intersection has been identified to have a LOSS 4 rating based on total accident history and LOSS 2 rating based on injury accident history. This is considered a high accident location with low accident severity.

West Taft Road @ Buckley Road – 19 Accidents - Of the 19 accidents at the West Taft Road/Buckley Road intersection, 9 were rearend accidents, 5 were sideswipe accidents, 2 were right turn accidents, 2 were fixed object accidents, and 1 was a right angle accident. Based on intersection geometry and annual average daily traffic volumes, the predicted NYSDOT Safety Performance Function is 7.72 total accidents per year and 3.24 injury/fatality accidents per year. The calculated number of total accidents per year were 6.33. The calculated number of injury/fatality accidents per year were 1.00. This intersection has been identified to have a LOSS 2 rating based on total accident history and LOSS 2 rating based on injury accident history. This is not a severe accident location.

West Taft Road @ South Bay Road – 12 Accidents - Of the 12 accidents at the West Taft Road/South Bay Road intersection, 5 were rearend accidents, 3 were left turn accidents, 2 were sideswipe accidents, and 2 were backing accidents. Based on intersection geometry and annual average daily traffic volumes, the predicted NYSDOT Safety Performance Function is 6.04 total accidents per year and 2.51 injury/fatality accidents per year. The calculated number of total accidents per year were 4.00. The calculated number of injury/fatality accidents per year were 1.33. This intersection has been identified to have a LOSS 2 rating based on total accident history and LOSS 2 rating based on injury accident history. This is not a severe accident location.

West Taft Road @ Allen Road – 23 Accidents - Of the 23 accidents at the West Taft Road/Allen Road intersection, 10 were rearend accidents, 5 were sideswipe accidents, 4 were right angle accidents, 2 were left turn accidents, 1 was a right turn accident, and 1 was a fixed object accident. Based on intersection geometry and annual average daily traffic volumes, the predicted NYSDOT Safety Performance Function is 3.95 total accidents per year and 1.65 injury/fatality accidents per year. The calculated number of total accidents per year were 7.66. The calculated number of injury/fatality accidents per year were 1.66. This intersection has been identified to have a LOSS 3 rating based on

**Re: Traffic Impact Assessment – Proposed Hinerwadel’s Site Redevelopment
5300 West Taft Road – Town of Clay, NY**

total accident history and LOSS 3 rating based on injury accident history. This is not a severe accident location.

West Taft Road @ Teachers Drive – 7 Accidents - Of the 7 accidents at the West Taft Road/Teacher’s Drive intersection, 6 were rearend accidents and 1 was a left turn accident. Based on intersection geometry and annual average daily traffic volumes, the predicted NYSDOT Safety Performance Function is 3.04 total accidents per year and 1.27 injury/fatality accidents per year. The calculated number of total accidents per year were 2.33. The calculated number of injury/fatality accidents per year were 0.00. This intersection has been identified to have a LOSS 2 rating based on total accident history and LOSS 2 rating based on injury accident history. This is not a severe accident location.

West Taft Road @ Hazelhurst Avenue – 5 Accidents – Included 2 rearend accidents, 1 left turn accident, 1 sideswipe accident, and 1 right angle accident. Based on intersection geometry and annual average daily traffic volumes, the predicted NYSDOT Safety Performance Function is 0.87 total accidents per year and 0.28 injury/fatality accidents per year. The calculated number of total accidents per year were 1.66. The calculated number of injury/fatality accidents per year were 0.00. This intersection has been identified to have a LOSS 3 rating based on total accident history and LOSS 2 rating based on injury accident history. This is not a severe accident location.

West Taft Road @ Dormar Drive – 2 Accident. Included 1 right angle accident and 1 backing accident. Based on intersection geometry and annual average daily traffic volumes, the predicted NYSDOT Safety Performance Function is 0.58 total accidents per year and 0.21 injury/fatality accidents per year. The calculated number of total accidents per year were 0.66. The calculated number of injury/fatality accidents per year were 0.00. This intersection has been identified to have a LOSS 3 rating based on total accident history and LOSS 2 rating based on injury accident history. This is not a severe accident location.

West Taft Road @ Pine Tree Drive – 1 Rearend Accident – Based on intersection geometry and annual average daily traffic volumes, the predicted NYSDOT Safety Performance Function is 0.48 total accidents per year and 0.15 injury/fatality accidents per year. The calculated number of total accidents per year were 0.33. The calculated number of injury/fatality accidents per year were 0.00. This intersection has been identified to have a LOSS 2 rating based on total accident history and LOSS 2 rating based on injury accident history. This is not a severe accident location.

West Taft Road @ Rockland Drive – 1 Sideswipe Accident. Based on intersection geometry and annual average daily traffic volumes, the predicted NYSDOT Safety Performance Function is 0.30 total accidents per year and 0.15 injury/fatality accidents per year. The calculated number of total accidents per year were 0.33. The calculated number of injury/fatality accidents per year were 0.00. This intersection has been identified to have a LOSS 3 rating based on total accident history and LOSS 2 rating based on injury accident history. This is not a severe accident location.

**Re: Traffic Impact Assessment – Proposed Hinerwadel’s Site Redevelopment
5300 West Taft Road – Town of Clay, NY**

West Taft Road @ Fay Park Drive – 1 Rearend Accident – Based on intersection geometry and annual average daily traffic volumes, the predicted NYSDOT Safety Performance Function is 0.80 total accidents per year and 0.25 injury/fatality accidents per year. The calculated number of total accidents per year were 0.33. The calculated number of injury/fatality accidents per year were 0.00. This intersection has been identified to have a LOSS 2 rating based on total accident history and LOSS 2 rating based on injury accident history. This is not a severe accident location.

NYS Route 11 @ Wally Road – 1 Rearend Accident – Based on intersection geometry and annual average daily traffic volumes, the predicted NYSDOT Safety Performance Function is 0.58 total accidents per year and 0.17 injury/fatality accidents per year. The calculated number of total accidents per year were 0.33. The calculated number of injury/fatality accidents per year were 0.00. This intersection has been identified to have a LOSS 2 rating based on total accident history and LOSS 2 rating based on injury accident history. This is not a severe accident location.

There were 29 midblock accidents along West Taft Road including 15 sideswipe accidents, 6 rearend accidents, 2 right angle accidents, 2 fixed object accidents, 2 left turn accidents, 1 animal related accident, and 1 pedestrian accident. Based on roadway geometry and annual average daily traffic volumes, the predicted NYSDOT Safety Performance Function is 16.37 total accidents per year and 3.25 injury/fatality accidents per year. The calculated number of total accidents per year were 9.66. The calculated number of injury/fatality accidents per year were 1.66. This segment has been identified to have a LOSS 2 rating based on total accident history and LOSS 2 rating based on injury accident history. This roadway section is not considered a severe accident location.

There were 11 midblock accidents along NYS Route 11 including 4 rearend accidents, 4 sideswipe accidents, 1 left turn accident, 1 right turn accident, and 1 fixed object accident. Based on roadway geometry and annual average daily traffic volumes, the predicted NYSDOT Safety Performance Function is 3.31 total accidents per year and 0.66 injury/fatality accidents per year. The calculated number of total accidents per year were 3.66. The calculated number of injury/fatality accidents per year were 1.00. This segment has been identified to have a LOSS 3 rating based on total accident history and LOSS 3 rating based on injury accident history. This roadway section is not considered a severe accident location.

There were 9 accidents in area parking lots included in the data.

Overall, 138 (85%) of the accidents in the study area were property damage only accidents with 25 injury accidents and no fatality accidents.

105 of the accidents (64%) were either rearend or sideswipe accidents, which are typical for higher volume urban corridors with multiple lanes in each direction. There are no other distinct patterns noted.

**Re: Traffic Impact Assessment – Proposed Hinerwadel’s Site Redevelopment
5300 West Taft Road – Town of Clay, NY**

2028 Background Operations

The proposed Hinerwadel’s site redevelopment is assumed to be completed by 2028, therefore 2028 was used as the design year for this study. In order to fully understand the impacts of the development on the adjacent roadway system, analysis of the operations immediately before the project opening must first be completed. The existing traffic volumes were first adjusted by a growth rate to account for any unknown development that may occur prior to completion of the project.

Historical traffic volumes along West Taft Road between Buckley Road and NYS Route 11, and Along NYS Route 11 between West Taft Road and I-81, were taken from the NYSDOT Traffic Data Viewer website and reviewed in order to identify an appropriate background growth rate. The long term growth rates have been negative on West Taft Road around -1.6% per year and negative on NYS Route 11 around -1.2% per year between 2015 and 2024, therefore a positive 0.5% per year growth was chosen and used to grow the 2025 existing traffic volumes to the 2028 base condition for a conservative analysis. The 2028 base traffic volumes with 0.5% growth per year (1.5% total) are shown in Figures 6-9.

In addition to unknown growth that may occur in the area, specific site generated trips associated with known or approved development must also be incorporated into the growth projections. Trips associated with the approved Byrne Dairy development on Buckley Road were taken from the May 7th, 2025 traffic study completed by GTS Consulting and are summarized in Figures 10-11. Trips associated with the approved Northern Credit Union on Wintersweet Drive were taken from the April 6th, 2025 traffic study completed by GTS Consulting and are summarized in Figures 12-13.

The 2028 background traffic volumes with growth and approved developments are shown in Figures 15-18 for the four peak hours.

The Synchro capacity analysis of the 2028 background condition shows minor increases in delay at the study area intersections during the four peak hours studied. Levels of Service generally remain the same as the existing condition with the following minor exceptions:

Morning Peak Hour

- Buckley Road @ West Taft Road
 - EB Right – LOS A to B - +3 seconds average delay
- NYS Route 11 @ West Taft Road
 - EB Left – LOS D to E - +1 second average delay

Midday Peak Hour

- Buckley Road @ West Taft Road
 - Overall Intersection – LOS C to D - +1 second average delay
 - SB Through/Right – LOS C to D - +2 seconds average delay

**Re: Traffic Impact Assessment – Proposed Hinerwadel’s Site Redevelopment
5300 West Taft Road – Town of Clay, NY**

- Willow Road @ West Taft Road
 - NB Left/Right – LOS C to D - +1 second average delay
- Dormar Drive @ West Taft Road
 - SB Left/Right – LOS C to D - +1 second average delay

Evening Peak Hour

- Hazlehurst Avenue @ West Taft Road
 - SB Left/Right – LOS E to F - +5 seconds average delay

The detailed Level of Service summary, Queue summary and capacity analysis printouts have been attached.

Trip Generation Estimate and Distribution

The proposed development includes a 85 single family homes, a 10,000 SF daycare facility, and a 10,000 SF office building. Trips generated by the proposed development were estimated using the ITE Trip Generation, 12th Edition, which is the industry accepted standard for estimating traffic generated by new developments. Land Use 210 – Single-Family Detached Housing, Land Use 565 – Day Care Center, and Land Use 710 – General Office Building were used for the estimate.

The following table summarizes the trip generation estimate for the proposed Hinerwadel’s site redevelopment.

Trip Generation Summary

	Morning Peak Hour		Midday Peak Hour		Evening Peak Hour		Saturday Peak Hour	
	Entering	Exiting	Entering	Exiting	Entering	Exiting	Entering	Exiting
Single Family Homes – 85 Units	16	44	26	26	49	30	45	40
Daycare – 10,000 SF	58	51	7	8	51	57	0	0
Office – 10,000 SF	<u>11</u>	<u>1</u>	<u>6</u>	<u>6</u>	<u>2</u>	<u>10</u>	<u>5</u>	<u>4</u>
Total Trips Generated	85	96	39	40	102	97	50	44

The detailed trip generation calculations have been attached.

Overall, the HinerwadelGrove development is expected to generate approximately 90-100 total trips both entering and exiting the site during the morning and evening peak hours, and 40-50 total trips entering and exiting during the midday and Saturday midday peak hours.

**Re: Traffic Impact Assessment – Proposed Hinerwadel’s Site Redevelopment
5300 West Taft Road – Town of Clay, NY**

Based on existing traffic patterns and population centers in the area, the following distribution of new trips is assumed:

- 20% travels to/from the east on West Taft Road
- 20% travels to/from the south on NYS Route 11
- 15% travels to/from the south on Buckley Road
- 15% travels to/from the west on West Taft Road
- 10% travels to/from the north on Buckley Road
- 5% travels to/from the north on NYS Route 11
- 5% travels to/from the south on South Bay Road
- 5% travels to/from the north on South Bay Road
- 5% travels to/from the north on Allen Road

The anticipated arrival/departure distribution is shown in Figure 19. The trips generated during each peak hour are shown in Figures 20-23. The resultant full build traffic volumes expected when the development is complete are shown in Figures 24-27.

Build Operations

Based on the projected turning movements on West Taft Road at the site driveway opposite Rockland Drive and on NYS Route 11 and Wally Road, there are sufficient gaps available to accommodate the proposed development.

Capacity analysis of the build condition with the proposed Hinerwadel’s site redevelopment, with no mitigation, indicates that the development will have only minor impacts on traffic operations at the adjacent intersections in the study. The following minor drops in Level of Service are noted:

Morning Peak Hour

- Buckley Road @ West Taft Road
 - Overall Intersection – LOS C to D - +1 second average delay
- Pine Tree Drive @ West Taft Road
 - SB Left/Right – LOS C to D - +2 seconds average delay
- Crystal Drive @ West Taft Road
 - SB Left/Right – LOS C to D - +2 seconds average delay
- South Bay Road @ West Taft Road
 - EB Left – LOS D to E - +2 seconds average delay

Midday Peak Hour

- Pine Tree Drive @ West Taft Road
 - SB Left/Right – LOS C to D - +1 second average delay

**Re: Traffic Impact Assessment – Proposed Hinerwadel’s Site Redevelopment
5300 West Taft Road – Town of Clay, NY**

Evening Peak Hour

- Fay Park Drive @ West Taft Road
 - NB Left/Right – LOS C to D - +2 seconds average delay

Saturday Peak Hour

- Hazlehurst Avenue @ West Taft Road
 - NB Left/Right – LOS C to D - +1 second average delay
- Wally Road @ NYS Route 11
 - EB Left/Through/Right – LOS C to D - +2 seconds average delay

The northbound approach of the site access to West Taft Road is projected to operate at Level of Service F during the weekday morning (60 seconds average delay) and evening (140 seconds average delay) peak hours, Level of Service E during the weekday midday peak hour, and Level of Service D during the Saturday midday peak hour. The addition of the driveway will degrade operations on Rockland Drive to Level of Service E during the weekday evening peak hour.

The detailed Level of Service, Queue summary and capacity analysis printouts have been attached.

Build Operations with Mitigation

A signal warrant analysis was also completed for the West Taft Road / Rockland Drive / site access driveway intersection for a typical weekday to confirm if a traffic signal could be justified at this location under the full build condition.

The morning, midday and evening peak hour traffic volumes for the four approaches to the intersection were extrapolated over a typical day from 6am to 7pm based on the typical variation in hourly volumes on urban streets, developed by the Traffic Institute at Northwestern University. The morning peak hour volumes were extrapolated from 6am to 10am, the midday peak hour volumes were extrapolated from 10am to 2pm, and the evening peak hour volumes were extrapolated from 2pm to 7pm. Both the typical variation in traffic graphic and estimated hourly traffic volumes have been attached.

Traffic Signal Warrant #1 – Eight Hour Vehicular Volume.

Condition A – Minimum Vehicular Volume

A signal is warranted when the mainline volume exceeds 600 vehicles in both directions combined and the side street exceeds 150 vehicles on one side for 8 hours in one day. **Condition A is not met under the full build condition.**

**Re: Traffic Impact Assessment – Proposed Hinerwadel’s Site Redevelopment
5300 West Taft Road – Town of Clay, NY**

Condition B – Interruption of Continuous Traffic

A signal is warranted when the mainline volume exceeds 900 vehicles in both directions combined and the side street exceeds 75 vehicles on one side for 8 hours in one day. **Condition B is not met under the full build condition.**

Combination of Conditions A and B

A signal is warranted when volumes meet 80% of the requirements for both Conditions A and B. The mainline volume must exceed 720 vehicles in both directions combined and the side street must exceed 120 vehicles on one side for 8 hours in one day. **The Combination of Conditions A and B is not met under the full build condition.**

Traffic Signal Warrant #1 is met under full build conditions.

Traffic Signal Warrant #2 – Four-Hour Vehicular Volume

This warrant is similar to Warrant #1 however is based on only four hours and requires higher side street volumes as shown in Figure 4C-1 of the MUTCD manual. **Traffic Signal Warrant #2 is not met under the full build condition.**

Traffic Signal Warrant #3 – Peak Hour

This warrant requires failing side street operations during the peak hour with a total hourly delay over 5 hours, more than 100 vehicles on the side street and a total intersection volume over 800 vehicles, or the volumes must exceed the curve on Figure 4C-3. **Traffic Signal Warrant #3 is not met under the full build condition.**

Traffic Signal Warrant #4 – Pedestrian Volume

This warrant requires high pedestrian volumes with less than 60 available gaps in traffic for the pedestrians to safely cross. **The warrant is not applicable to this project.**

Traffic Signal Warrant #5 – School Crossing

This warrant requires high student pedestrian volumes with few gaps in traffic for the pedestrians to safely cross. **The warrant is not applicable to this project.**

Traffic Signal Warrant #6 – Coordinated Signal System

This warrant applies when a traffic signal would be beneficial to maintain traffic progression through a coordinated corridor. **The traffic signals on this corridor under OCDOT jurisdiction are not coordinated.**

**Re: Traffic Impact Assessment – Proposed Hinerwadel’s Site Redevelopment
5300 West Taft Road – Town of Clay, NY**

Traffic Signal Warrant #7 – Crash Experience

This warrant can be applied based on accident history if the signal will improve safety. **There is minimal accident history at Rockland Drive.**

Traffic Signal Warrant #8 – Roadway Network

This warrant applies when a traffic signal would be beneficial to maintain traffic progression, platooning or improve traffic operations in some other manner in a roadway network. **The warrant is not applicable to this project.**

A traffic signal is not warranted at the West Taft Road / Rockland Drive / site access intersection under the full build condition. While the Town of Clay has expressed interest in having a signal at this location, this potential mitigation would need to be reviewed and approved by OCDOT given that the standard signal warrants are not met.

A supplemental analysis was completed with a two phase uncoordinated signal installation at the West Taft Road/Rockland Drive/site access intersection for informational purposes. With the signal installation, it is assumed that West Taft Road would be widened to include 150 foot eastbound and westbound left turn lanes at the intersection.

The results of the analysis with mitigation, indicates that all traffic movements at the West Taft Road/Rockland Drive/site access intersection will operate at Levels of Service B or better during all four peak hours.

The detailed Level of Service, Queue summary and capacity analysis printouts have been attached.

Conclusions

The additional traffic generated by the proposed Hinerwadel’s site redevelopment will have no significant impact on traffic operations on West Taft Road or NYS Route 11. There are low level failing operations projected on the site access exiting to West Taft Road opposite Rockland Drive during the weekday morning and evening peak hours. Based on the projected traffic volumes, a traffic signal at this location is not warranted even under the full build condition, however, the installation of a traffic signal with 150 foot eastbound/westbound left turn lanes on West Taft Road would provide acceptable operations with minimal additional delays on West Taft Road.

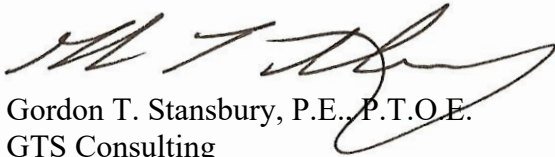


Mr. Alberici
December 30, 2025
Page 16 of 16

**Re: Traffic Impact Assessment – Proposed Hinerwadel’s Site Redevelopment
5300 West Taft Road – Town of Clay, NY**

If you have any questions or need additional information, please call.

Sincerely,



Gordon T. Stansbury, P.E., P.T.O.E.
GTS Consulting

Attachments –

Site Plan
Queue Summary
Gap Calculations
Growth Rate Calculations
Hourly Variation in Traffic
Signal Warrant Analysis
Historical Count Data
Synchro Capacity Printouts

Level of Service Summary
Traffic Volume Figures 1-27
Spot Speed Data
Trip Generation Estimate
13 Hour Extrapolated Volumes
Accident Data
Count Data

Alberici & Sons
35 Timber Banks Parkway
Baldwinsville NY 13027

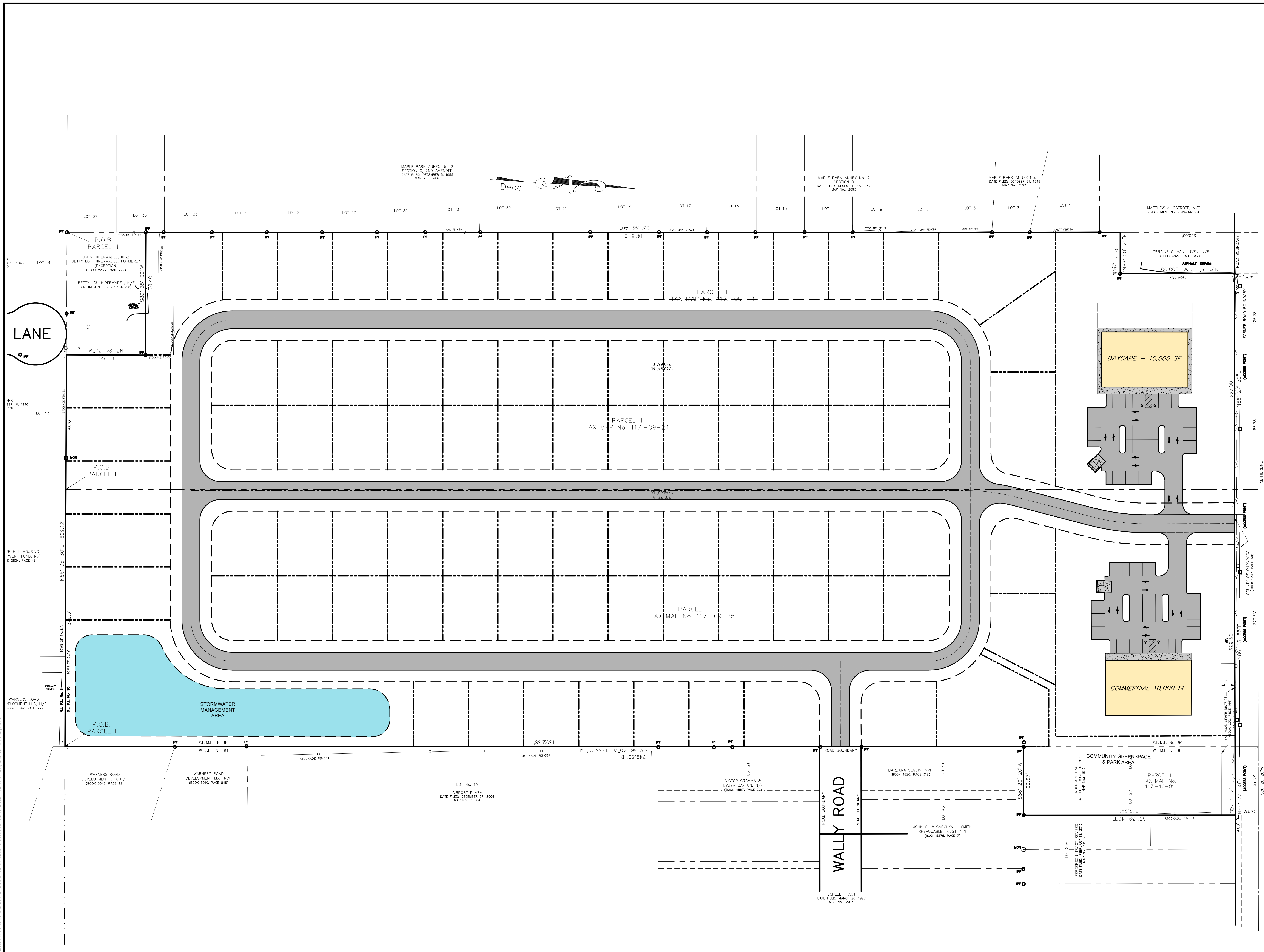
IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND SURVEYOR TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING A STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

Hinerwadels Site
5300 W. Taft Road
Syracuse NY 13212

[illegible]

Designed By: BGH	Drawn By: BGH	Checked By: JFT
Issue Date: 07/31/25	Project No.: 17076	Scale: AS SHOWN

C-101



Proposed Hinerwadel's Site Redevelopment – 5300 West Taft Road, Town of Clay
Intersection Level of Service Summary

Weekday Morning Peak Hour

Intersection	2025 Existing	2028 Background	2028 Build	2028 Build w/ Mitigation
West Taft Road @ Buckley Road	C(33)	C(35)	D(36)	D(36)
EB Left	D(46)	D(48)	D(48)	D(48)
EB Through	D(42)	D(43)	D(44)	D(44)
EB Right	A(8)	B(11)	B(11)	B(11)
WB Left	D(47)	D(50)	D(55)	D(55)
WB Through/Right	C(26)	C(27)	C(27)	C(27)
NB Left	D(50)	D(52)	D(53)	D(53)
NB Through/Right	B(19)	B(19)	B(19)	B(19)
SB Left	D(48)	D(49)	D(50)	D(50)
SB Through/Right	D(36)	D(38)	D(38)	D(38)
West Taft Road @ Allen Road / Jake Hafners	B(14)	B(14)	B(15)	B(15)
EB Left	A(7)	A(7)	A(7)	A(7)
EB Through/Right	A(7)	A(7)	A(8)	A(8)
WB Left/Through/Right	B(17)	B(17)	B(18)	B(18)
NB Left/Through/Right	B(15)	B(15)	B(15)	B(15)
SB Left/Through	C(32)	C(32)	C(33)	C(33)
SB Right	A(6)	A(6)	A(7)	A(7)
West Taft Road @ Pine Tree Drive				
EB Left/Through	a(1)	a(1)	a(1)	a(1)
WB Through/Right	a(0)	a(0)	a(0)	a(0)
SB Left/Right	c(23)	c(24)	d(26)	d(26)
West Taft Road @ Willow Road				
EB Through/Right	a(0)	a(0)	a(0)	a(0)
WB Left/Through	a(1)	a(1)	a(1)	a(1)
NB Left/Right	c(16)	c(17)	c(18)	c(18)
West Taft Road @ Crystal Drive				
EB Left/Through	a(1)	a(1)	a(1)	a(1)
WB Through/Right	a(0)	a(0)	a(0)	a(0)
SB Left/Right	c(24)	c(26)	d(28)	d(28)
West Taft Road @ Fay Park Drive				
EB Through/Right	a(0)	a(0)	a(0)	a(0)
WB Left/Through	a(1)	a(1)	a(1)	a(1)
NB Left/Right	b(13)	b(14)	b(14)	b(14)
West Taft Road @ Dormar Drive				
EB Left/Through	a(1)	a(1)	a(1)	a(1)
WB Through/Right	a(0)	a(0)	a(0)	a(0)
SB Left/Right	d(26)	d(28)	d(31)	d(31)
West Taft Road @ Rockland Drive / Site Access				A(4)
EB Left	-	-	-	A(4)
EB (Left)/Through/(Right)	a(1)	a(1)	a(1)	A(4)
WB Left	-	-	-	A(4)
WB (Left)/Through/Right	a(0)	a(0)	a(1)	A(\$)
NB Left/Through/Right	-	-	f(60)	B(15)
SB Left/Through/Right	c(17)	c(18)	c(24)	A(9)

Proposed Hinerwadel's Site Redevelopment – 5300 West Taft Road, Town of Clay
Intersection Level of Service Summary

Weekday Morning Peak Hour

Intersection	2025 Existing	2028 Background	2028 Build	2028 Build w/ Mitigation
West Taft Road @ Hazlehurst Avenue				
EB Left/Through	a(1)	a(1)	a(1)	a(1)
WB Through/Right	a(0)	a(0)	a(0)	a(0)
SB Left/Right	e(36)	e(40)	e(46)	e(46)
West Taft Road @ Teacher's Drive / Rite Aid	B(14)	B(14)	B(14)	B(14)
EB Left	A(8)	A(8)	A(8)	A(8)
EB Through/Right	B(12)	B(12)	B(12)	B(12)
WB Left	A(8)	A(8)	A(8)	A(8)
WB Through/Right	B(15)	B(15)	B(16)	B(16)
NB Left/Through/Right	B(16)	B(17)	B(17)	B(17)
SB Left/Through	C(27)	C(27)	C(28)	C(28)
SB Right	A(4)	A(5)	A(5)	A(5)
West Taft Road @ Route 11	C(30)	C(30)	C(31)	C(31)
EB Left	D(55)	E(56)	E(58)	E(58)
EB Through/Right	C(31)	C(32)	C(34)	C(34)
WB Left	E(75)	E(75)	E(74)	E(74)
WB Through	B(16)	B(16)	B(16)	B(16)
WB Right	A(1)	A(1)	A(1)	A(1)
NB Left	D(44)	D(46)	D(48)	D(48)
NB Through/Right	C(27)	C(27)	C(27)	C(27)
SB Left	D(44)	D(45)	D(46)	D(46)
SB Through	C(34)	C(35)	C(35)	C(35)
SB Right	C(21)	C(21)	C(21)	C(21)
West Taft Road @ South Bay Road	C(29)	C(29)	C(29)	C(29)
EB Left	D(55)	D(55)	E(57)	E(57)
EB Through/Right	B(19)	B(19)	B(20)	B(20)
WB Left	D(54)	D(55)	D(55)	D(55)
WB Through/Right	B(15)	B(15)	B(15)	B(15)
NB Left	D(50)	D(51)	D(52)	D(52)
NB Through/Right	D(39)	D(39)	D(38)	D(38)
SB Left	D(49)	D(49)	D(49)	D(49)
SB Through/Right	D(43)	D(43)	D(43)	D(43)
NYS Route 11 @ Wally Road / 7 Brew				
EB Left/Through/Right	b(13)	b(13)	b(12)	b(12)
WB Left/Through/Right	c(16)	c(16)	c(17)	c(17)
NB Left	a(9)	a(9)	a(9)	a(9)
NB Through/Right	a(0)	a(0)	a(0)	a(0)
SB Left	a(8)	a(8)	a(8)	a(8)
SB Through/Right	a(0)	a(0)	a(0)	a(0)

A(9) – Signalized Level of Service (Average Delay per Vehicle in Seconds) – Synchro

a(9) – Unsignalized Level of Service (Average Delay per Vehicle in Seconds) – Synchro

Proposed Hinerwadel's Site Redevelopment – 5300 West Taft Road, Town of Clay
Intersection Level of Service Summary

Weekday Midday Peak Hour

Intersection	2025 Existing	2028 Background	2028 Build	2028 Build w/ Mitigation
West Taft Road @ Buckley Road	C(35)	D(36)	D(37)	D(37)
EB Left	D(50)	D(52)	D(53)	D(53)
EB Through	D(40)	D(42)	D(42)	D(42)
EB Right	A(3)	A(3)	A(3)	A(3)
WB Left	D(50)	D(52)	D(52)	D(52)
WB Through/Right	C(34)	C(34)	C(34)	C(34)
NB Left	D(49)	D(50)	D(51)	D(51)
NB Through/Right	C(28)	C(30)	C(30)	C(30)
SB Left	D(46)	D(50)	D(51)	D(51)
SB Through/Right	C(35)	D(37)	D(38)	D(38)
West Taft Road @ Allen Road / Jake Hafners	B(11)	B(11)	B(11)	B(11)
EB Left	A(7)	A(7)	A(8)	A(8)
EB Through/Right	A(6)	A(6)	A(6)	A(6)
WB Left/Through/Right	B(14)	B(14)	B(14)	B(14)
NB Left/Through/Right	B(16)	B(16)	B(16)	B(16)
SB Left/Through	C(23)	C(23)	C(24)	C(24)
SB Right	A(5)	A(6)	A(6)	A(6)
West Taft Road @ Pine Tree Drive				
EB Left/Through	a(1)	a(1)	a(1)	a(1)
WB Through/Right	a(0)	a(0)	a(0)	a(0)
SB Left/Right	c(23)	c(25)	d(26)	d(26)
West Taft Road @ Willow Road				
EB Through/Right	a(0)	a(0)	a(0)	a(0)
WB Left/Through	a(1)	a(1)	a(1)	a(1)
NB Left/Right	c(24)	d(25)	d(26)	d(26)
West Taft Road @ Crystal Drive				
EB Left/Through	a(1)	a(1)	a(1)	a(1)
WB Through/Right	a(0)	a(0)	a(0)	a(0)
SB Left/Right	d(26)	d(28)	d(29)	d(29)
West Taft Road @ Fay Park Drive				
EB Through/Right	a(0)	a(0)	a(0)	a(0)
WB Left/Through	a(1)	a(1)	a(1)	a(1)
NB Left/Right	c(22)	c(23)	c(23)	c(23)
West Taft Road @ Dormar Drive				
EB Left/Through	a(1)	a(1)	a(1)	a(1)
WB Through/Right	a(0)	a(0)	a(0)	a(0)
SB Left/Right	c(24)	d(25)	d(26)	d(26)
West Taft Road @ Rockland Drive / Site Access				A(3)
EB Left	-	-	-	A(0)
EB (Left)/Through/(Right)	a(0)	a(0)	a(0)	A(2)
WB Left	-	-	-	A(3)
WB (Left)/Through/Right	a(0)	a(0)	a(1)	A(2)
NB Left/Through/Right	-	-	e(38)	B(12)
SB Left/Through/Right	c(19)	c(19)	c(25)	A(4)

Proposed Hinerwadel's Site Redevelopment – 5300 West Taft Road, Town of Clay
Intersection Level of Service Summary

Weekday Midday Peak Hour

Intersection	2025 Existing	2028 Background	2028 Build	2028 Build w/ Mitigation
West Taft Road @ Hazlehurst Avenue				
EB Left/Through	a(1)	a(1)	a(1)	a(1)
WB Through/Right	a(0)	a(0)	a(0)	a(0)
SB Left/Right	e(33)	e(36)	e(37)	e(37)
West Taft Road @ Teacher's Drive / Rite Aid	A(5)	A(6)	A(5)	A(5)
EB Left	A(2)	A(2)	A(2)	A(2)
EB Through/Right	A(4)	A(4)	A(4)	A(4)
WB Left	A(3)	A(3)	A(3)	A(3)
WB Through/Right	A(7)	A(7)	A(7)	A(7)
NB Left/Through/Right	A(0)	A(0)	A(0)	A(0)
SB Left/Through	B(13)	B(14)	B(14)	B(14)
SB Right	A(6)	A(7)	A(8)	A(8)
West Taft Road @ Route 11	D(36)	D(37)	D(37)	D(37)
EB Left	E(65)	E(65)	E(66)	E(66)
EB Through/Right	C(30)	C(31)	C(31)	C(31)
WB Left	F(89)	F(90)	F(90)	F(90)
WB Through	C(26)	C(26)	C(26)	C(26)
WB Right	A(3)	A(3)	A(3)	A(3)
NB Left	D(39)	D(40)	D(41)	D(41)
NB Through/Right	C(33)	C(33)	C(33)	C(33)
SB Left	D(44)	D(44)	D(45)	D(45)
SB Through	D(47)	D(47)	D(47)	D(47)
SB Right	C(25)	C(25)	C(25)	C(25)
West Taft Road @ South Bay Road	C(32)	C(33)	C(33)	C(33)
EB Left	E(55)	E(56)	E(56)	E(56)
EB Through/Right	B(19)	B(19)	B(19)	B(19)
WB Left	E(57)	E(57)	E(58)	E(58)
WB Through/Right	B(18)	B(19)	B(19)	B(19)
NB Left	E(59)	E(59)	E(59)	E(59)
NB Through/Right	D(44)	D(44)	D(44)	D(44)
SB Left	E(61)	E(61)	E(61)	E(61)
SB Through/Right	D(45)	D(46)	D(46)	D(46)
NYS Route 11 @ Wally Road / 7 Brew				
EB Left/Through/Right	d(26)	d(27)	c(24)	c(24)
WB Left/Through/Right	c(17)	c(18)	c(18)	c(18)
NB Left	a(9)	a(10)	a(10)	a(10)
NB Through/Right	a(0)	a(0)	a(0)	a(0)
SB Left	a(9)	a(9)	a(9)	a(9)
SB Through/Right	a(0)	a(0)	a(0)	a(0)

A(9) – Signalized Level of Service (Average Delay per Vehicle in Seconds) – Synchro

a(9) – Unsignalized Level of Service (Average Delay per Vehicle in Seconds) – Synchro

Proposed Hinerwadel's Site Redevelopment – 5300 West Taft Road, Town of Clay
Intersection Level of Service Summary

Weekday Evening Peak Hour

Intersection	2025 Existing	2028 Background	2028 Build	2028 Build w/ Mitigation
West Taft Road @ Buckley Road	D(44)	D(48)	D(49)	D(49)
EB Left	E(59)	E(62)	E(64)	E(64)
EB Through	D(48)	D(49)	D(51)	D(51)
EB Right	A(3)	A(3)	A(3)	A(3)
WB Left	E(62)	E(65)	E(67)	E(67)
WB Through/Right	D(39)	D(45)	D(44)	D(44)
NB Left	E(58)	E(67)	E(71)	E(71)
NB Through/Right	D(40)	D(41)	D(43)	D(43)
SB Left	E(60)	E(64)	E(67)	E(67)
SB Through/Right	D(41)	D(42)	D(43)	D(43)
West Taft Road @ Allen Road / Jake Hafners	B(12)	B(12)	B(13)	B(13)
EB Left	A(10)	B(11)	B(11)	B(11)
EB Through/Right	A(6)	A(6)	A(6)	A(6)
WB Left/Through/Right	B(16)	B(16)	B(17)	B(17)
NB Left/Through/Right	B(15)	B(15)	B(15)	B(15)
SB Left/Through	C(25)	C(25)	C(25)	C(25)
SB Right	A(7)	A(8)	A(8)	A(8)
West Taft Road @ Pine Tree Drive				
EB Left/Through	a(0)	a(0)	a(0)	a(0)
WB Through/Right	a(0)	a(0)	a(0)	a(0)
SB Left/Right	d(27)	d(28)	d(31)	d(31)
West Taft Road @ Willow Road				
EB Through/Right	a(0)	a(0)	a(0)	a(0)
WB Left/Through	a(1)	a(1)	a(1)	a(1)
NB Left/Right	c(18)	c(19)	c(20)	c(20)
West Taft Road @ Crystal Drive				
EB Left/Through	a(1)	a(1)	a(1)	a(1)
WB Through/Right	a(0)	a(0)	a(0)	a(0)
SB Left/Right	d(27)	d(29)	d(31)	d(31)
West Taft Road @ Fay Park Drive				
EB Through/Right	a(0)	a(0)	a(0)	a(0)
WB Left/Through	a(1)	a(1)	a(1)	a(1)
NB Left/Right	c(22)	c(23)	d(25)	d(25)
West Taft Road @ Dormar Drive				
EB Left/Through	a(1)	a(1)	a(1)	a(1)
WB Through/Right	a(0)	a(0)	a(0)	a(0)
SB Left/Right	e(36)	e(38)	e(42)	e(42)
West Taft Road @ Rockland Drive / Site Access				A(5)
EB Left	-	-	-	A(4)
EB (Left)/Through/(Right)	a(1)	a(1)	a(1)	A(4)
WB Left	-	-	-	A(4)
WB (Left)/Through/Right	a(0)	a(0)	a(1)	A(4)
NB Left/Through/Right	-	-	f(140)	B(19)
SB Left/Through/Right	d(27)	d(28)	e(46)	A(0)

Proposed Hinerwadel's Site Redevelopment – 5300 West Taft Road, Town of Clay
Intersection Level of Service Summary

Weekday Evening Peak Hour

Intersection	2025 Existing	2028 Background	2028 Build	2028 Build w/ Mitigation
West Taft Road @ Hazlehurst Avenue				
EB Left/Through	a(1)	a(1)	a(1)	a(1)
WB Through/Right	a(0)	a(0)	a(0)	a(0)
SB Left/Right	e(48)	f(53)	f(60)	f(60)
West Taft Road @ Teacher's Drive / Rite Aid	A(9)	A(9)	A(9)	A(9)
EB Left	A(4)	A(4)	A(4)	A(4)
EB Through/Right	A(6)	A(6)	A(6)	A(6)
WB Left	A(4)	A(4)	A(4)	A(4)
WB Through/Right	B(11)	B(11)	B(11)	B(11)
NB Left/Through/Right	B(18)	B(18)	B(18)	B(18)
SB Left/Through	C(21)	C(22)	C(23)	C(23)
SB Right	B(11)	B(11)	B(11)	B(11)
West Taft Road @ Route 11	D(39)	D(40)	D(40)	D(40)
EB Left	E(66)	E(67)	E(67)	E(67)
EB Through/Right	C(35)	D(36)	D(37)	D(37)
WB Left	F(80)	F(80)	F(80)	F(80)
WB Through	C(28)	C(27)	C(27)	C(27)
WB Right	A(3)	A(3)	A(3)	A(3)
NB Left	D(53)	D(55)	D(58)	D(58)
NB Through/Right	D(36)	D(36)	D(36)	D(36)
SB Left	D(50)	D(50)	D(51)	D(51)
SB Through	E(56)	E(56)	E(56)	E(56)
SB Right	C(28)	C(28)	C(28)	C(28)
West Taft Road @ South Bay Road	D(38)	D(38)	D(38)	D(38)
EB Left	E(73)	E(75)	E(75)	E(75)
EB Through/Right	B(20)	C(21)	B(20)	B(20)
WB Left	E(65)	E(65)	E(65)	E(65)
WB Through/Right	C(22)	C(23)	C(24)	C(24)
NB Left	E(65)	E(65)	E(65)	E(65)
NB Through/Right	D(47)	D(47)	D(47)	D(47)
SB Left	E(62)	E(62)	E(62)	E(62)
SB Through/Right	D(50)	D(50)	D(51)	D(51)
NYS Route 11 @ Wally Road / 7 Brew				
EB Left/Through/Right	d(30)	d(31)	c(24)	c(24)
WB Left/Through/Right	c(17)	c(17)	c(19)	c(19)
NB Left	a(9)	a(9)	a(9)	a(9)
NB Through/Right	a(0)	a(0)	a(0)	a(0)
SB Left	a(9)	a(9)	a(10)	a(10)
SB Through/Right	a(0)	a(0)	a(0)	a(0)

A(9) – Signalized Level of Service (Average Delay per Vehicle in Seconds) – Synchro

a(9) – Unsignalized Level of Service (Average Delay per Vehicle in Seconds) – Synchro

Proposed Hinerwadel's Site Redevelopment – 5300 West Taft Road, Town of Clay
Intersection Level of Service Summary

Saturday Midday Peak Hour

Intersection	2025 Existing	2028 Background	2028 Build	2028 Build w/ Mitigation
West Taft Road @ Buckley Road	C(32)	C(33)	C(33)	C(33)
EB Left	D(44)	D(46)	D(46)	D(46)
EB Through	D(37)	D(39)	D(40)	D(40)
EB Right	A(3)	A(3)	A(3)	A(3)
WB Left	D(45)	D(47)	D(47)	D(47)
WB Through/Right	C(30)	C(30)	C(31)	C(31)
NB Left	D(45)	D(46)	D(47)	D(47)
NB Through/Right	C(23)	C(25)	C(25)	C(25)
SB Left	D(41)	D(43)	D(43)	D(43)
SB Through/Right	C(28)	C(30)	C(30)	C(30)
West Taft Road @ Allen Road / Jake Hafners	A(9)	A(9)	A(9)	A(9)
EB Left	A(6)	A(6)	A(7)	A(7)
EB Through/Right	A(5)	A(5)	A(5)	A(5)
WB Left/Through/Right	B(12)	B(12)	B(13)	B(13)
NB Left/Through/Right	B(16)	B(16)	B(16)	B(16)
SB Left/Through	C(21)	C(21)	C(22)	C(22)
SB Right	A(4)	A(5)	A(5)	A(5)
West Taft Road @ Pine Tree Drive				
EB Left/Through	a(1)	a(1)	a(1)	a(1)
WB Through/Right	a(0)	a(0)	a(0)	a(0)
SB Left/Right	c(20)	c(20)	c(21)	c(21)
West Taft Road @ Willow Road				
EB Through/Right	a(0)	a(0)	a(0)	a(0)
WB Left/Through	a(1)	a(1)	a(1)	a(1)
NB Left/Right	c(17)	c(18)	c(19)	c(19)
West Taft Road @ Crystal Drive				
EB Left/Through	a(1)	a(1)	a(1)	a(1)
WB Through/Right	a(0)	a(0)	a(0)	a(0)
SB Left/Right	c(21)	c(23)	c(23)	c(23)
West Taft Road @ Fay Park Drive				
EB Through/Right	a(0)	a(0)	a(0)	a(0)
WB Left/Through	a(1)	a(1)	a(1)	a(1)
NB Left/Right	c(16)	c(16)	c(16)	c(16)
West Taft Road @ Dormar Drive				
EB Left/Through	a(1)	a(1)	a(1)	a(1)
WB Through/Right	a(0)	a(0)	a(0)	a(0)
SB Left/Right	c(21)	c(22)	c(23)	c(23)
West Taft Road @ Rockland Drive / Site Access				A(3)
EB Left	-	-	-	A(3)
EB (Left)/Through/(Right)	a(1)	a(1)	a(1)	A(3)
WB Left	-	-	-	A(3)
WB (Left)/Through/Right	a(0)	a(0)	a(1)	A(3)
NB Left/Through/Right	-	-	d(27)	B(11)
SB Left/Through/Right	c(21)	c(22)	d(29)	A(4)

Proposed Hinerwadel's Site Redevelopment – 5300 West Taft Road, Town of Clay
Intersection Level of Service Summary

Saturday Midday Peak Hour

Intersection	2025 Existing	2028 Background	2028 Build	2028 Build w/ Mitigation
West Taft Road @ Hazlehurst Avenue				
EB Left/Through	a(1)	a(1)	a(1)	a(1)
WB Through/Right	a(0)	a(0)	a(0)	a(0)
SB Left/Right	c(25)	c(27)	d(28)	d(28)
West Taft Road @ Teacher's Drive / Rite Aid	A(7)	A(7)	A(7)	A(7)
EB Left	A(4)	A(4)	A(4)	A(4)
EB Through/Right	A(5)	A(5)	A(5)	A(5)
WB Left	A(5)	A(5)	A(4)	A(4)
WB Through/Right	A(9)	A(9)	A(9)	A(9)
NB Left/Through/Right	B(15)	B(15)	B(15)	B(15)
SB Left/Through	B(15)	B(15)	B(15)	B(15)
SB Right	A(4)	A(4)	A(5)	A(5)
West Taft Road @ Route 11	D(38)	C(34)	C(35)	C(35)
EB Left	E(61)	E(65)	E(56)	E(56)
EB Through/Right	C(28)	C(26)	C(27)	C(27)
WB Left	E(57)	D(53)	D(54)	D(54)
WB Through	C(31)	C(34)	C(34)	C(34)
WB Right	A(1)	A(1)	A(1)	A(1)
NB Left	D(47)	D(43)	D(44)	D(44)
NB Through/Right	D(36)	C(31)	C(32)	C(32)
SB Left	D(49)	D(44)	D(45)	D(45)
SB Through	D(47)	D(42)	D(43)	D(43)
SB Right	C(25)	C(22)	C(22)	C(22)
West Taft Road @ South Bay Road	D(36)	D(36)	D(36)	D(36)
EB Left	E(61)	E(62)	E(62)	E(62)
EB Through/Right	C(21)	C(22)	C(22)	C(22)
WB Left	E(59)	E(59)	E(59)	E(59)
WB Through/Right	B(18)	B(19)	B(19)	B(19)
NB Left	E(61)	E(61)	E(62)	E(62)
NB Through/Right	D(39)	D(39)	D(39)	D(39)
SB Left	E(58)	E(58)	E(59)	E(59)
SB Through/Right	D(50)	D(51)	D(51)	D(51)
NYS Route 11 @ Wally Road / 7 Brew				
EB Left/Through/Right	d(31)	d(32)	d(27)	d(27)
WB Left/Through/Right	c(23)	c(24)	d(26)	d(26)
NB Left	a(10)	a(10)	a(10)	a(10)
NB Through/Right	a(0)	a(0)	a(0)	a(0)
SB Left	a(10)	a(10)	a(10)	a(10)
SB Through/Right	a(0)	a(0)	a(0)	a(0)

A(9) – Signalized Level of Service (Average Delay per Vehicle in Seconds) – Synchro

a(9) – Unsignalized Level of Service (Average Delay per Vehicle in Seconds) – Synchro

Proposed Hinerwadel's Site Redevelopment –5300 West Taft Road, Town of Clay
Queue Summary

Weekday Morning Peak Hour

Intersection	Available Storage	2025 Existing	2028 Background	2028 Build	2028 Build w/ Mitigation
West Taft Road @ Buckley Road					
EB Left	310	30	33	34	34
EB Through	-	166	175	181	181
EB Right	340	56	73	76	76
WB Left	540	216	267	301	301
WB Through/Right	970	257	271	284	284
NB Left	680	178	196	199	199
NB Through/Right	-	78	84	86	86
SB Left	480	255	275	296	296
SB Through/Right	-	203	218	222	222
West Taft Road @ Allen Road / Jake Hafners					
EB Left	250	21	23	23	23
EB Through/Right	970	82	85	91	91
WB Left/Through/Right	950	164	172	185	185
NB Left/Through/Right	-	4	4	4	4
SB Left/Through	-	125	128	134	134
SB Right	170	34	37	40	40
West Taft Road @ Pine Tree Drive					
EB Left/Through	950	0	0	0	0
WB Through/Right	105	0	0	0	0
SB Left/Right	-	10	10	13	13
West Taft Road @ Willow Road					
EB Through/Right	105	0	0	0	0
WB Left/Through	250	0	0	0	0
NB Left/Right	-	10	13	13	13
West Taft Road @ Crystal Drive					
EB Left/Through	250	0	0	0	0
WB Through/Right	100	0	0	0	0
SB Left/Right	-	10	10	10	10
West Taft Road @ Fay Park Drive					
EB Through/Right	100	0	0	0	0
WB Left/Through	225	0	0	0	0
NB Left/Right	-	5	5	5	5
West Taft Road @ Dormar Drive					
EB Left/Through	225	0	0	0	0
WB Through/Right	365	0	0	0	0
SB Left/Right	-	10	10	13	13
West Taft Road @ Rockland Drive / Site Access					
EB Left	150	-	-	-	2
EB (Left)/Through/(Right)	365	0	0	0	104
WB Left	150	-	-	-	14
WB (Left)/Through/Right	370	0	0	5	83
NB Left/Through/Right	-	-	-	75	49
SB Left/Through/Right	-	5	8	10	5

Proposed Hinerwadel's Site Redevelopment –5300 West Taft Road, Town of Clay
Queue Summary

Weekday Morning Peak Hour

Intersection	Available Storage	2025 Existing	2028 Background	2028 Build	2028 Build w/ Mitigation
West Taft Road @ Hazlehurst Avenue					
EB Left/Through	370	0	0	0	0
WB Through/Right	790	0	0	0	0
SB Left/Right	-	48	53	58	58
West Taft Road @ Teacher's Drive / Rite Aid					
EB Left	130	24	26	26	26
EB Through/Right	790	240	252	270	270
WB Left	135	2	2	3	3
WB Through/Right	530	134	141	150	150
NB Left/Through/Right	-	4	4	4	4
SB Left/Through	-	75	77	80	80
SB Right	-	6	9	13	13
West Taft Road @ Route 11					
EB Left	200	84	87	91	91
EB Through/Right	530	341	356	387	387
WB Left	175	89	89	89	89
WB Through	500	45	46	49	49
WB Right	235	0	0	0	0
NB Left	375	159	167	181	181
NB Through/Right	-	89	91	91	91
SB Left	190	69	70	70	70
SB Through	-	133	135	135	135
SB Right	250	64	66	69	69
West Taft Road @ South Bay Road					
EB Left	115	58	59	61	61
EB Through/Right	500	146	148	148	148
WB Left	400	143	145	145	145
WB Through/Right	-	110	112	116	116
NB Left	340	59	61	65	65
NB Through/Right	690	108	110	110	110
SB Left	115	48	48	48	48
SB Through/Right	-	104	106	107	107
NYS Route 11 @ Wally Road / 7 Brew					
EB Left/Through/Right	-	3	3	8	8
WB Left/Through/Right	-	13	13	15	15
NB Left	190	0	0	3	3
NB Through/Right	-	0	0	0	0
SB Left	175	3	3	3	3
SB Through/Right	690	0	0	0	0

Queue Lengths in Feet - 95th Percentile Queue Lengths from Synchro Analysis

Proposed Hinerwadel's Site Redevelopment –5300 West Taft Road, Town of Clay
Queue Summary

Weekday Midday Peak Hour

Intersection	Available Storage	2025 Existing	2028 Background	2028 Build	2028 Build w/ Mitigation
West Taft Road @ Buckley Road					
EB Left	310	105	111	112	112
EB Through	-	231	241	244	244
EB Right	340	38	42	43	43
WB Left	540	184	211	218	218
WB Through/Right	970	293	308	313	313
NB Left	680	214	240	241	241
NB Through/Right	-	151	169	171	171
SB Left	480	280	298	307	307
SB Through/Right	-	142	154	155	155
West Taft Road @ Allen Road / Jake Hafners					
EB Left	250	39	41	41	41
EB Through/Right	970	102	106	110	110
WB Left/Through/Right	950	187	197	202	202
NB Left/Through/Right	-	7	7	7	7
SB Left/Through	-	73	74	75	75
SB Right	170	22	25	26	26
West Taft Road @ Pine Tree Drive					
EB Left/Through	950	0	0	0	0
WB Through/Right	105	0	0	0	0
SB Left/Right	-	5	5	5	5
West Taft Road @ Willow Road					
EB Through/Right	105	0	0	0	0
WB Left/Through	250	3	3	3	3
NB Left/Right	-	10	10	10	10
West Taft Road @ Crystal Drive					
EB Left/Through	250	0	0	0	0
WB Through/Right	100	0	0	0	0
SB Left/Right	-	3	5	5	5
West Taft Road @ Fay Park Drive					
EB Through/Right	100	0	0	0	0
WB Left/Through	225	0	0	0	0
NB Left/Right	-	5	5	5	5
West Taft Road @ Dormar Drive					
EB Left/Through	225	0	0	0	0
WB Through/Right	365	0	0	0	0
SB Left/Right	-	5	8	8	8
West Taft Road @ Rockland Drive / Site Access					
EB Left	150	-	-	-	0
EB (Left)/Through/(Right)	365	0	0	0	84
WB Left	150	-	-	0	6
WB (Left)/Through/Right	370	0	0	3	76
NB Left/Through/Right	-	-	-	25	24
SB Left/Through/Right	-	3	3	5	2

Proposed Hinerwadel's Site Redevelopment –5300 West Taft Road, Town of Clay
Queue Summary

Weekday Midday Peak Hour

Intersection	Available Storage	2025 Existing	2028 Background	2028 Build	2028 Build w/ Mitigation
West Taft Road @ Hazlehurst Avenue					
EB Left/Through	370	3	3	3	3
WB Through/Right	790	0	0	0	0
SB Left/Right	-	30	33	35	35
West Taft Road @ Teacher's Drive / Rite Aid					
EB Left	130	16	16	16	16
EB Through/Right	790	142	148	151	151
WB Left	135	5	5	5	5
WB Through/Right	530	100	104	105	105
NB Left/Through/Right	-	0	0	0	0
SB Left/Through	-	24	24	25	25
SB Right	-	23	26	27	27
West Taft Road @ Route 11					
EB Left	200	177	185	194	194
EB Through/Right	530	207	217	226	226
WB Left	175	164	170	168	168
WB Through	500	47	49	50	50
WB Right	235	5	5	5	5
NB Left	375	255	278	280	280
NB Through/Right	-	177	180	180	180
SB Left	190	112	133	113	113
SB Through	-	181	183	183	183
SB Right	250	123	127	128	128
West Taft Road @ South Bay Road					
EB Left	115	85	88	89	89
EB Through/Right	500	135	140	144	144
WB Left	400	133	136	137	137
WB Through/Right	-	145	151	154	154
NB Left	340	131	135	136	136
NB Through/Right	690	156	157	157	157
SB Left	115	86	87	87	87
SB Through/Right	-	98	100	101	101
NYS Route 11 @ Wally Road / 7 Brew					
EB Left/Through/Right	-	15	15	18	18
WB Left/Through/Right	-	13	13	13	13
NB Left	190	0	0	3	3
NB Through/Right	-	0	0	0	0
SB Left	175	3	3	3	3
SB Through/Right	690	0	0	0	0

Queue Lengths in Feet - 95th Percentile Queue Lengths from Synchro Analysis

Proposed Hinerwadel's Site Redevelopment –5300 West Taft Road, Town of Clay
Queue Summary

Weekday Evening Peak Hour

Intersection	Available Storage	2025 Existing	2028 Background	2028 Build	2028 Build w/ Mitigation
West Taft Road @ Buckley Road					
EB Left	310	123	130	132	132
EB Through	-	330	346	359	359
EB Right	340	35	37	37	37
WB Left	540	215	259	297	297
WB Through/Right	970	386	410	428	428
NB Left	680	474	524	534	534
NB Through/Right	-	298	318	325	325
SB Left	480	316	333	362	362
SB Through/Right	-	164	175	176	176
West Taft Road @ Allen Road / Jake Hafners					
EB Left	250	58	67	68	68
EB Through/Right	970	107	113	119	119
WB Left/Through/Right	950	254	269	288	288
NB Left/Through/Right	-	13	13	13	13
SB Left/Through	-	83	84	87	87
SB Right	170	37	41	42	42
West Taft Road @ Pine Tree Drive					
EB Left/Through	950	0	0	0	0
WB Through/Right	105	0	0	0	0
SB Left/Right	-	5	5	8	8
West Taft Road @ Willow Road					
EB Through/Right	105	0	0	0	0
WB Left/Through	250	3	3	3	3
NB Left/Right	-	8	8	8	8
West Taft Road @ Crystal Drive					
EB Left/Through	250	0	0	0	0
WB Through/Right	100	0	0	0	0
SB Left/Right	-	10	10	10	10
West Taft Road @ Fay Park Drive					
EB Through/Right	100	0	0	0	0
WB Left/Through	225	3	3	3	3
NB Left/Right	-	15	15	15	15
West Taft Road @ Dormar Drive					
EB Left/Through	225	0	0	0	0
WB Through/Right	365	0	0	0	0
SB Left/Right	-	10	10	13	13
West Taft Road @ Rockland Drive / Site Access					
EB Left	150	-	-	-	3
EB (Left)/Through/(Right)	365	0	0	0	113
WB Left	150	-	-	-	15
WB (Left)/Through/Right	370	0	0	5	125
NB Left/Through/Right	-	-	-	130	54
SB Left/Through/Right	-	3	3	3	0

Proposed Hinerwadel's Site Redevelopment –5300 West Taft Road, Town of Clay
Queue Summary

Weekday Evening Peak Hour

Intersection	Available Storage	2025 Existing	2028 Background	2028 Build	2028 Build w/ Mitigation
West Taft Road @ Hazlehurst Avenue					
EB Left/Through	370	3	3	3	3
WB Through/Right	790	0	0	0	0
SB Left/Right	-	30	33	35	35
West Taft Road @ Teacher's Drive / Rite Aid					
EB Left	130	22	22	22	22
EB Through/Right	790	153	158	168	168
WB Left	135	4	4	4	4
WB Through/Right	530	146	150	157	157
NB Left/Through/Right	-	6	7	7	7
SB Left/Through	-	43	45	45	45
SB Right	-	41	44	45	45
West Taft Road @ Route 11					
EB Left	200	171	176	181	181
EB Through/Right	530	313	325	367	367
WB Left	175	123	122	121	121
WB Through	500	84	86	90	90
WB Right	235	13	14	13	13
NB Left	375	408	423	432	432
NB Through/Right	-	200	203	203	203
SB Left	190	117	119	119	119
SB Through	-	217	227	227	227
SB Right	250	128	133	137	137
West Taft Road @ South Bay Road					
EB Left	115	112	114	117	117
EB Through/Right	500	149	153	154	154
WB Left	400	215	225	225	225
WB Through/Right	-	184	188	194	194
NB Left	340	191	196	200	200
NB Through/Right	690	257	261	261	261
SB Left	115	72	73	73	73
SB Through/Right	-	130	132	135	135
NYS Route 11 @ Wally Road / 7 Brew					
EB Left/Through/Right	-	13	13	18	18
WB Left/Through/Right	-	8	8	8	8
NB Left	190	0	0	3	3
NB Through/Right	-	0	0	0	0
SB Left	175	3	3	3	3
SB Through/Right	690	0	0	0	0

Queue Lengths in Feet - 95th Percentile Queue Lengths from Synchro Analysis

Proposed Hinerwadel's Site Redevelopment –5300 West Taft Road, Town of Clay
Queue Summary

Saturday Midday Peak Hour

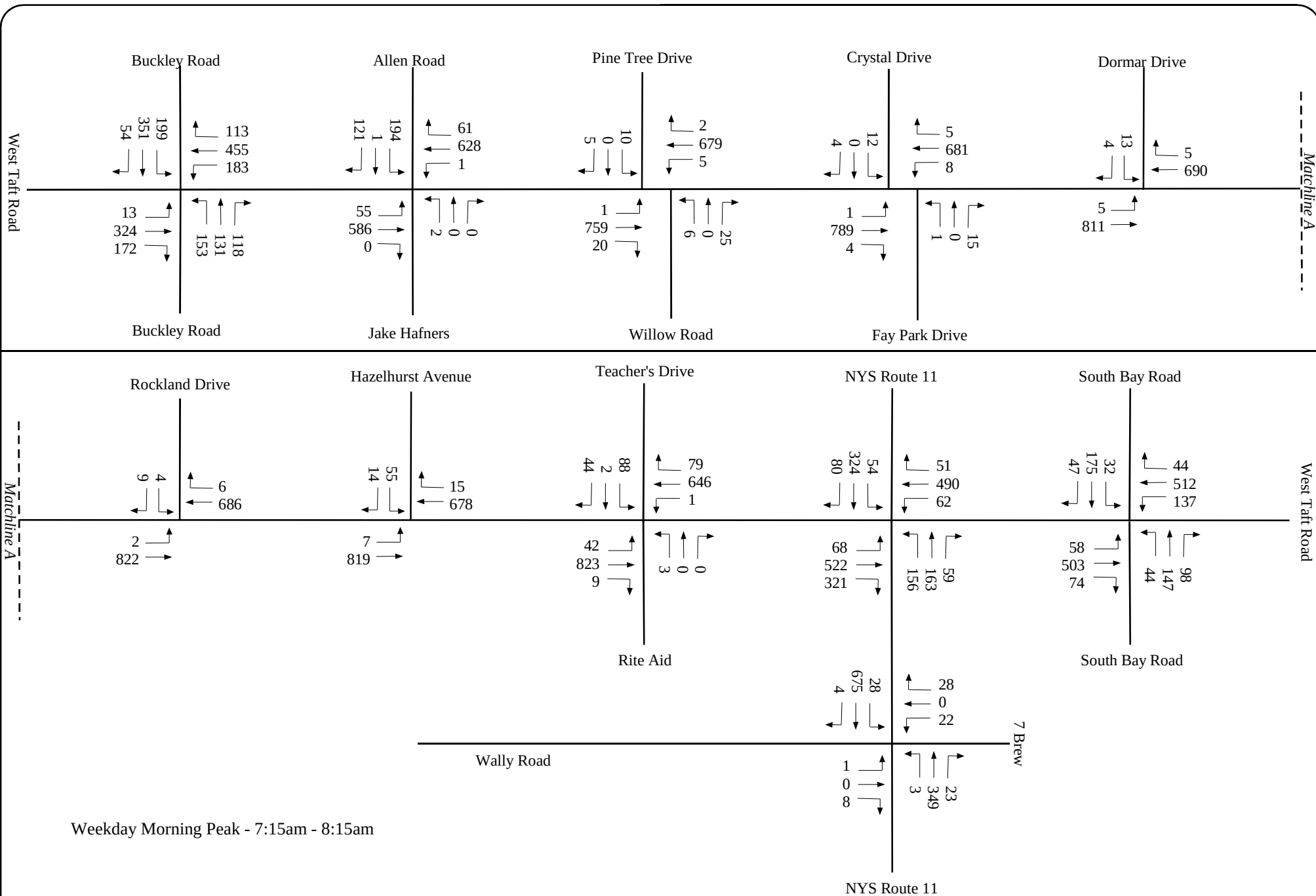
Intersection	Available Storage	2025 Existing	2028 Background	2028 Build	2028 Build w/ Mitigation
West Taft Road @ Buckley Road					
EB Left	310	71	78	78	78
EB Through	-	176	189	193	193
EB Right	340	30	31	31	31
WB Left	540	152	175	183	183
WB Through/Right	970	218	236	241	241
NB Left	680	176	196	197	197
NB Through/Right	-	117	130	131	131
SB Left	480	211	226	243	243
SB Through/Right	-	114	126	126	126
West Taft Road @ Allen Road / Jake Hafners					
EB Left	250	38	40	40	40
EB Through/Right	970	68	73	76	76
WB Left/Through/Right	950	134	142	147	147
NB Left/Through/Right	-	6	6	6	6
SB Left/Through	-	69	70	72	72
SB Right	170	32	38	39	39
West Taft Road @ Pine Tree Drive					
EB Left/Through	950	0	0	0	0
WB Through/Right	105	0	0	0	0
SB Left/Right	-	3	3	3	3
West Taft Road @ Willow Road					
EB Through/Right	105	0	0	0	0
WB Left/Through	250	3	3	3	3
NB Left/Right	-	13	13	15	15
West Taft Road @ Crystal Drive					
EB Left/Through	250	0	0	0	0
WB Through/Right	100	0	0	0	0
SB Left/Right	-	5	5	5	5
West Taft Road @ Fay Park Drive					
EB Through/Right	100	0	0	0	0
WB Left/Through	225	3	3	3	3
NB Left/Right	-	3	3	3	3
West Taft Road @ Dormar Drive					
EB Left/Through	225	0	0	0	0
WB Through/Right	365	0	0	0	0
SB Left/Right	-	10	10	13	13
West Taft Road @ Rockland Drive / Site Access					
EB Left	150	-	-	-	3
EB (Left)/Through/(Right)	365	0	0	0	67
WB Left	150	-	-	-	7
WB (Left)/Through/Right	370	0	0	3	66
NB Left/Through/Right	-	0	-	18	23
SB Left/Through/Right	-	5	5	5	2

Proposed Hinerwadel's Site Redevelopment –5300 West Taft Road, Town of Clay
Queue Summary

Saturday Midday Peak Hour

Intersection	Available Storage	2025 Existing	2028 Background	2028 Build	2028 Build w/ Mitigation
West Taft Road @ Hazlehurst Avenue					
EB Left/Through	370	0	0	0	0
WB Through/Right	790	0	0	0	0
SB Left/Right	-	23	25	25	25
West Taft Road @ Teacher's Drive / Rite Aid					
EB Left	130	18	18	18	18
EB Through/Right	790	114	118	121	121
WB Left	135	5	5	5	5
WB Through/Right	530	86	89	91	91
NB Left/Through/Right	-	5	5	5	5
SB Left/Through	-	24	24	24	24
SB Right	-	14	16	17	17
West Taft Road @ Route 11					
EB Left	200	178	167	171	171
EB Through/Right	530	175	167	177	177
WB Left	175	222	123	124	124
WB Through	500	94	99	103	103
WB Right	235	0	0	0	0
NB Left	375	311	283	292	292
NB Through/Right	-	231	210	212	212
SB Left	190	128	119	121	121
SB Through	-	249	220	224	224
SB Right	250	137	124	127	127
West Taft Road @ South Bay Road					
EB Left	115	121	125	128	128
EB Through/Right	500	166	173	180	180
WB Left	400	156	161	161	161
WB Through/Right	-	99	104	107	107
NB Left	340	143	148	153	153
NB Through/Right	690	165	168	168	168
SB Left	115	59	60	61	61
SB Through/Right	-	137	140	142	142
NYS Route 11 @ Wally Road / 7 Brew					
EB Left/Through/Right	-	10	10	13	13
WB Left/Through/Right	-	28	30	30	30
NB Left	190	0	0	3	3
NB Through/Right	-	0	0	0	0
SB Left	175	5	5	5	5
SB Through/Right	690	0	0	0	0

Queue Lengths in Feet - 95th Percentile Queue Lengths from Synchro Analysis



Proposed Hinerwadel's Site Redevelopment - 5300 West Taft Road - Town of Clay, NY

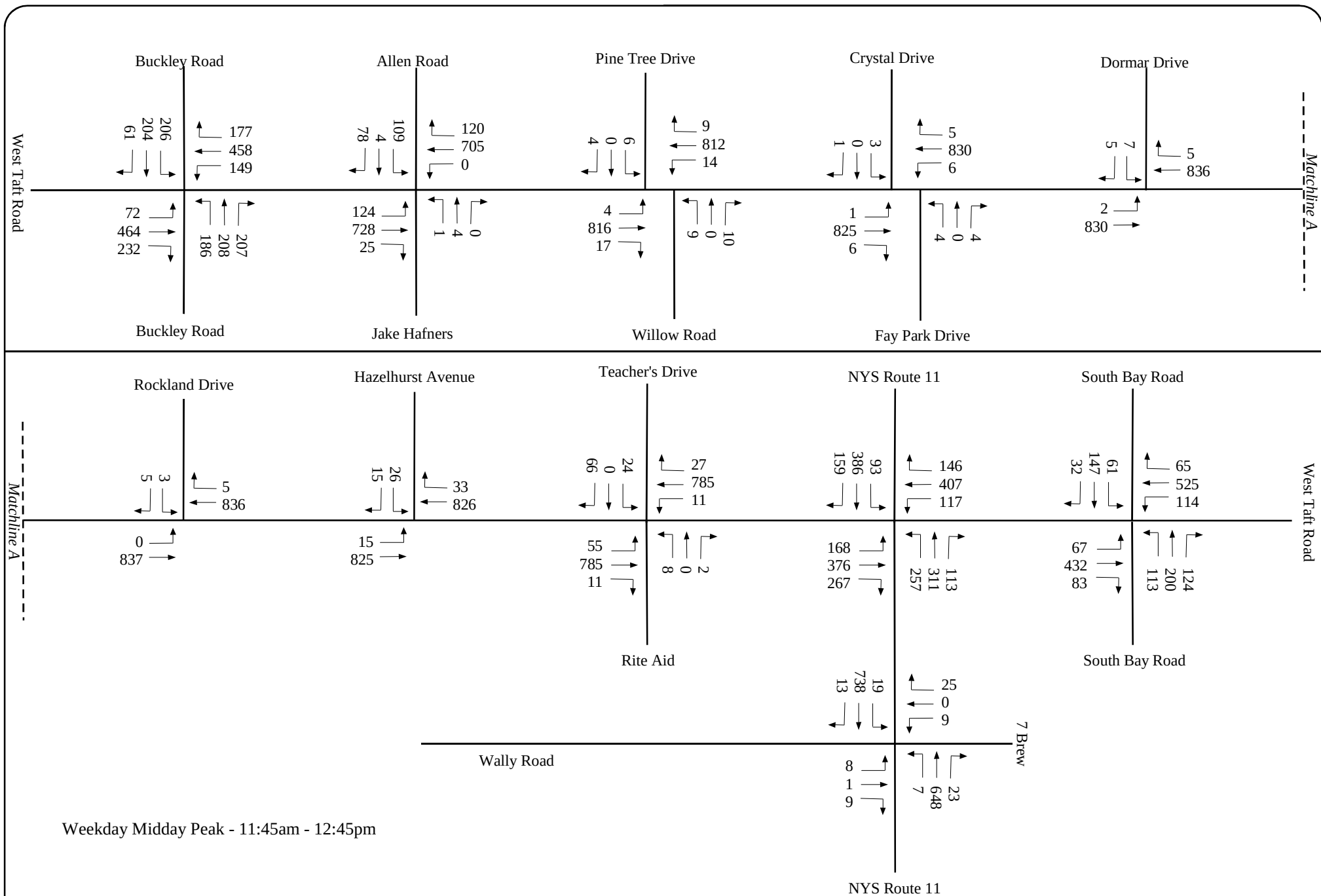
2025 Existing Traffic Volumes - Collected November 20th, 2025

Weekday Morning Peak Hour

Figure 2

Not To Scale





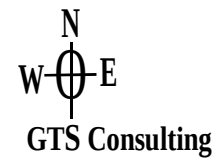
Proposed Hinerwadel's Site Redevelopment - 5300 West Taft Road - Town of Clay, NY

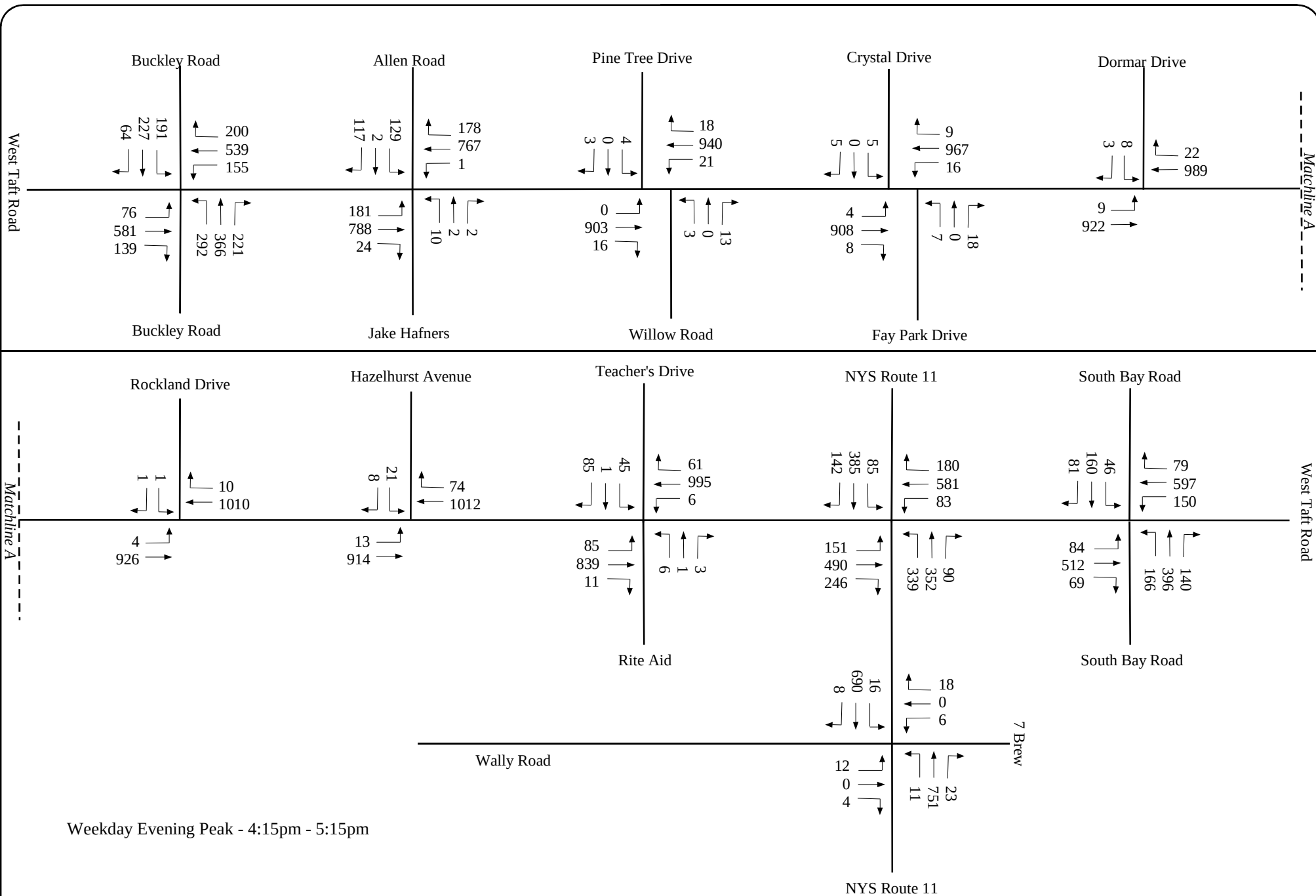
2025 Existing Traffic Volumes - Collected November 20th, 2025

Weekday Midday Peak Hour

Figure 3

Not To Scale





Proposed Hinerwadel's Site Redevelopment - 5300 West Taft Road - Town of Clay, NY

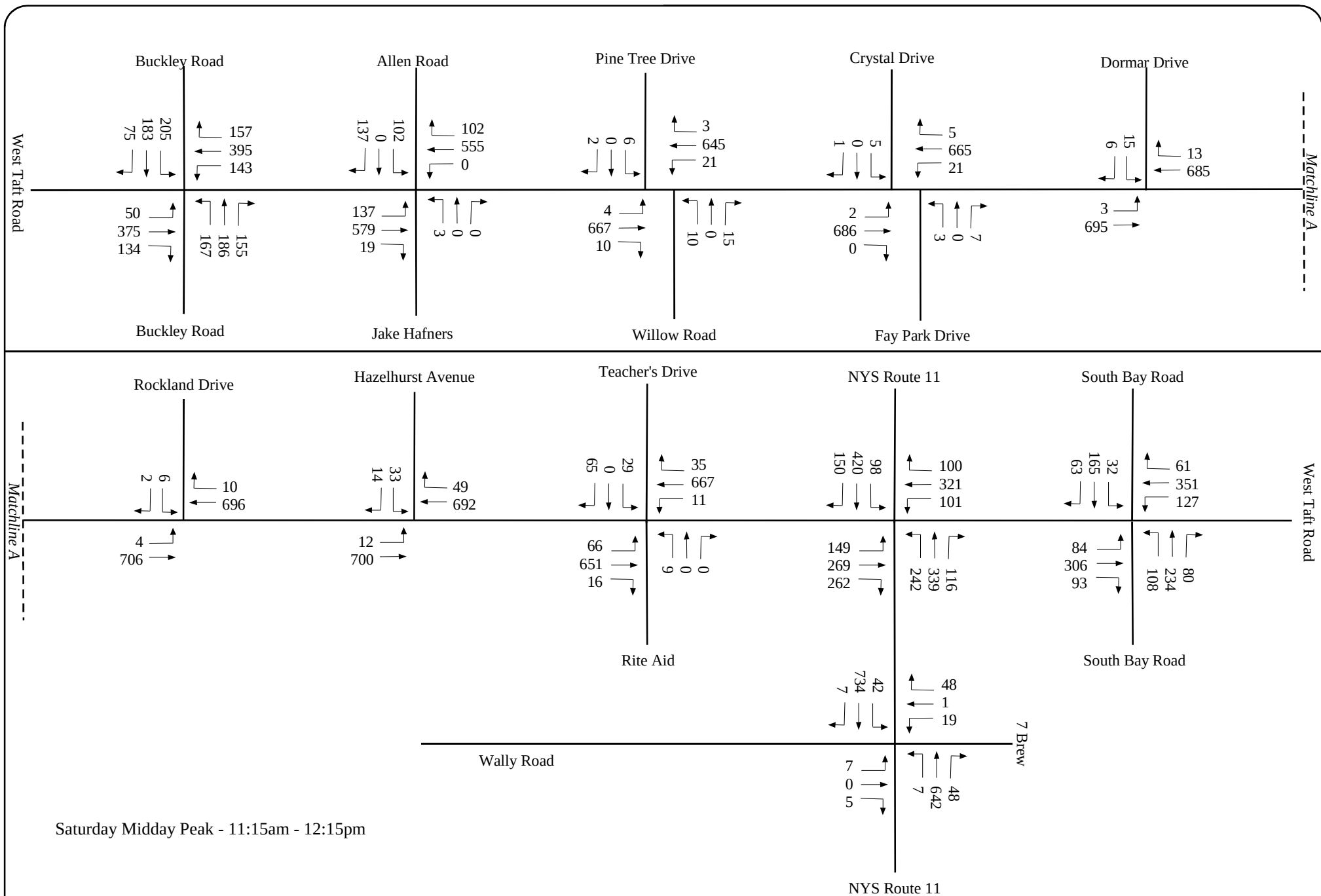
2025 Existing Traffic Volumes - Collected November 20th, 2025

Weekday Evening Peak Hour

Figure 4

Not To Scale





Proposed Hinerwadel's Site Redevelopment - 5300 West Taft Road - Town of Clay, NY

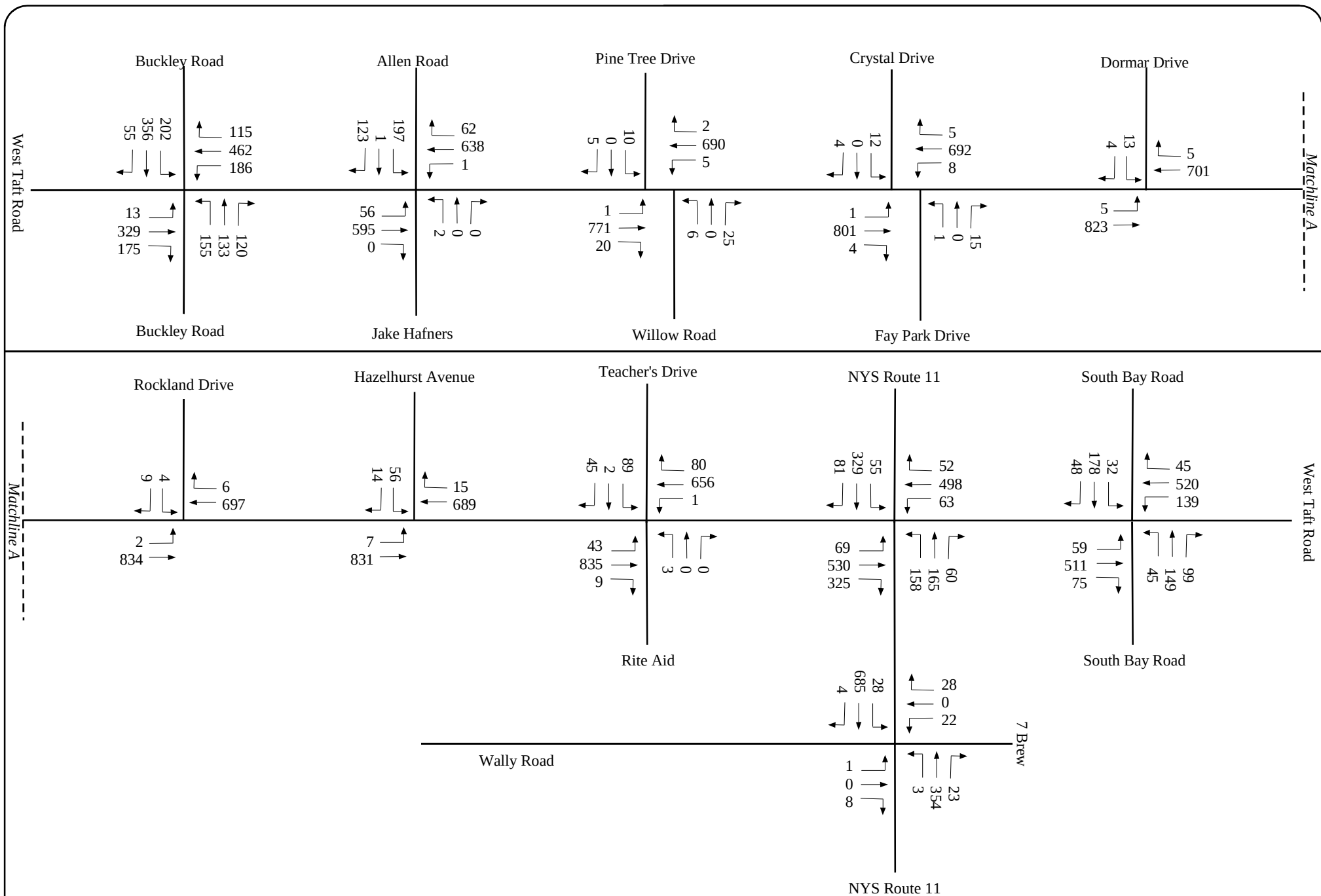
2025 Existing Traffic Volumes - Collected November 22th, 2025

Saturday Midday Peak Hour

Figure 5

Not To Scale





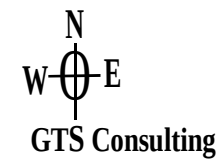
Proposed Hinerwadel's Site Redevelopment - 5300 West Taft Road - Town of Clay, NY

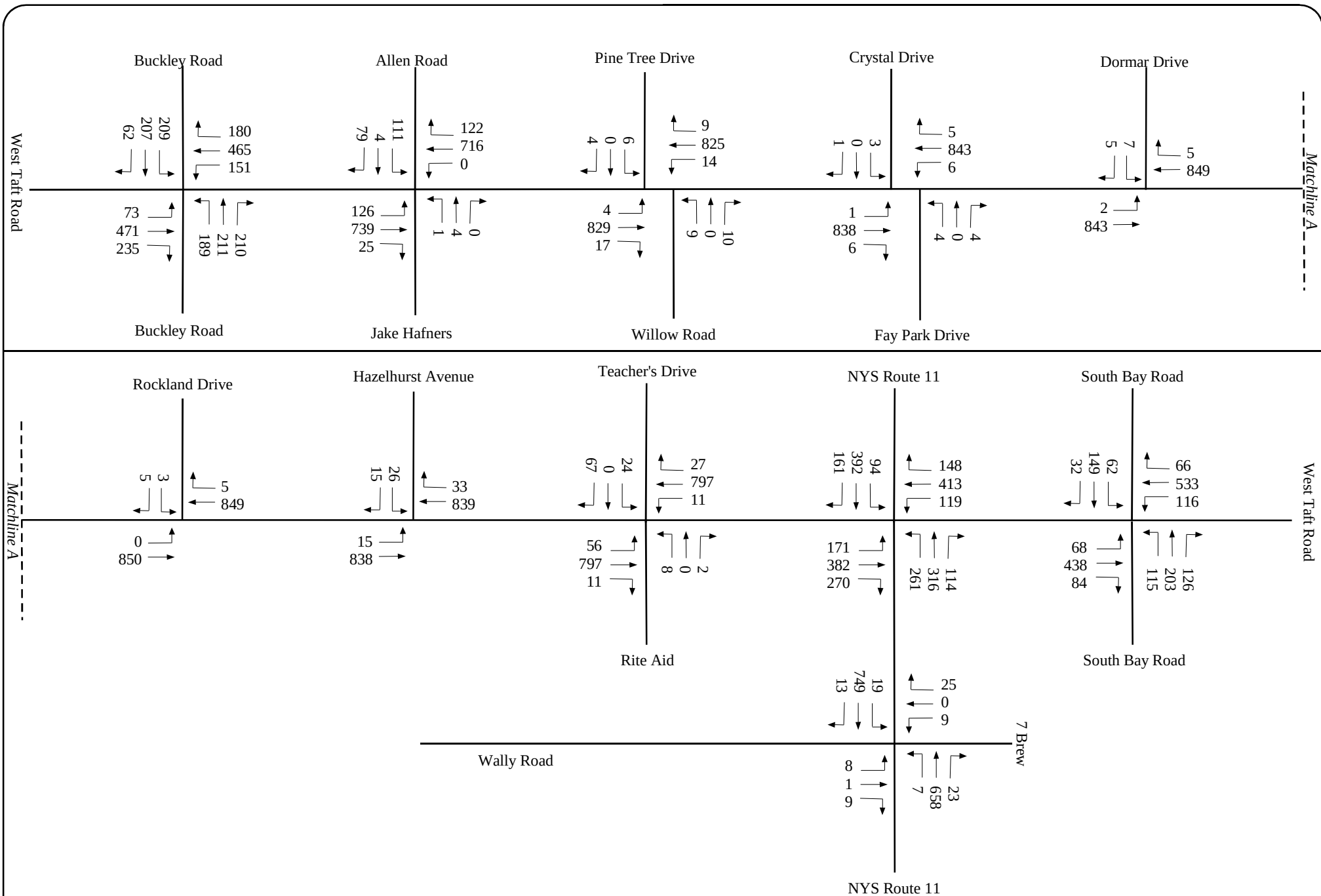
2028 Base Traffic Volumes - With 0.5% Growth per Year (1.5% Total)

Weekday Morning Peak Hour

Figure 6

Not To Scale





Proposed Hinerwadel's Site Redevelopment - 5300 West Taft Road - Town of Clay, NY

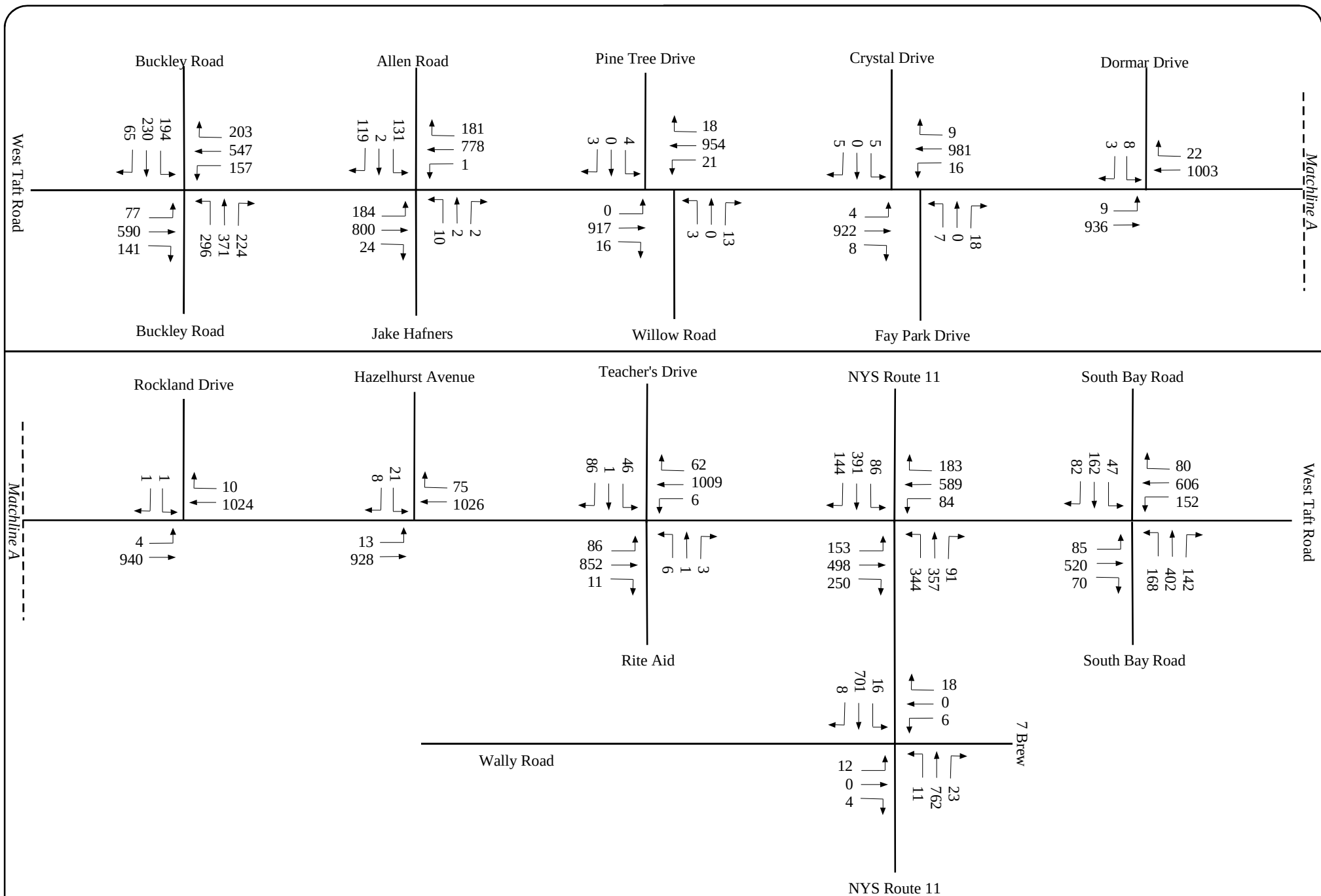
2028 Base Traffic Volumes - With 0.5% Growth per Year (1.5% Total)

Weekday MIDDAY Peak Hour

Figure 7

Not To Scale





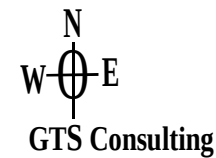
Proposed Hinerwadel's Site Redevelopment - 5300 West Taft Road - Town of Clay, NY

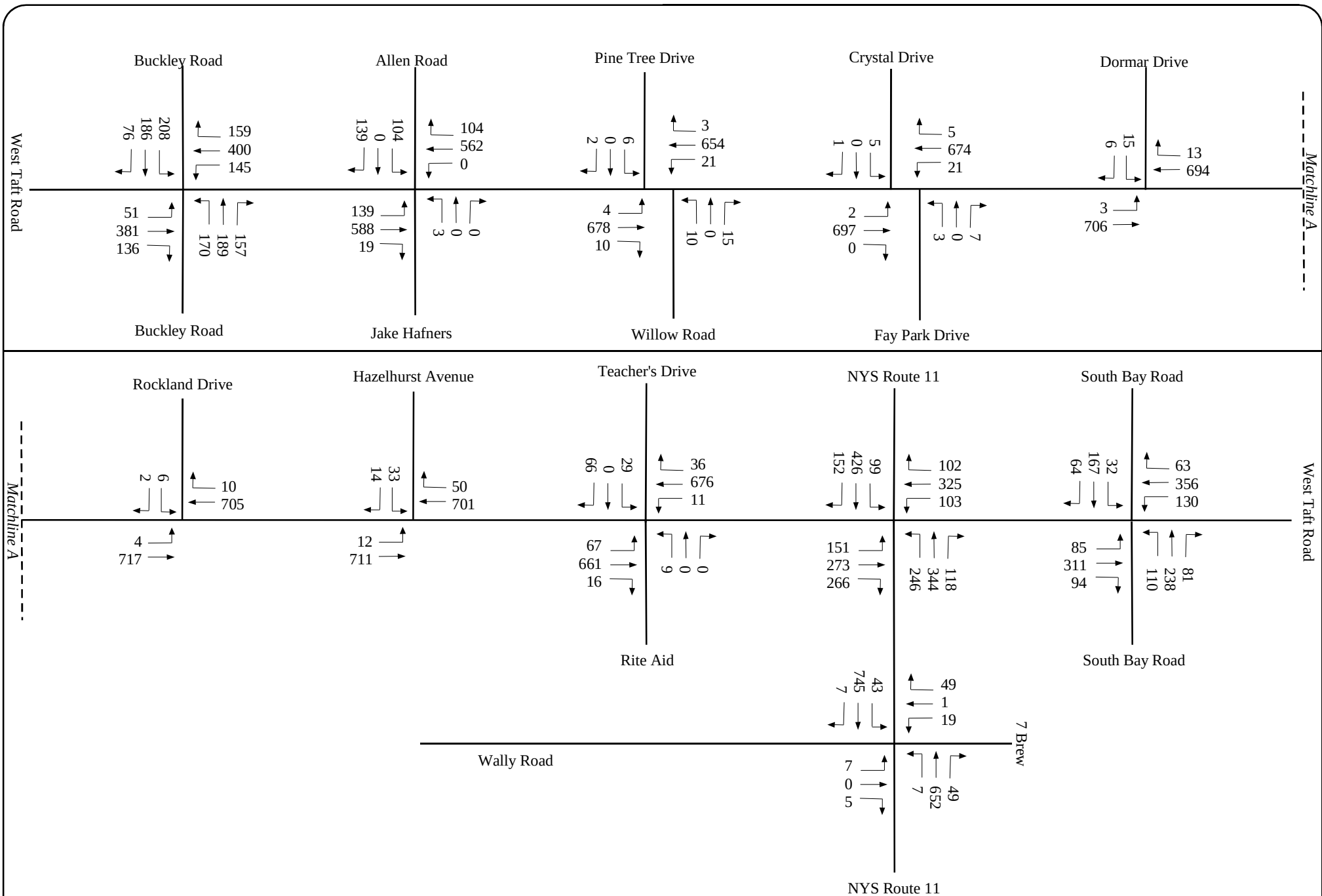
2028 Base Traffic Volumes - With 0.5% Growth per Year (1.5% Total)

Weekday Evening Peak Hour

Figure 8

Not To Scale





Proposed Hinerwadel's Site Redevelopment - 5300 West Taft Road - Town of Clay, NY

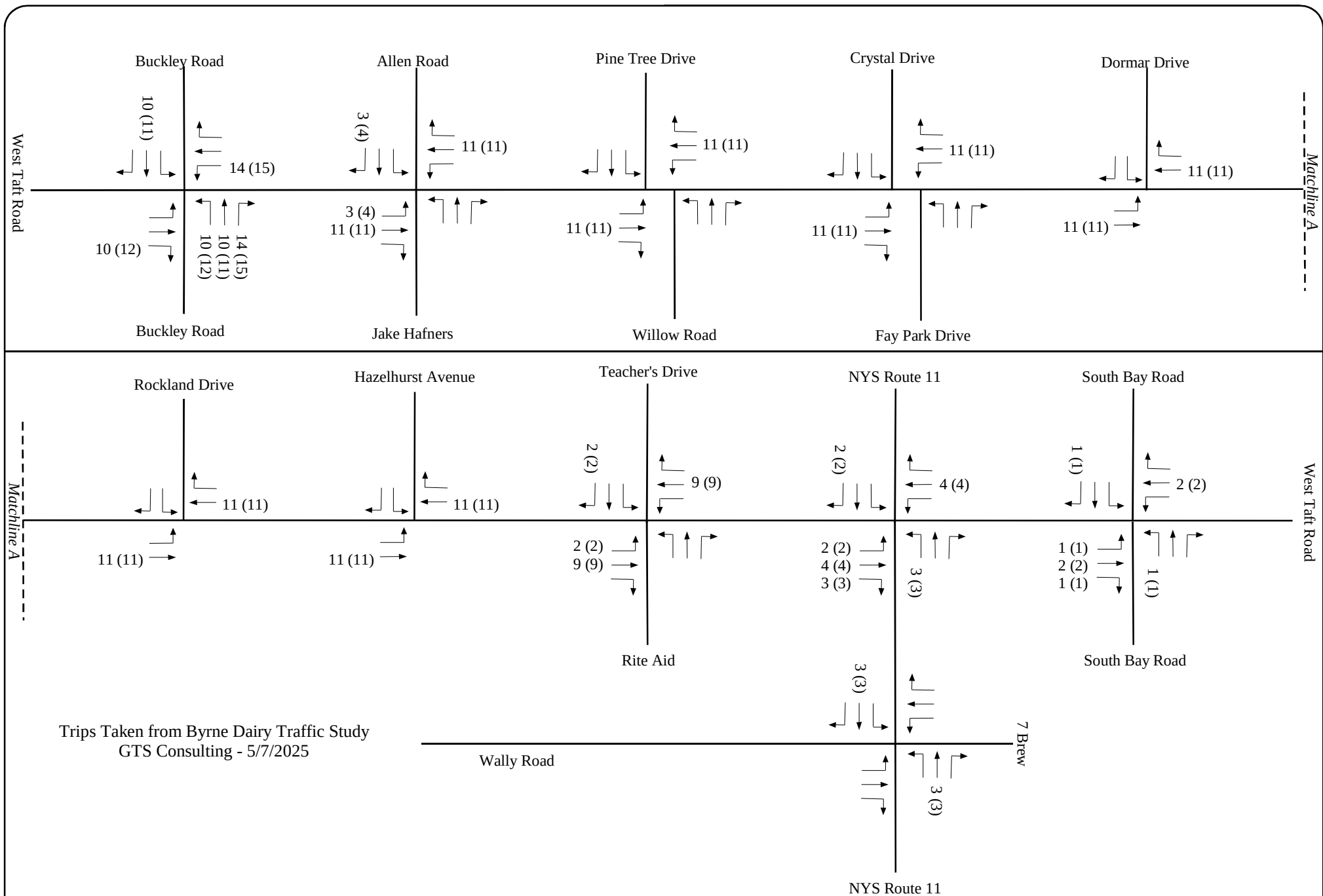
2028 Base Traffic Volumes - With 0.5% Growth per Year (1.5% Total)

Saturday Midday Peak Hour

Figure 9

Not To Scale





Proposed Hinerwadel's Site Redevelopment - 5300 West Taft Road - Town of Clay, NY

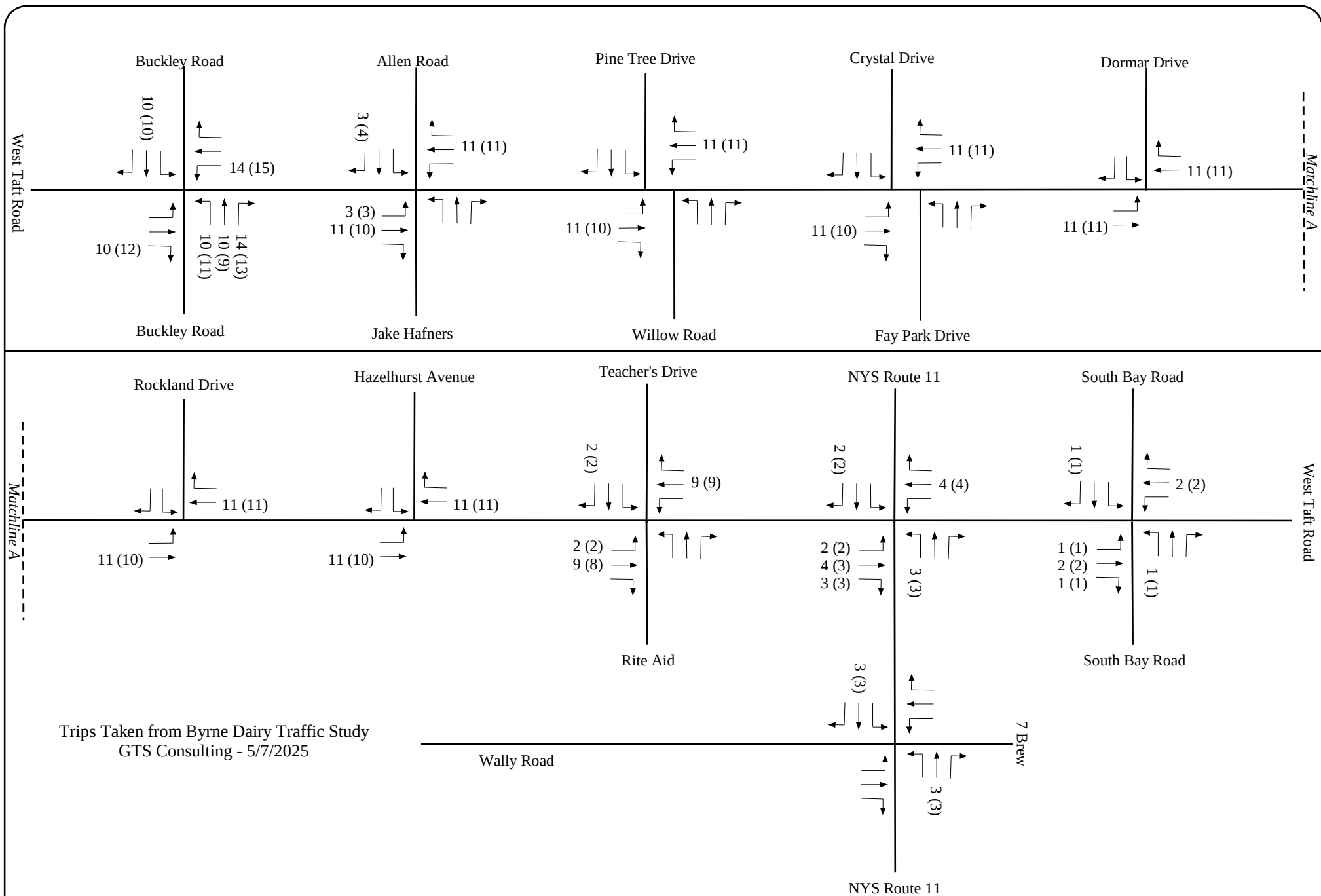
Approved Development Trips - Byrne Dairy - Buckley Road

Weekday Morning (Midday) Peak Hour

Figure 10

Not To Scale





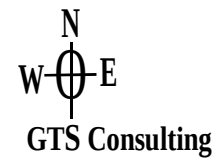
Proposed Hinerwadel's Site Redevelopment - 5300 West Taft Road - Town of Clay, NY

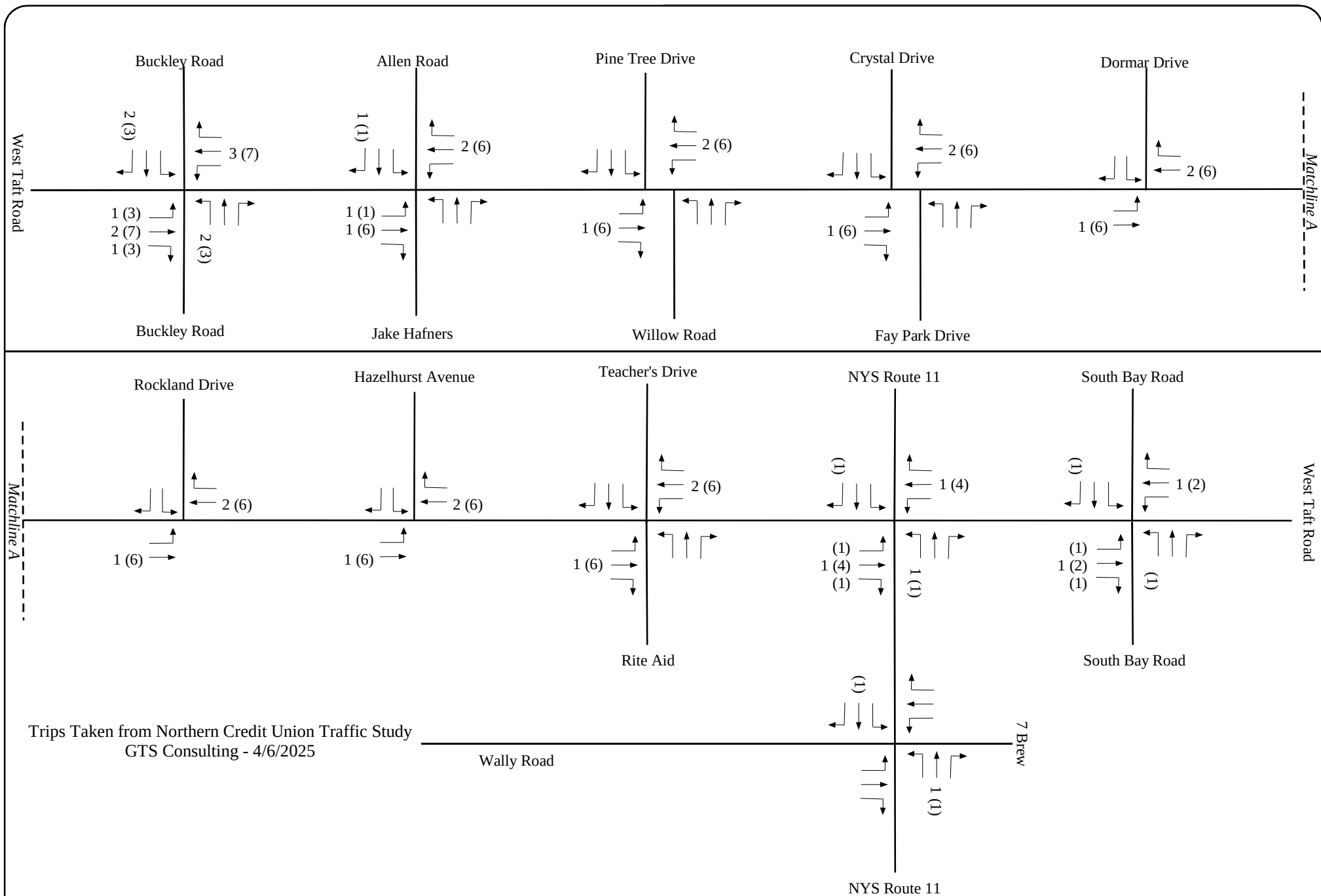
Approved Development Trips - Byrne Dairy - Buckley Road

Weekday Evening (Saturday Midday) Peak Hour

Figure 11

Not To Scale





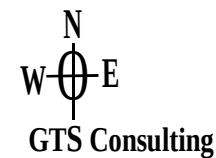
Proposed Hinerwadel's Site Redevelopment - 5300 West Taft Road - Town of Clay, NY

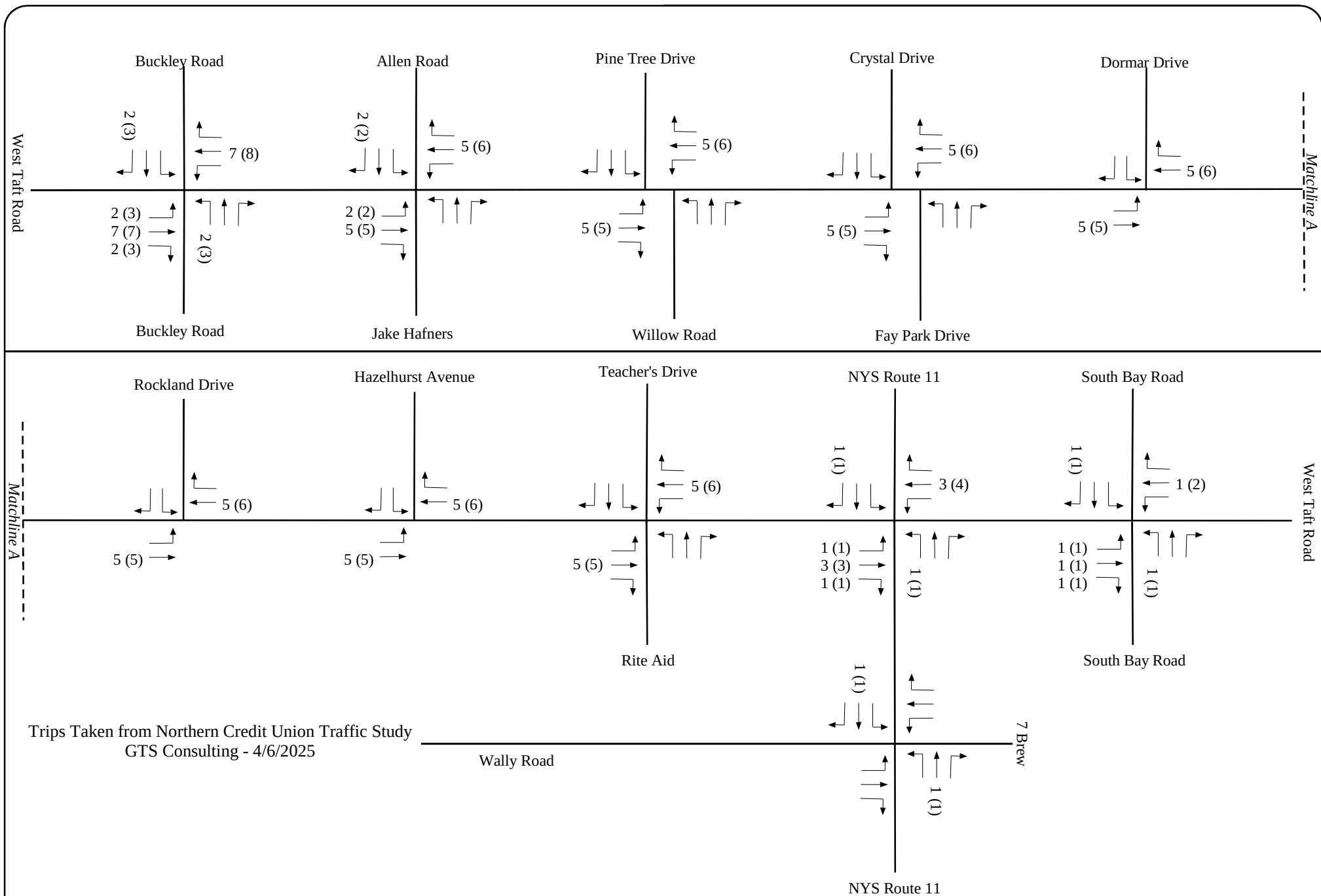
Approved Development Trips - Northern Credit Union - West Taft Road Road

Weekday Morning (Midday) Peak Hour

Figure 12

Not To Scale





Proposed Hinerwadel's Site Redevelopment - 5300 West Taft Road - Town of Clay, NY

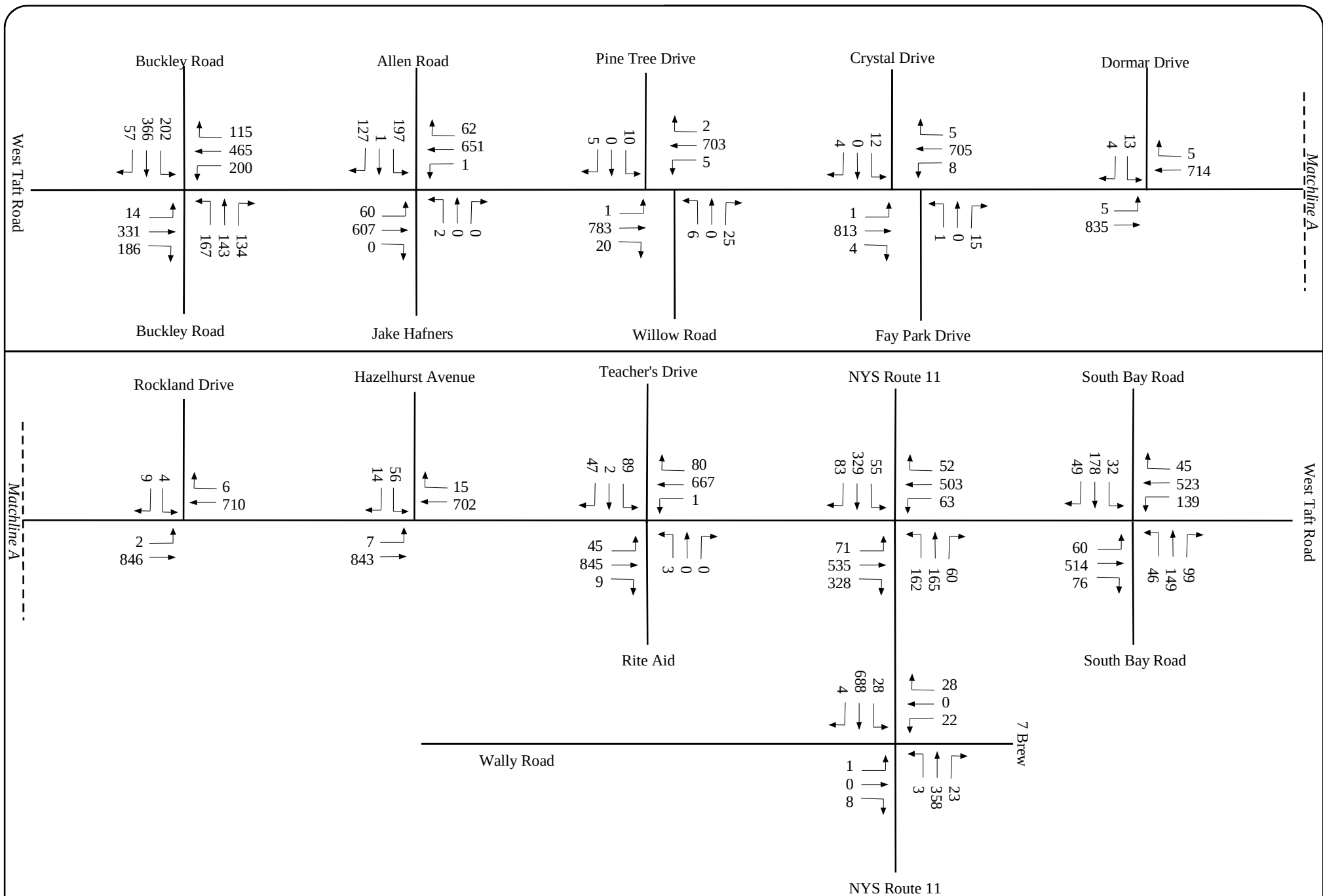
Approved Development Trips - Northern Credit Union - West Taft Road Road

Weekday Evening (Saturday Midday) Peak Hour

Figure 13

Not To Scale





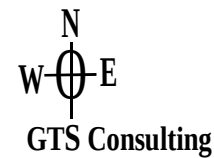
Proposed Hinerwadel's Site Redevelopment - 5300 West Taft Road - Town of Clay, NY

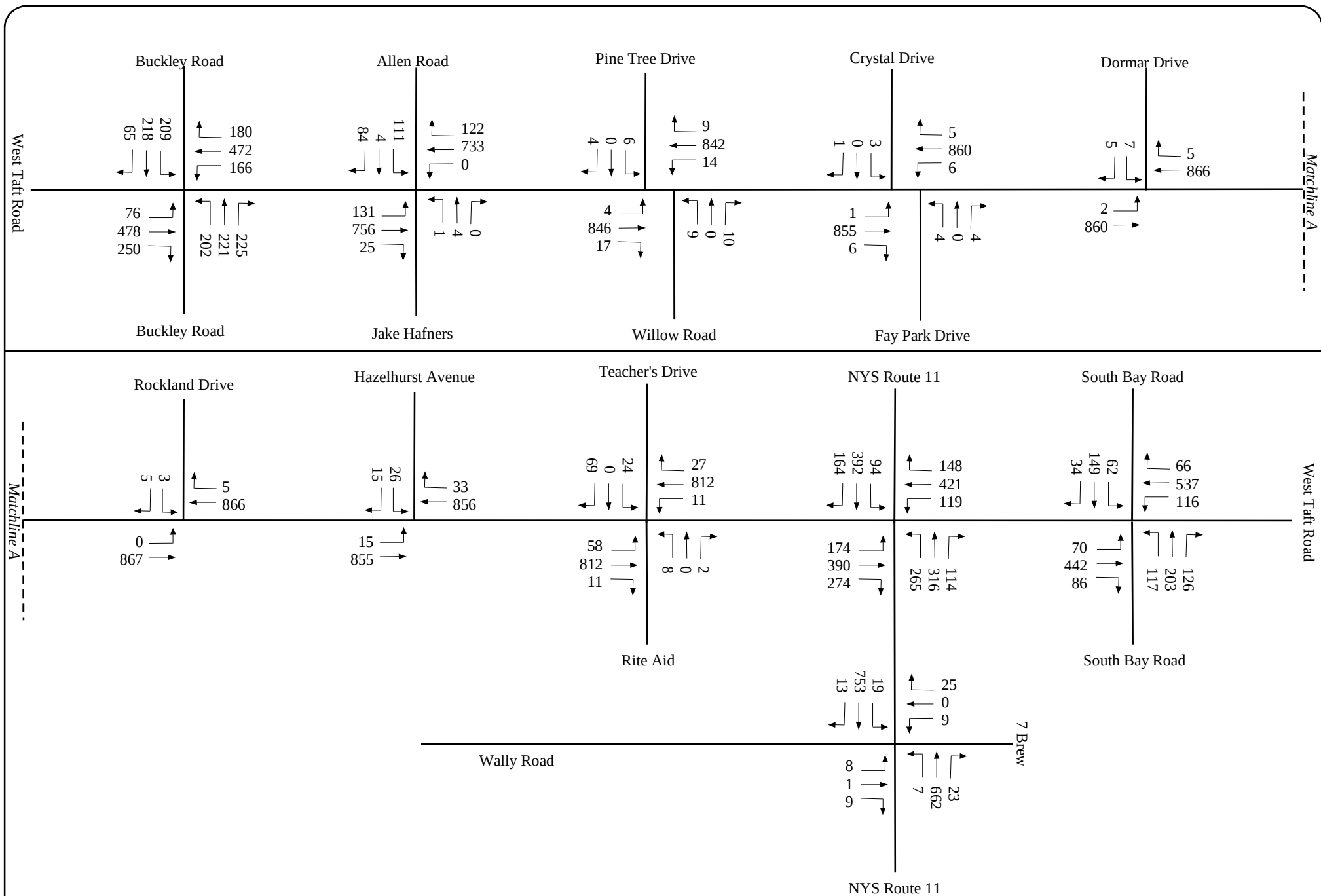
2028 Background Traffic Volumes - With Growth & Approved Development

Weekday Morning Peak Hour

Figure 15

Not To Scale





Proposed Hinerwadel's Site Redevelopment - 5300 West Taft Road - Town of Clay, NY

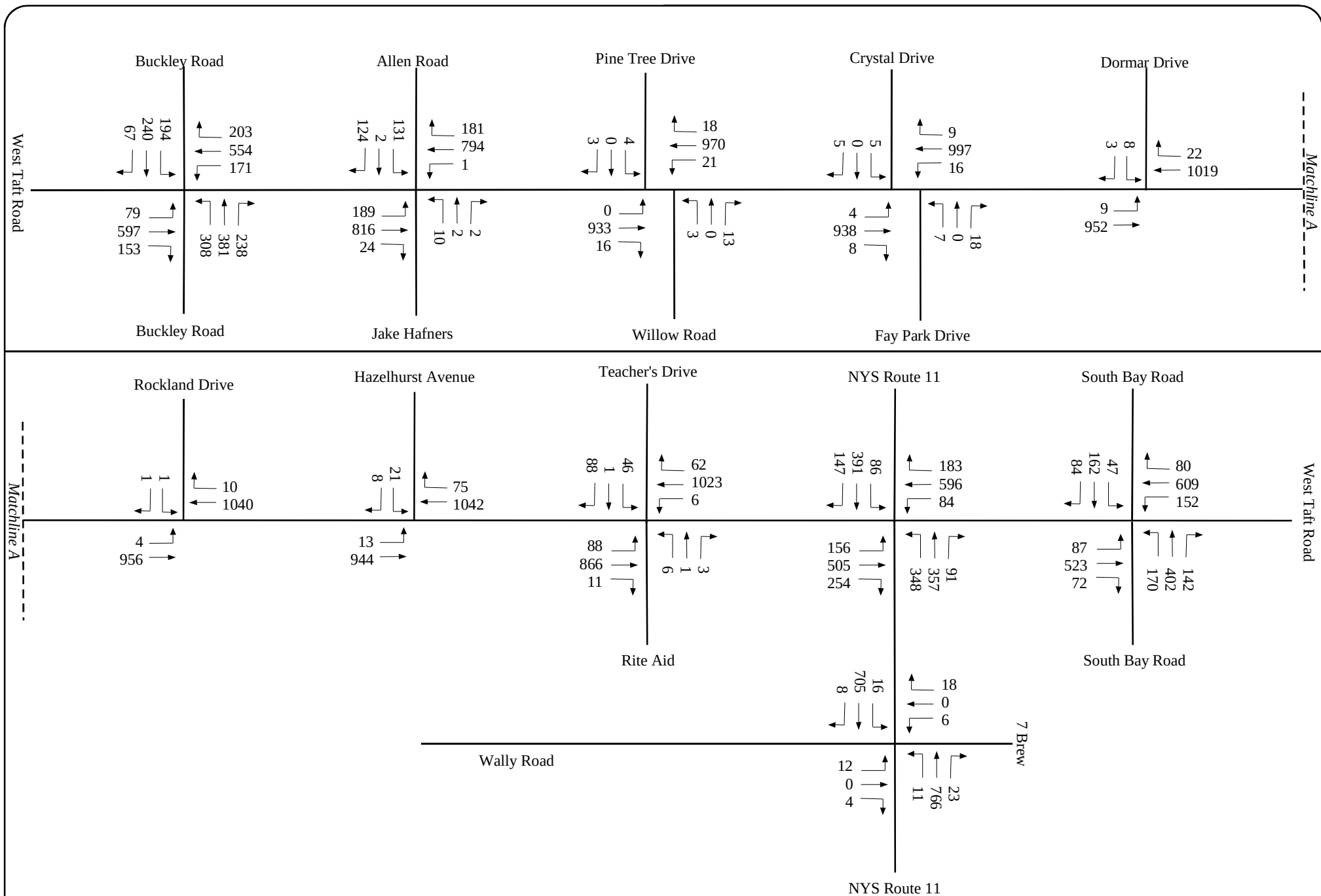
2028 Background Traffic Volumes - With Growth & Approved Development

Weekday MIDDAY Peak Hour

Figure 16

Not To Scale





Proposed Hinerwadel's Site Redevelopment - 5300 West Taft Road - Town of Clay, NY

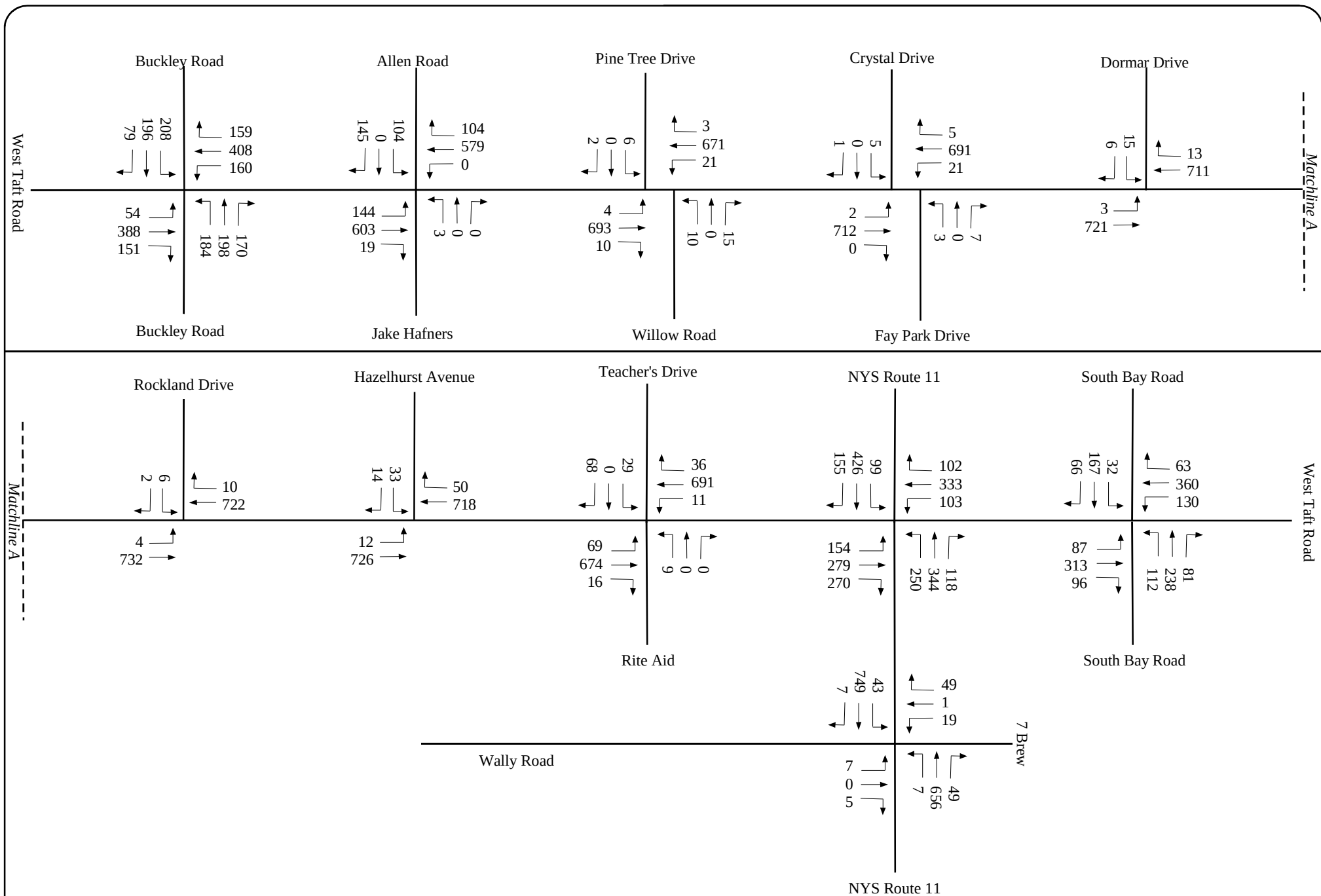
2028 Background Traffic Volumes - With Growth & Approved Development

Weekday Evening Peak Hour

Figure 17

Not To Scale





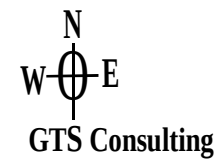
Proposed Hinerwadel's Site Redevelopment - 5300 West Taft Road - Town of Clay, NY

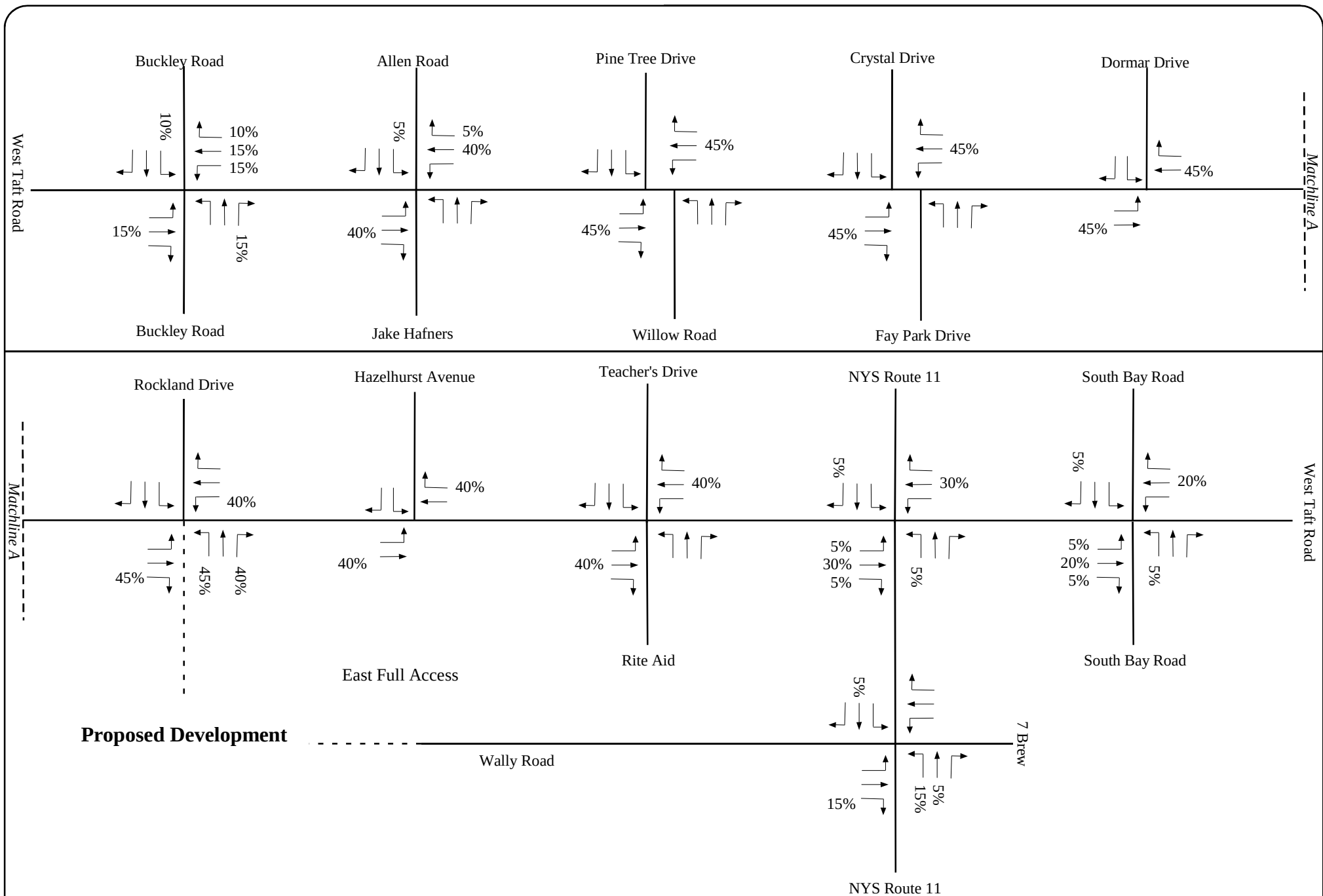
2028 Background Traffic Volumes - With Growth & Approved Development

Saturday Midday Peak Hour

Figure 18

Not To Scale





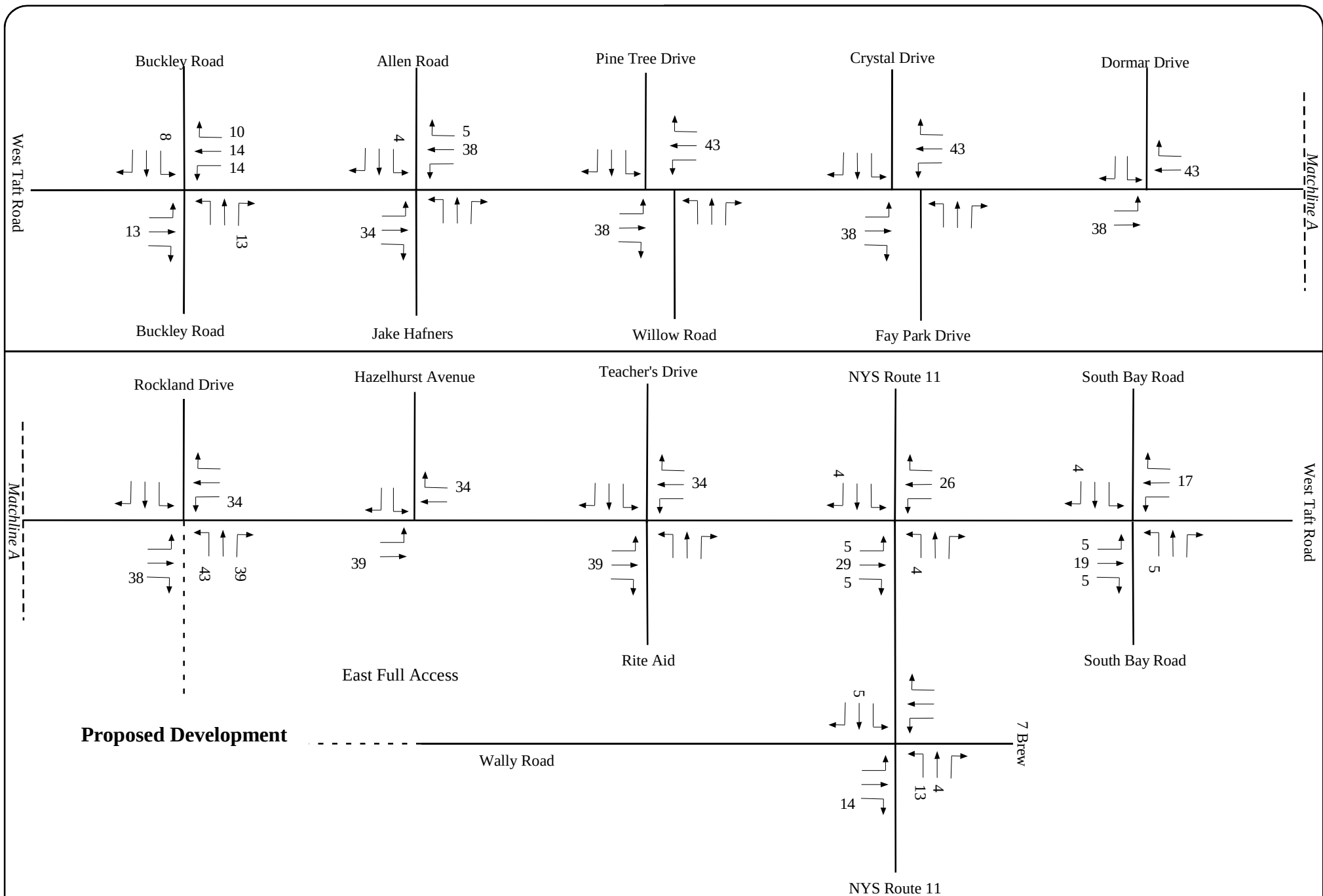
Proposed Hinerwadel's Site Redevelopment - 5300 West Taft Road - Town of Clay, NY

Arrival / Departure Trip Distribution

Figure 19

Not To Scale





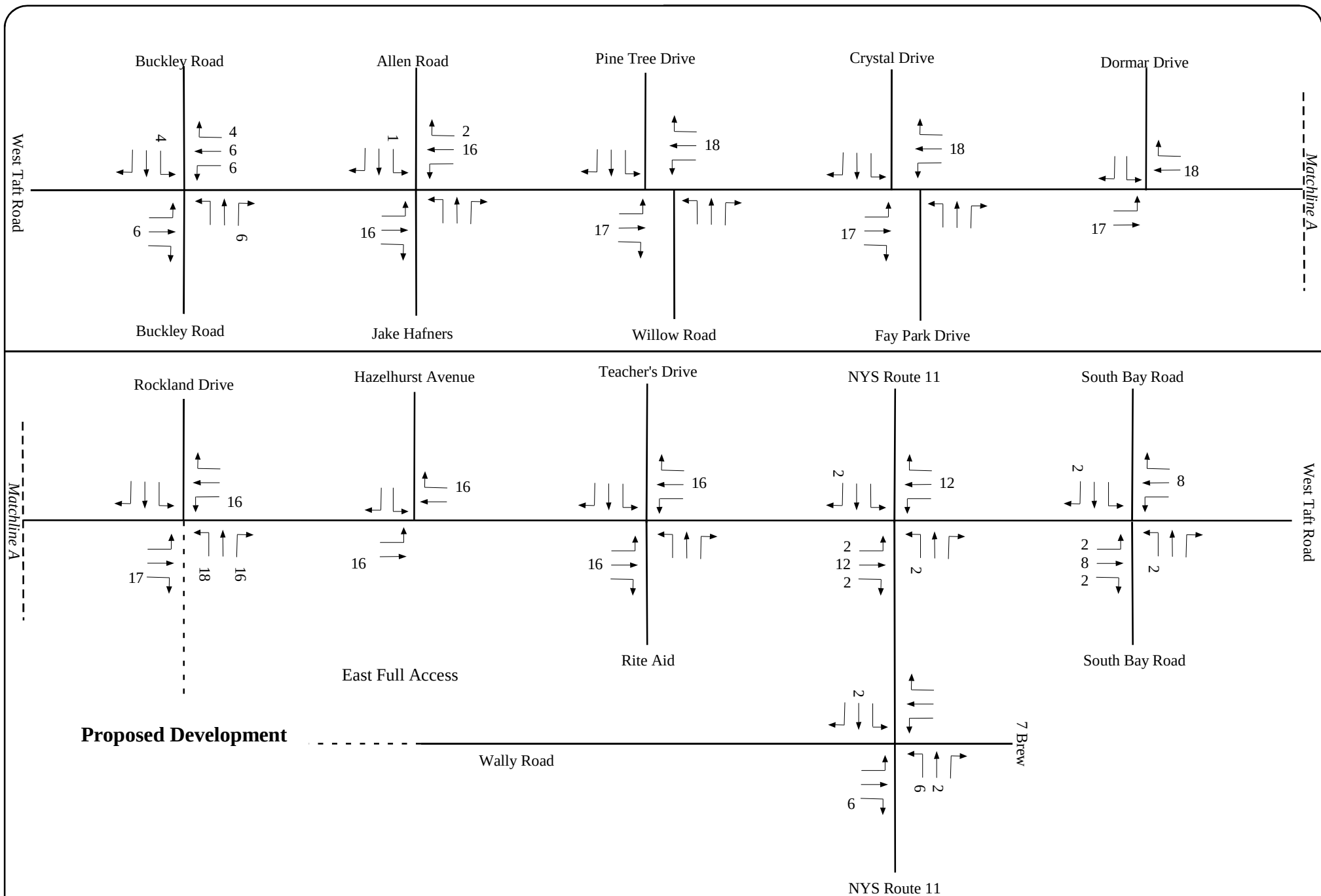
Proposed Hinerwadel's Site Redevelopment - 5300 West Taft Road - Town of Clay, NY

Trips Generated - Weekday Morning Peak Hour

Figure 20

Not To Scale



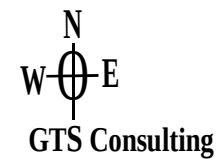


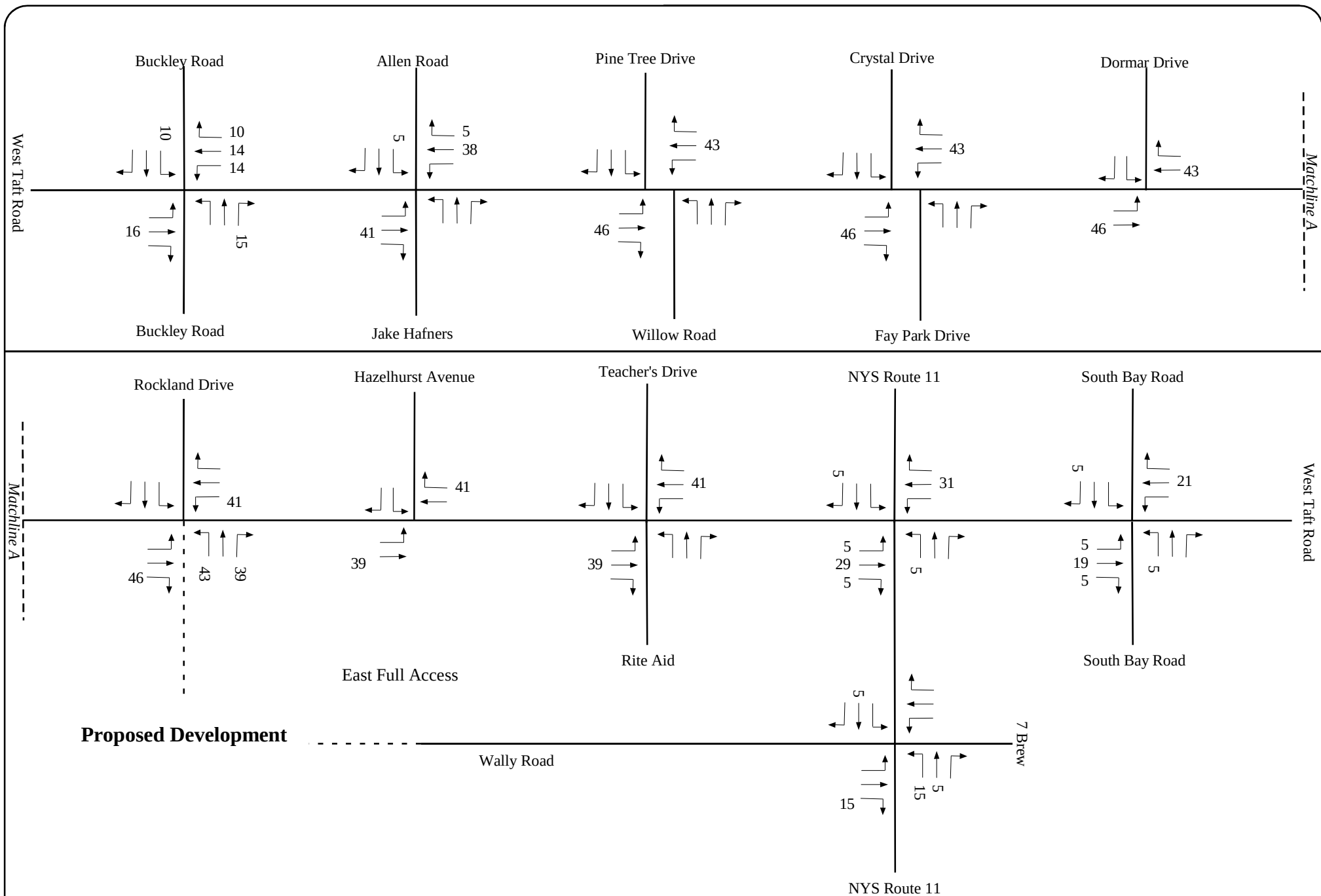
Proposed Hinerwadel's Site Redevelopment - 5300 West Taft Road - Town of Clay, NY

Trips Generated - Weekday Midday Peak Hour

Figure 21

Not To Scale



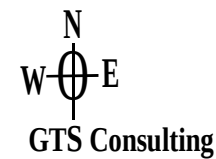


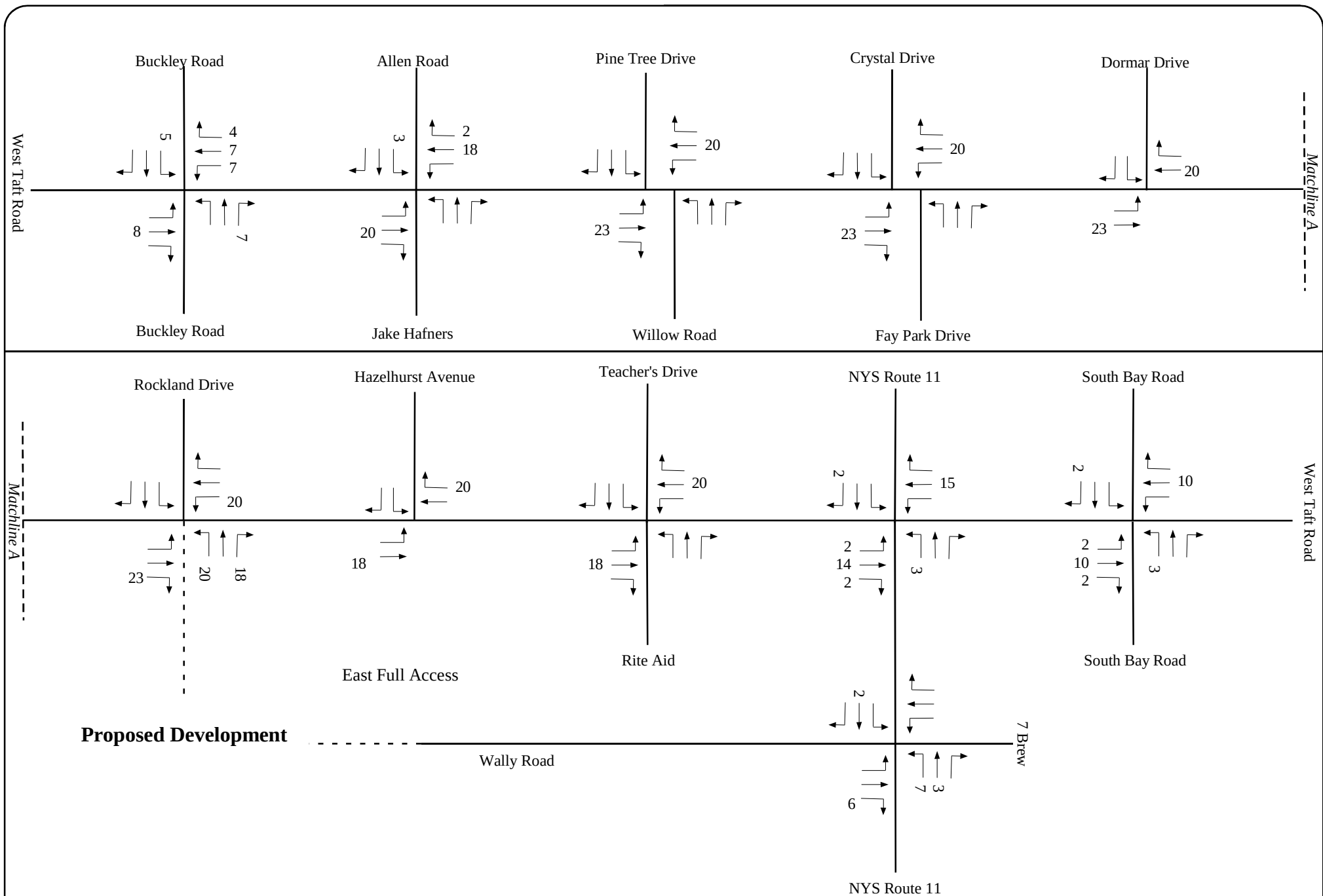
Proposed Hinerwadel's Site Redevelopment - 5300 West Taft Road - Town of Clay, NY

Trips Generated - Weekday Evening Peak Hour

Figure 22

Not To Scale



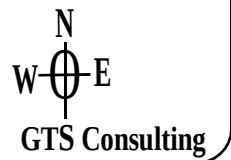


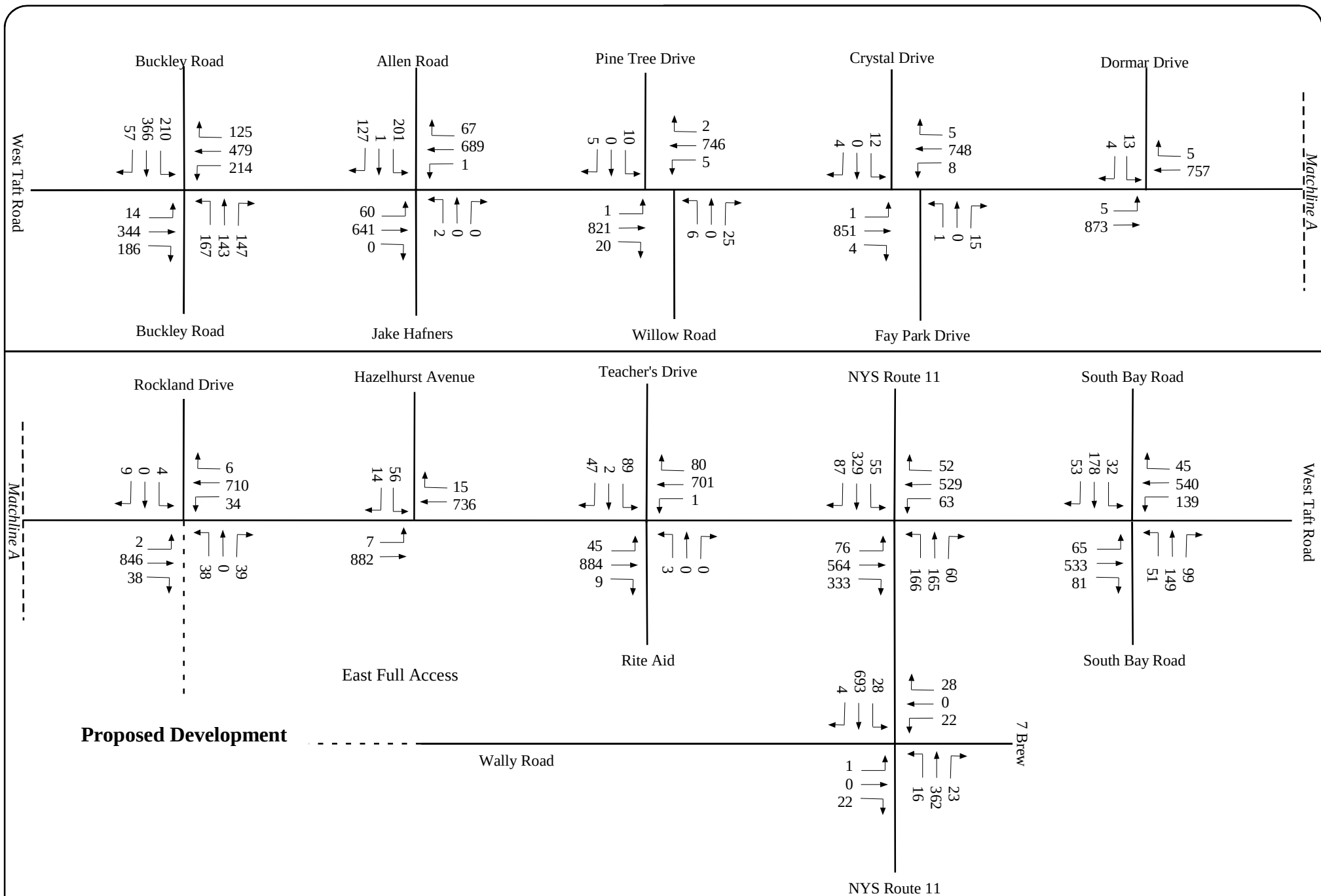
Proposed Hinerwadel's Site Redevelopment - 5300 West Taft Road - Town of Clay, NY

Trips Generated - Saturday Midday Peak Hour

Figure 23

Not To Scale



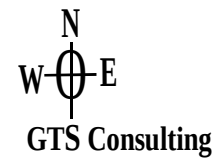


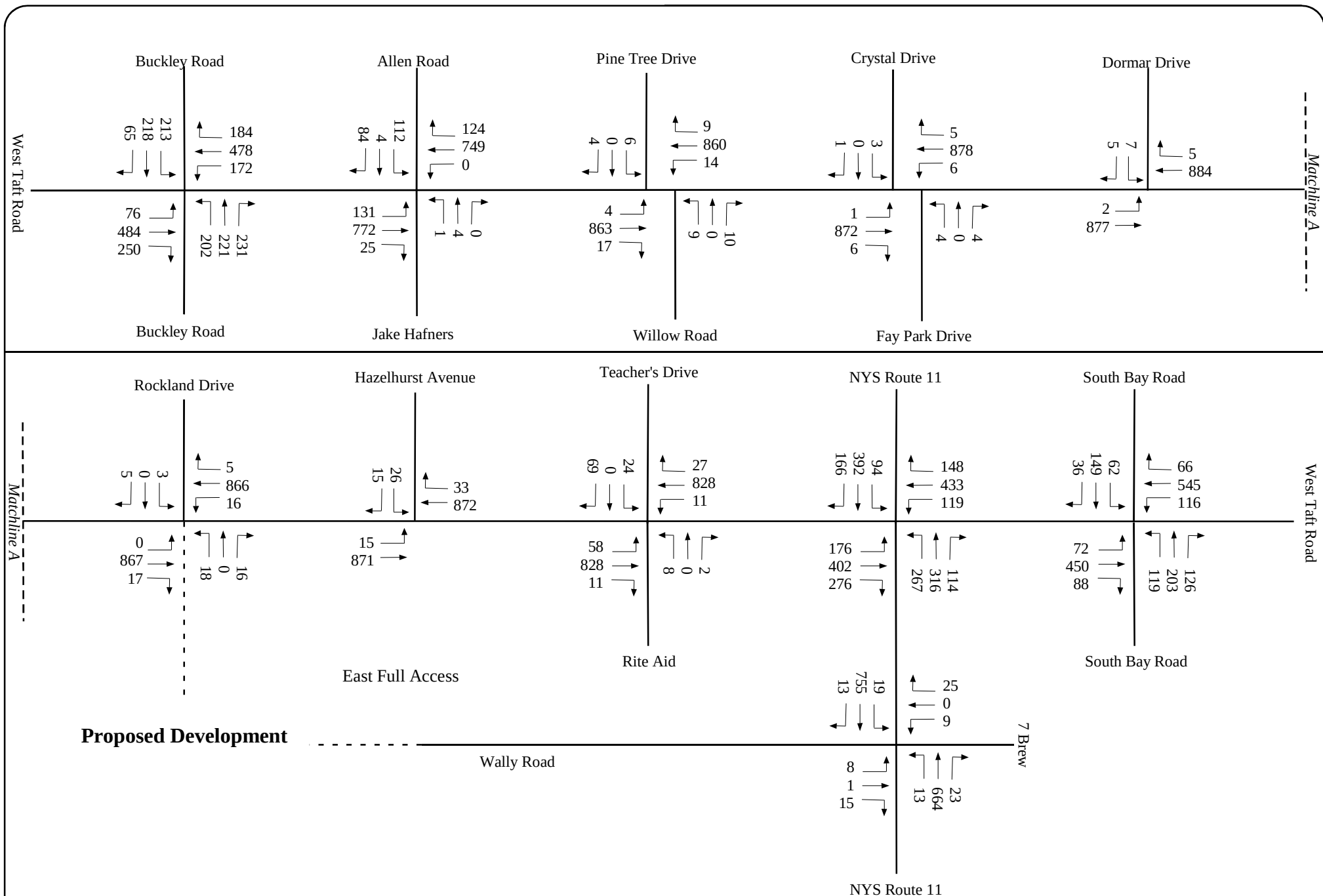
Proposed Hinerwadel's Site Redevelopment - 5300 West Taft Road - Town of Clay, NY

2028 Build Traffic Volumes
Weekday Morning Peak Hour

Figure 24

Not To Scale



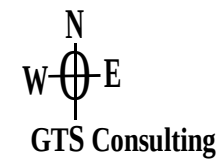


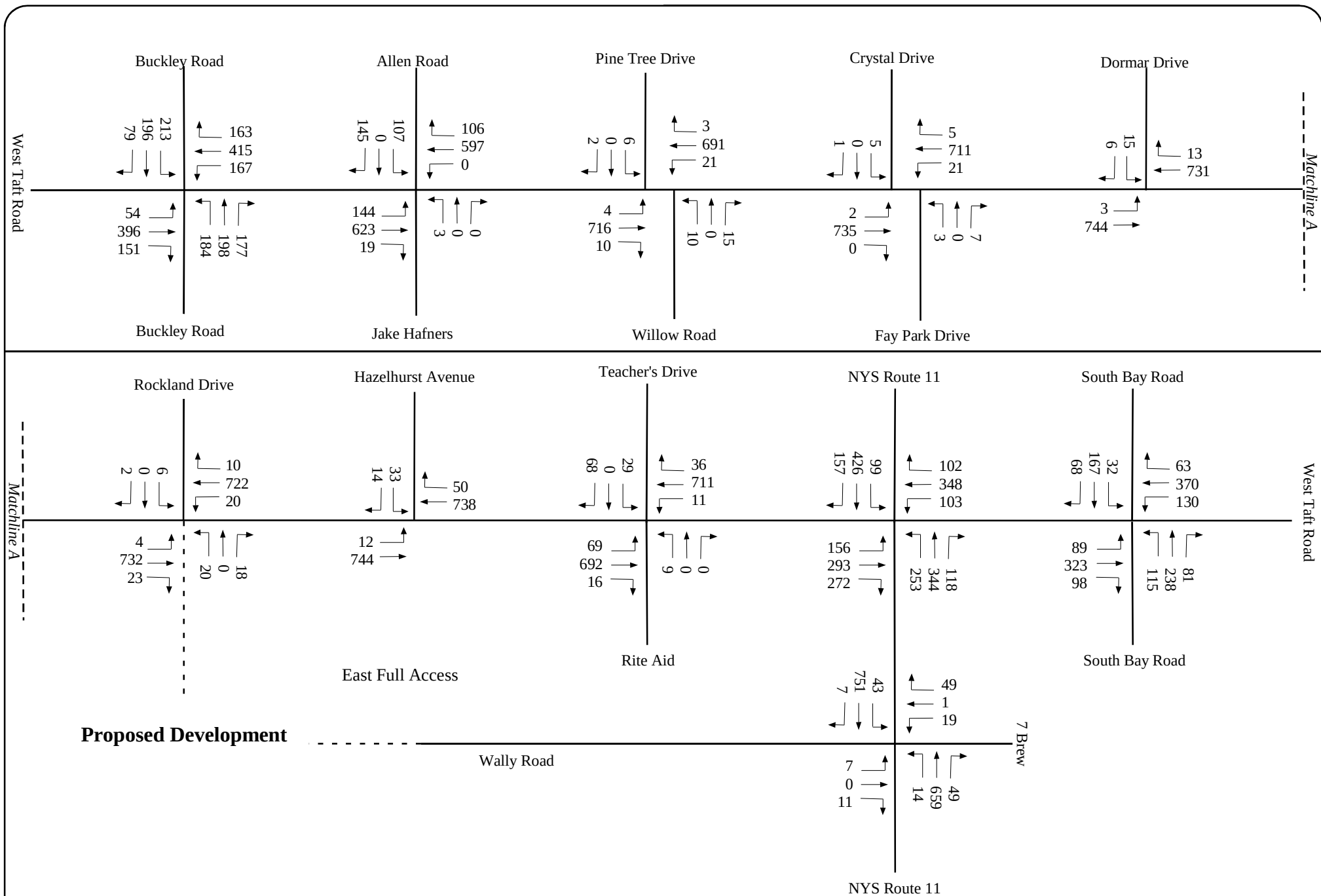
Proposed Hinerwadel's Site Redevelopment - 5300 West Taft Road - Town of Clay, NY

2028 Build Traffic Volumes
Weekday Midday Peak Hour

Figure 25

Not To Scale





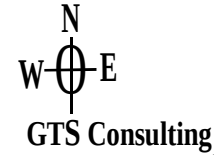
Proposed Hinerwadel's Site Redevelopment - 5300 West Taft Road - Town of Clay, NY

2028 Build Traffic Volumes - With Growth & Approved Development

Saturday Midday Peak Hour

Figure 27

Not To Scale



Intersection Gap Study

Project: Proposed Hinerwadel's Site Redevelopment - 5300 West Taft Road
 Date: 11/20/2025 & 11/22/2025



Intersection: Site Access @ West Taft Road
 Movement: Right Turns Exiting / Left Turns Entering

Time Interval		6-9 sec x 1	10-13 sec x 2	14-17 sec x 3	18-19 sec x 4	20-23 sec x 5	24-25 sec x 6	26-29 sec x 7	>29 sec x 8	Interval Total	Hour Total
Morning Peak Hour											
7:15-7:30am	# of Gaps	17	9	6	4	1	0	0	1		
	# of Vehicles	17	18	18	16	5	0	0	8	82	
7:30-7:45am	# of Gaps	17	6	4	5	2	0	0	2		
	# of Vehicles	17	12	12	20	10	0	0	16	87	
7:45-8:00am	# of Gaps	17	11	4	4	2	2	0	0		
	# of Vehicles	17	22	12	16	10	12	0	0	89	
8:00-8:15am	# of Gaps	11	7	2	3	6	1	1	2		
	# of Vehicles	11	14	6	12	30	6	7	16	102	360

Afternoon Peak Hour

11:45am-12:00pm	# of Gaps	11	9	8	1	1	1	1	1		
	# of Vehicles	11	18	24	4	5	6	7	8	83	
12:00-12:15pm	# of Gaps	17	13	6	1	3	1	0	0		
	# of Vehicles	17	26	18	4	15	6	0	0	86	
12:15-12:30pm	# of Gaps	13	12	4	0	1	0	3	1		
	# of Vehicles	13	24	12	0	5	0	21	8	83	
12:30-12:45pm	# of Gaps	9	5	4	3	4	0	4	1		
	# of Vehicles	9	10	12	12	20	0	28	8	99	351

Evening Peak Hour

4:15-4:30pm	# of Gaps	17	5	4	2	3	2	0	0		
	# of Vehicles	17	10	12	8	15	12	0	0	74	
4:30-4:45pm	# of Gaps	16	9	4	1	2	1	1	0		
	# of Vehicles	16	18	12	4	10	6	7	0	73	
4:45-5:00pm	# of Gaps	16	10	4	0	1	0	2	0		
	# of Vehicles	16	20	12	0	5	0	14	0	67	
5:00-5:15pm	# of Gaps	15	8	2	1	5	1	1	0		
	# of Vehicles	15	16	6	4	25	6	7	0	79	293

Saturday Peak Hour

11:15-11:30am	# of Gaps	11	6	3	2	6	2	1	1		
	# of Vehicles	11	12	9	8	30	12	7	8	97	
11:30-11:45am	# of Gaps	20	6	7	0	2	1	0	3		
	# of Vehicles	20	12	21	0	10	6	0	24	93	
11:45-12:00pm	# of Gaps	15	10	5	3	1	0	1	1		
	# of Vehicles	15	20	15	12	5	0	7	8	82	
12:00-12:15pm	# of Gaps	13	7	6	3	1	0	0	5		
	# of Vehicles	13	14	18	12	5	0	0	40	102	374

Intersection Gap Study

Project: Proposed Hinerwadel's Site Redevelopment - 5300 West Taft Road
 Date: 11/20/2025 & 11/22/2025



Intersection: Site Access @ West Taft Road
 Movement: Left Turns Exiting

Time Interval		6-9 sec x 1	10-13 sec x 2	14-17 sec x 3	18-19 sec x 4	20-23 sec x 5	24-25 sec x 6	26-29 sec x 7	>29 sec x 8	Interval Total	Hour Total
Morning Peak Hour											
7:15-7:30am	# of Gaps	21	7	1	1	1	0	0	0		
	# of Vehicles	21	14	3	4	5	0	0	0	47	
7:30-7:45am	# of Gaps	19	3	2	0	0	0	0	2		
	# of Vehicles	19	6	6	0	0	0	0	16	47	
7:45-8:00am	# of Gaps	15	4	1	0	0	0	0	0		
	# of Vehicles	15	8	3	0	0	0	0	0	26	
8:00-8:15am	# of Gaps	14	10	3	0	1	0	0	0		
	# of Vehicles	14	20	9	0	5	0	0	0	48	168

Afternoon Peak Hour

11:45am-12:00pm	# of Gaps	8	7	2	1	0	1	0	0		
	# of Vehicles	8	14	6	4	0	6	0	0	38	
12:00-12:15pm	# of Gaps	18	3	1	0	1	0	0	0		
	# of Vehicles	18	6	3	0	5	0	0	0	32	
12:15-12:30pm	# of Gaps	12	11	0	0	0	0	0	0		
	# of Vehicles	12	22	0	0	0	0	0	0	34	
12:30-12:45pm	# of Gaps	12	3	3	0	0	0	0	0		
	# of Vehicles	12	6	9	0	0	0	0	0	27	131

Evening Peak Hour

4:15-4:30pm	# of Gaps	15	3	2	0	0	0	0	0		
	# of Vehicles	15	6	6	0	0	0	0	0	27	
4:30-4:45pm	# of Gaps	14	2	2	0	0	0	0	0		
	# of Vehicles	14	4	6	0	0	0	0	0	24	
4:45-5:00pm	# of Gaps	11	5	2	0	1	0	0	0		
	# of Vehicles	11	10	6	0	5	0	0	0	32	
5:00-5:15pm	# of Gaps	12	6	1	0	0	0	0	0		
	# of Vehicles	12	12	3	0	0	0	0	0	27	110

Saturday Peak Hour

11:15-11:30am	# of Gaps	12	4	1	3	1	0	0	0		
	# of Vehicles	12	8	3	12	5	0	0	0	40	
11:30-11:45am	# of Gaps	18	6	2	1	0	0	0	0		
	# of Vehicles	18	12	6	4	0	0	0	0	40	
11:45-12:00pm	# of Gaps	21	3	0	2	0	0	0	0		
	# of Vehicles	21	6	0	8	0	0	0	0	35	
12:00-12:15pm	# of Gaps	11	8	1	3	0	0	0	0		
	# of Vehicles	11	16	3	12	0	0	0	0	42	157

Intersection Gap Study

Project: Proposed Hinerwadel's Site Redevelopment - 5300 West Taft Road
 Date: 11/20/2025 & 11/22/2025



Intersection: Wally Road @ NYS Route 11
 Movement: Right Turns Exiting / Left Turns Entering

Time Interval		6-9 sec x 1	10-13 sec x 2	14-17 sec x 3	18-19 sec x 4	20-23 sec x 5	24-25 sec x 6	26-29 sec x 7	>29 sec x 8	Interval Total	Hour Total
Morning Peak Hour											
7:15-7:30am	# of Gaps	19	8	3	1	2	1	1	1		
	# of Vehicles	19	16	9	4	10	6	7	8	79	
7:30-7:45am	# of Gaps	15	7	5	3	0	0	2	2		
	# of Vehicles	15	14	15	12	0	0	14	16	86	
7:45-8:00am	# of Gaps	15	7	3	2	2	0	0	2		
	# of Vehicles	15	14	9	8	10	0	0	16	72	
8:00-8:15am	# of Gaps	12	7	6	3	3	1	0	3		
	# of Vehicles	12	14	18	12	15	6	0	24	101	338

Afternoon Peak Hour

11:45am-12:00pm	# of Gaps	14	5	7	1	2	0	1	2		
	# of Vehicles	14	10	21	4	10	0	7	16	82	
12:00-12:15pm	# of Gaps	8	5	3	1	3	0	4	0		
	# of Vehicles	8	10	9	4	15	0	28	0	74	
12:15-12:30pm	# of Gaps	19	9	2	0	4	0	0	1		
	# of Vehicles	19	18	6	0	20	0	0	8	71	
12:30-12:45pm	# of Gaps	11	4	5	2	1	1	1	2		
	# of Vehicles	11	8	15	8	5	6	7	16	76	303

Evening Peak Hour

4:15-4:30pm	# of Gaps	9	2	4	2	1	1	1	4		
	# of Vehicles	9	4	12	8	5	6	7	32	83	
4:30-4:45pm	# of Gaps	11	6	8	0	1	0	1	2		
	# of Vehicles	11	12	24	0	5	0	7	16	75	
4:45-5:00pm	# of Gaps	7	7	5	0	2	1	4	2		
	# of Vehicles	7	14	15	0	10	6	28	16	96	
5:00-5:15pm	# of Gaps	10	3	6	2	1	0	0	5		
	# of Vehicles	10	6	18	8	5	0	0	40	87	341

Saturday Peak Hour

11:15-11:30am	# of Gaps	20	4	8	2	1	0	1	1		
	# of Vehicles	20	8	24	8	5	0	7	8	80	
11:30-11:45am	# of Gaps	10	6	1	3	1	0	1	1		
	# of Vehicles	10	12	3	12	5	0	7	8	57	
11:45-12:00pm	# of Gaps	8	9	3	0	3	2	0	1		
	# of Vehicles	8	18	9	0	15	12	0	8	70	
12:00-12:15pm	# of Gaps	9	9	3	1	2	0	3	1		
	# of Vehicles	9	18	9	4	10	0	21	8	79	286

Intersection Gap Study

Project: Proposed Hinerwadel's Site Redevelopment - 5300 West Taft Road
 Date: 11/20/2025 & 11/22/2025



Intersection: Wally Road @ NYS Route 11
 Movement: Left Turns Exiting

Time Interval		6-9 sec x 1	10-13 sec x 2	14-17 sec x 3	18-19 sec x 4	20-23 sec x 5	24-25 sec x 6	26-29 sec x 7	>29 sec x 8	Interval Total	Hour Total
Morning Peak Hour											
7:15-7:30am	# of Gaps	18	3	4	0	1	0	1	1		
	# of Vehicles	18	6	12	0	5	0	7	8	56	
7:30-7:45am	# of Gaps	15	5	3	0	2	0	0	1		
	# of Vehicles	15	10	9	0	10	0	0	8	52	
7:45-8:00am	# of Gaps	15	5	2	0	0	0	1	0		
	# of Vehicles	15	10	6	0	0	0	7	0	38	
8:00-8:15am	# of Gaps	15	7	3	1	0	1	0	0		
	# of Vehicles	15	14	9	4	0	6	0	0	48	194

Afternoon Peak Hour

11:45am-12:00pm	# of Gaps	13	2	0	1	1	0	0	0		
	# of Vehicles	13	4	0	4	5	0	0	0	26	
12:00-12:15pm	# of Gaps	8	0	0	0	1	0	0	0		
	# of Vehicles	8	0	0	0	5	0	0	0	13	
12:15-12:30pm	# of Gaps	9	3	1	0	0	0	0	0		
	# of Vehicles	9	6	3	0	0	0	0	0	18	
12:30-12:45pm	# of Gaps	14	2	2	0	0	0	0	0		
	# of Vehicles	14	4	6	0	0	0	0	0	24	81

Evening Peak Hour

4:15-4:30pm	# of Gaps	7	1	0	1	0	0	0	0		
	# of Vehicles	7	2	0	4	0	0	0	0	13	
4:30-4:45pm	# of Gaps	10	0	0	0	1	0	0	0		
	# of Vehicles	10	0	0	0	5	0	0	0	15	
4:45-5:00pm	# of Gaps	7	6	1	0	0	0	0	0		
	# of Vehicles	7	12	3	0	0	0	0	0	22	
5:00-5:15pm	# of Gaps	10	4	2	0	0	1	0	0		
	# of Vehicles	10	8	6	0	0	6	0	0	30	80

Saturday Peak Hour

11:15-11:30am	# of Gaps	13	1	0	0	0	0	0	0		
	# of Vehicles	13	2	0	0	0	0	0	0	15	
11:30-11:45am	# of Gaps	9	0	0	2	0	0	0	0		
	# of Vehicles	9	0	0	8	0	0	0	0	17	
11:45-12:00pm	# of Gaps	9	1	0	1	0	0	0	0		
	# of Vehicles	9	2	0	4	0	0	0	0	15	
12:00-12:15pm	# of Gaps	13	2	2	0	0	0	1	0		
	# of Vehicles	13	4	6	0	0	0	7	0	30	77

Proposed Hinerwadel's Site Redevelopment - 5300 West Taft Road, Town of Clay, NY

Speed Study Measurements - West Taft Road Passing Site

11/20/2025

Distance Travelled (ft) = 150

50 Speed Measurements per Direction

Speed Limit 35 mph

EB Time Seconds	Calculated Speed	EB Time Seconds	Calculated Speed	WB Time Seconds	Calculated Speed	WB Time Seconds	Calculated Speed
2.81	36	2.41	42	2.82	36	2.38	43
2.78	37	2.41	42	2.69	38	2.37	43
2.66	38	2.41	42	2.66	38	2.35	44
2.63	39	2.41	42	2.65	39	2.35	44
2.63	39	2.4	43	2.6	39	2.35	44
2.6	39	2.4	43	2.59	39	2.35	44
2.59	39	2.38	43	2.56	40	2.34	44
2.59	39	2.38	43	2.56	40	2.34	44
2.58	40	2.37	43	2.53	40	2.33	44
2.57	40	2.35	44	2.53	40	2.33	44
2.56	40	2.34	44	2.5	41	2.33	44
2.53	40	2.33	44	2.5	41	2.31	44
2.53	40	2.33	44	2.47	41	2.29	45
2.52	41	2.31	44	2.47	41	2.29	45
2.52	41	2.3	44	2.45	42	2.28	45
2.51	41	2.3	44	2.44	42	2.27	45
2.51	41	2.29	45	2.44	42	2.25	45
2.5	41	2.28	45	2.44	42	2.25	45
2.47	41	2.28	45	2.43	42	2.23	46
2.47	41	2.28	45	2.41	42	2.22	46
2.47	41	2.259	45	2.41	42	2.22	46
2.45	42	2.25	45	2.4	43	2.22	46
2.44	42	2.22	46	2.4	43	2.18	47
2.44	42	2.21	46	2.4	43	2.14	48
2.43	42	2.17	47	2.39	43	2.02	51

Eastbound

Average Speed =

85th Percentile Speed =

42 mph

45 mph

Westbound

Average Speed =

85th Percentile Speed =

43 mph

45 mph

Proposed Hinerwadel's Site Redevelopment - 5300 West Taft Road, Town of Clay, NY

Speed Study Measurements - NYS Route 11 Passing Wally Road

11/20/2025

Distance Travelled (ft) = 150

50 Speed Measurements per Direction

Speed Limit 35 mph

NB Time Seconds	Calculated Speed	NB Time Seconds	Calculated Speed	SB Time Seconds	Calculated Speed	SB Time Seconds	Calculated Speed
3.5	29	2.87	36	3.9	26	3.06	33
3.44	30	2.86	36	3.8	27	3.04	34
3.37	30	2.86	36	3.66	28	3.04	34
3.28	31	2.84	36	3.58	29	3.03	34
3.25	31	2.84	36	3.55	29	3.01	34
3.24	32	2.84	36	3.54	29	3.01	34
3.22	32	2.81	36	3.5	29	3	34
3.19	32	2.81	36	3.44	30	3	34
3.19	32	2.81	36	3.44	30	3.00	34
3.18	32	2.75	37	3.38	30	3	34
3.15	32	2.75	37	3.35	31	3.00	34
3.12	33	2.72	38	3.32	31	2.97	34
3.05	34	2.72	38	3.31	31	2.94	35
3.03	34	2.71	38	3.31	31	2.94	35
3.03	34	2.69	38	3.31	31	2.94	35
3	34	2.68	38	3.22	32	2.93	35
3	34	2.67	38	3.22	32	2.93	35
2.97	34	2.66	38	3.22	32	2.9	35
2.96	35	2.66	38	3.19	32	2.89	35
2.94	35	2.63	39	3.19	32	2.86	36
2.93	35	2.53	40	3.187	32	2.82	36
2.93	35	2.47	41	3.15	32	2.79	37
2.9	35	2.47	41	3.1	33	2.72	38
2.9	35	2.42	42	3.09	33	2.71	38
2.88	36	2.41	42	3.06	33	2.63	39

Northbound

Average Speed =

85th Percentile Speed =

36 mph

38 mph

Southbound

Average Speed =

85th Percentile Speed =

33 mph

35 mph

Historical Traffic Growth Calculations

Proposed Hinerwadel's Site Redevelopment - 5300 West Taft Road Town of Clay, NY

Historical Traffic Counts Taken from the NYSDOT Traffic Data Viewer Website

West Taft Road - Between Buckley Road and Route 11

2024	2021	2018
19,654 veh	18,829 veh	21,716 veh
+1.4% per year	-4.4% per year	
-1.6% per year		

NYS Route 11 - Between I-81 Junction and West Taft Road

2024	2021	2018	2015
15,668 veh	15,428 veh	16,441 veh	17,540 veh
+0.5% per year	-2.1% per year	-2.1% per year	
-0.8% per year			
-1.2% per year			

Use +0.5% Annual Growth for Conservative Analysis

Proposed Hinerwadel's Site Redevelopment

5300 West Taft Road - Town of Clay, NY

Trip Generation Estimate

Proposed Development

85 Single Family Homes
10,000 SF Daycare
10,000 SF Office Building

ITE Trip Generation - 12th Edition

Land Use 210 - Single-Family Detached Housing

Morning Peak Hour	0.70 Trips/Unit	27% Enter	73% Exit
Midday Peak Hour*	0.60 Trips/Unit	50% Enter	50% Exit
Evening Peak Hour	0.93 Trips/Unit	62% Enter	38% Exit
Saturday Peak Hour	1.00 Trips/Unit	53% Enter	47% Exit

* - ITE Hourly Distribution Data - Midday = 5.7% of Daily Volume, PM = 8.9%, Midday Rate = 64% of PM Rate, 50% Enter, 50% Exit

Land Use 565 - Day Care Center

Morning Peak Hour	10.88 Trips/1,000 SF	53% Enter	47% Exit
Midday Peak Hour*	1.46 Trips/1,000 SF	45% Enter	55% Exit
Evening Peak Hour	10.75 Trips/1,000 SF	47% Enter	53% Exit
Saturday Peak Hour**	0.00 Trips/1,000 SF	0% Enter	0% Exit

* - ITE Hourly Distribution Data - Midday = 2.4% of Daily Volume, PM = 17.7%, Midday Rate = 13.6% of PM Rate, 45% Enter, 55% Exit

** - Daycares are not open on weekends

Land Use 710 - General Office Building

Morning Peak Hour	1.24 Trips/1,000 SF	88% Enter	12% Exit
Midday Peak Hour*	1.17 Trips/1,000 SF	50% Enter	50% Exit
Evening Peak Hour	1.18 Trips/1,000 SF	16% Enter	84% Exit
Saturday Peak Hour	0.88 Trips/1,000 SF	54% Enter	46% Exit

* - ITE Hourly Distribution Data - Midday = 10.2% of Daily Volume, PM = 10.3%, Midday Rate = 99% of PM Rate, 50% Enter, 50% Exit

Trip Generation Estimate - Proposed Hinerwadel's Site Redevelopment

Development	Size	Morning Peak Hour			Midday Peak Hour			Evening Peak hour		
		Total Trips	Entering	Exiting	Total Trips	Entering	Exiting	Total Trips	Entering	Exiting
Single Family Homes	85 Units	60	16	44	52	26	26	79	49	30
Daycare	10,000 SF	109	58	51	15	7	8	108	51	57
Office	10,000 SF	<u>12</u>	<u>11</u>	<u>1</u>	<u>12</u>	<u>6</u>	<u>6</u>	<u>12</u>	<u>2</u>	<u>10</u>
Total Trips Generated		181	85	96	79	39	40	199	102	97

Development	Size	Saturday Peak Hour		
		Total Trips	Entering	Exiting
Single Family Homes	85 Units	85	45	40
Daycare	10,000 SF	0	0	0
Office	10,000 SF	<u>9</u>	<u>5</u>	<u>4</u>
Total Trips Generated		94	50	44

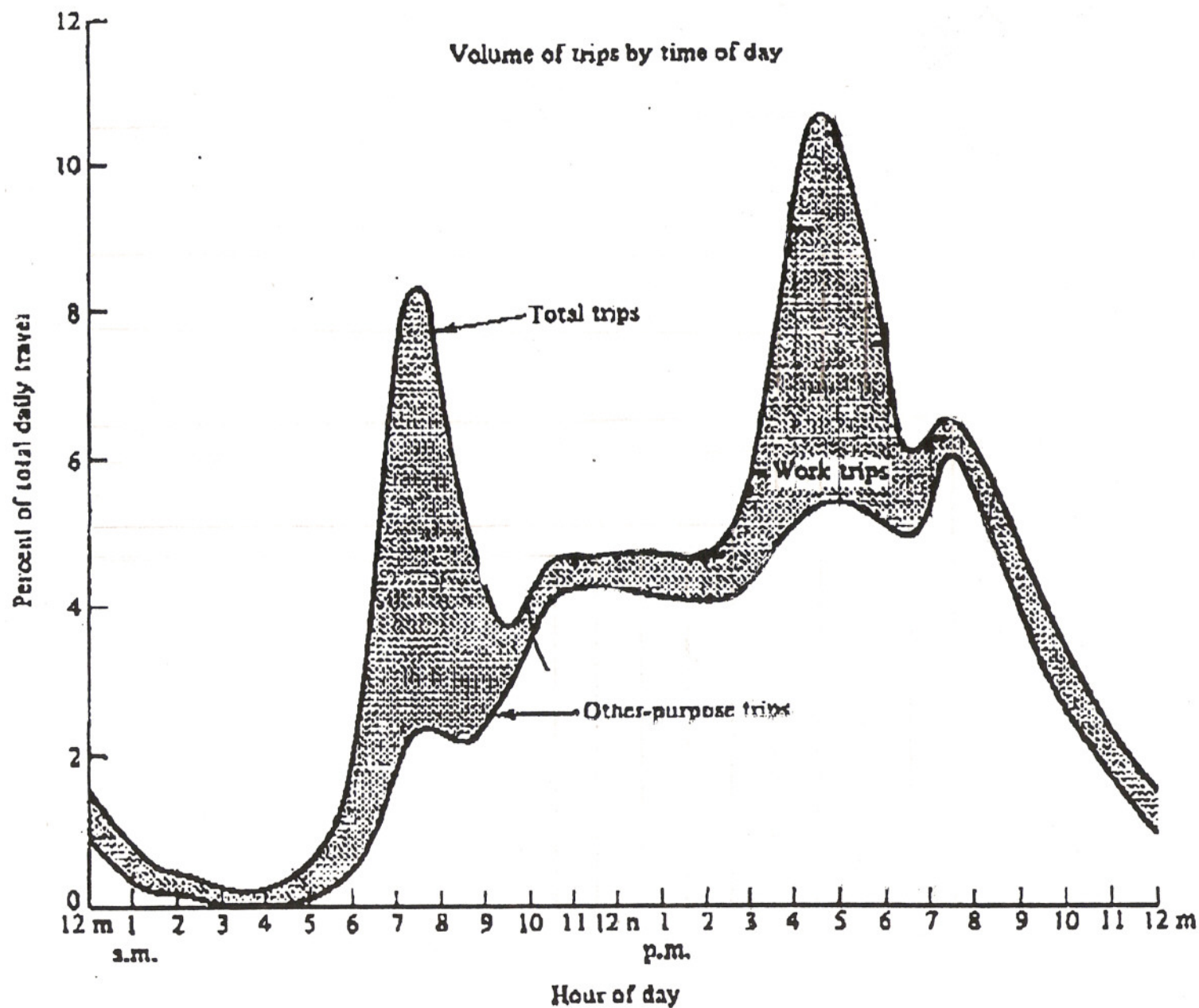


Figure 3-5 Typical variation in hourly volumes on urban streets.
SOURCE: The Traffic Institute, Northwestern University [19].

West Taft Road @ Rockland Drive / Site Access - 2028 Build Conditions

	Volume of Trips by Time of Day												
	6-7am	7-8am	8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm
% of AADT*	4.00%	7.10%	6.30%	4.30%	4.25%	4.50%	4.50%	4.45%	4.70%	6.20%	9.00%	9.60%	7.35%
EBL	1	2	2	1	0	0	0	0	2	3	4	4	3
EBT	477	846	751	512	819	867	867	857	468	617	896	956	732
EBR	21	38	34	23	16	17	17	17	23	30	43	46	35
approach total	499	886	786	537	835	884	884	874	493	650	943	1006	770
WBL	19	34	30	21	15	16	16	16	20	26	38	41	31
WBT	400	710	630	430	818	866	866	856	509	672	975	1040	796
WBR	3	6	5	4	5	5	5	5	5	6	9	10	8
approach total	423	750	665	454	838	887	887	877	534	705	1023	1091	835
NBL	21	38	34	23	17	18	18	18	21	28	40	43	33
NBT	0	0	0	0	0	0	0	0	0	0	0	0	0
NBR	22	39	35	24	15	16	16	16	19	25	37	39	30
approach total	43	77	68	47	32	34	34	34	40	53	77	82	63
SBL	2	4	4	2	3	3	3	3	0	1	1	1	1
SBT	0	0	0	0	0	0	0	0	0	0	0	0	0
SBR	5	9	8	5	5	5	5	5	0	1	1	1	1
approach total	7	13	12	8	8	8	8	8	1	1	2	2	2
total	972	1726	1532	1045	1712	1813	1813	1793	1068	1409	2045	2181	1670

*AADT Percentages based on Figure 3-5, Typical variation in hourly volumes on urban streets.
Morning volumes (6:00 am to 10:00 pm) are based on morning peak hour volumes.
Midday volumes (10:00 am to 2:00 pm) are based on middday peak hour volumes.
Evening volumes (2:00 pm to 7:00 pm) are based on evening peak hour volumes.

Proposed Hinerwadel's Site Redevelopment – 5300 West Taft Road, Town of Clay, NY
West Taft Road @ Rockland Drive / Site Access
2028 Build Condition
12/18/2025

DEFINITIONS and CHECK of TRAFFIC SIGNAL WARRANTS

The Manual of Uniform Traffic Control Devices (MUTCD) published by the Federal Highway Administration lists 8 minimum warrants for signalization. Primary ones reviewed follows:

Warrant 1: Eight Hour Vehicular Volume

Condition A – Minimum Vehicular Volume is met when the traffic volumes for any eight hours of an average day meet the minimum requirements given in Table 4C-1 of the MUTCD based on the number of approach lanes to the intersection. For the major street, the total volume for both approaches is used. For the minor street, the higher volume approach (one direction only) is used. The same 8 hour-period should be used for both the major street and the minor street.

- Two through lanes per direction on mainline – Volume must exceed 600 vehicles
- One lane on side street – Volume must exceed 150 vehicles
 - Mainline Thresholds are met for 13 hrs
 - Side Street Thresholds are met for 0 hrs

Warrant #1, Condition A: Not Met

Condition B - Interruption of Continuous Traffic accommodates operating conditions where extremely heavy major-street traffic causes excessive delay or hazards to the minor street traffic. The warrant is satisfied when the traffic volumes of any 8 hours of an average day meet the minimum requirements given in Table 4C-1 of the MUTCD and the signal installation will not seriously disrupt progressive traffic flow on the major street. For the major street, the total volume for both approaches is used. For the minor street, the higher volume approach (one direction only) is used. The same 8 hour-period should be used for both the major street and the minor street.

- Two through lanes per direction on mainline – Volume must exceed 900 vehicles
- One lane on side street – Volume must exceed 75 vehicles
 - Mainline Thresholds are met for 13 hrs
 - Side Street Thresholds are met for 3 hrs (including borderline morning peak hour)

Warrant #1 – Condition B: Not Met

Combination of Conditions A and B recognizes that there are occasional cases in which signalization may be justified but the locations do not meet the minimum requirements of a single warrant. This condition permits a signal installation to be considered where Conditions A and B, are satisfied to the extent of 80% of the established numerical value. For the major street, the total volume for both approaches is used. For the minor street, the higher volume approach (one direction only) is used. The same 8 hour-period should be used for both the major street and the minor street.

- 80% Condition A – Mainline greater than 480 vehicles, Side Street greater than 120 vehicles
- 80% Condition B – Mainline greater than 720 vehicles, Side Street greater than 60 vehicles

Condition A

- Mainline Thresholds are met for 13 hrs
- Side Street Thresholds are met for 0 hrs

Condition B

- Mainline Thresholds are met for 13 hrs
- Side Street Thresholds are met for 5 hrs

Warrant #1 - Combination of Conditions A and B: Not Met

Warrant 2: Four-Hour Vehicular Volume is based on 4-hour volumes instead of the eight hour volumes used in Warrants 1, 2 and 8. The wording of the warrant states that this warrant is satisfied (for urban locations) when, for each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) exceed the curve shown in Figure 4C-1 of the MUTCD.

Volume Thresholds are met for 1 hour, Borderline 2 additional hours

Warrant #2 – Four Hour Vehicular Volume: Not Met

Warrant 3: Peak-Hour is satisfied when **all** the following conditions are met:

- The total delay experienced by the traffic on the side street controlled by a STOP sign equals or exceeds 4 vehicle-hours for a one lane approach and 5 vehicle hours for a two-lane approach.
- The volume on the side-street approaches equals or exceeds 100 vph for a one-lane approach or 150 vph for a two-lane approach.
- The total entering volume serviced during this hour equals or exceeds 800 vph for intersections with four (or more) approaches or 650 vph for intersections with three approaches.

Volumes do not meet warrant

Warrant #3 – Peak Hour: Not Met

Warrant #4 – Pedestrian Volume – The existing pedestrian volumes are minimal in the area and would not meet the warrant.

Warrant #4 – Pedestrian Volume: Not Met

Warrant #5 – School Crossing – not applicable

Warrant #5 – School Crossing – Not Applicable

Warrant #6 – Coordinated Signal System – not applicable

Warrant #6 – Coordinated Signal System: Not Applicable

Warrant #7 – Crash Experience – not applicable

Warrant #7 – Crash Experience: Not Applicable

Warrant #8 – Roadway Network – not applicable

Warrant #8 – Roadway Network: Not Applicable

Proposed Hinerwadel's Site Redevelopment - 5300 West Taft Road, Town of Clay, NY
Accident History Summaries - March 2022 Through February, 2025

Accident #	Date	Location	Type	# Cars	Severity	Direction	Conditions	Contributing Factors
1	4/3/2022	Taft - 300 ft W of South Bay	Sideswipe	2	PDO	EB Changing Lanes / EB	Wet	Unsafe Lane Change
2	4/4/2022	Teachers @ Taft	Rearend	3	PDO	EB / EB Stopped / EB Stopped	Dry	Following Too Closely
3	4/25/2022	Taft Near Crystal	Sideswipe	2	PDO	WB Changing Lanes / WB	Dry	Reaction to Another Vehicle
4	5/2/2022	Taft - 500 ft W of Rt 11	Sideswipe	2	PDO	EB Changing Lanes / EB	Dry	Unsafe Lane Change
5	6/5/2022	Rt 11 @ Taft	Rearend	2	PDO	NB / NB Stopped	Dry	Following Too Closely
6	6/6/2022	Taft @ South Bay	Rearend	2	PDO	EB / EB Stopped	Dry	Following Too Closely
7	6/10/2022	Taft - 300 ft E of Buckley	Sideswipe	2	PDO	WB Left / WB	Dry	Turning Improper
8	6/14/2022	Buckley @ Taft	Rearend	2	INJ	EB / EB Stopped	Dry	Following Too Closely
9	6/30/2022	Rt 11 @ Taft	Sideswipe	2	PDO	EB Changing Lanes / EB	Dry	Unsafe Lane Change
10	7/6/2022	Buckley @ Taft	Sideswipe	2	PDO	WB Changing Lanes / WB	Dry	Unsafe Lane Change
11	7/16/2022	Midblock Taft Rd	Pedestrian	1	INJ	WB / Pedestrian	Dry	Pedestrian Error
12	7/28/2022	South Bay @ Taft	Rearend	2	PDO	SB / SB Stopped	Dry	Following Too Closely
13	7/26/2022	Buckley @ Taft	Rearend	2	PDO	NB / NB Stopped	Dry	Following Too Closely
14	7/3/2022	Rt 11 @ Taft	Rearend	2	PDO	EB / EB Stopped	Dry	Following Too Closely
15	8/1/2022	Rt 11 @ Taft	Rearend	2	PDO	EB / EB Stopped	Dry	Following Too Closely
16	8/26/2022	South Bay @ Taft	Rearend	2	PDO	NB / NB Stopped	Wet	Following Too Closely
17	9/16/2022	Taft Near Hazelhurst	Fixed Object	2	PDO	WB / Tire	Dry	Tire Fell off of Another Vehicle
18	9/15/2022	Midblock Taft Rd	Left Turn	2	INJ	NB Left / WB	Dry	Turning Improper
19	9/27/2022	Taft - 150 ft E of Allen	Sideswipe	2	INJ	WB Changing Lanes / WB	Wet	Unsafe Lane Change
20	10/7/2022	Rt 11 @ Taft	Left Turn	2	INJ	WB Left / EB	Wet	Traffic Control Disregarded
21	10/8/2022	Taft Near Buckley	Animal	1	PDO	WB / Deer	Dry	Animal's Actions
22	10/14/2022	Allen @ Taft	Right Angle	2	INJ	EB / NB	Dry	Traffic Control Disregarded
23	10/25/2022	Rt 11 @ Taft	Rearend	2	PDO	SB / SB Stopped	Dry	Following Too Closely
24	10/6/2022	Rt 11 @ Taft	Rearend	2	PDO	Unknown / Unknown	Dry	Following Too Closely
25	11/12/2022	Allen @ Taft	Sideswipe	2	PDO	EB / EB Stopped	Wet	Unsafe Lane Change
26	11/10/2022	Rt 11 @ Taft	Rearend	2	PDO	NB / NB Stopped	Dry	Following Too Closely
27	11/15/2022	Allen @ Taft	Right Angle	2	INJ	WB / SB Left	Dry	Traffic Control Disregarded
28	11/16/2022	South Bay @ Taft	Rearend	2	PDO	WB / WB Stopped	Dry	Following Too Closely
29	11/18/2022	Rt 11 @ Taft	Rearend	2	PDO	EB / EB Stopped	Dry	Following Too Closely
30	11/15/2022	South Bay @ Taft	Left Turn	2	INJ	WB Left / WB Left	Dry	Turning Improper
31	11/21/2022	Buckley @ Taft	Right Turn	2	PDO	WB Right / NB	Dry	Turning Improper
32	12/2/2022	Buckley @ Taft	Rearend	2	PDO	WB / WB Stopped	Dry	Following Too Closely
33	12/9/2022	Taft - 100 ft W of Hazelhurst	Rearend	2	PDO	WB / WB Stopped	Dry	Reaction to Another Vehicle
34	11/12/2022	Allen @ Taft	Left Turn	2	INJ	WB Left / EB	Wet	Failure to Yield ROW
35	12/15/2022	Buckley @ Taft	Rearend	2	PDO	WB Slowing / WB Stopped	Icy	Slippery Pavement
36	12/19/2022	Rt 11 @ Taft	Rearend	2	PDO	NB / NB Stopped	Wet	Following Too Closely

Accident #	Date	Location	Type	# Cars	Severity	Direction	Conditions	Contributing Factors
37	1/11/2023	Rt 11 @ Taft	Right Angle	2	INJ	NB / SB Left	Dry	Traffic Control Disregarded
38	1/6/2023	South Bay @ Taft	Left Turn	2	PDO	NB / SB Left	Dry	Traffic Control Disregarded
39	12/26/2022	Hazelhurst @ Taft	Sideswipe	2	PDO	WB Left / EB Right	Dry	Failure to Yield ROW
40	1/25/2023	Rt 11 @ Taft	Sideswipe	2	PDO	SB Changing Lanes / SB	Wet	Unsafe Lane Change
41	2/3/2023	Taft - 1000 ft E of Hazelhurst	Rearend	2	PDO	EB / EB Slowing	Icy	Following Too Closely
42	1/11/2023	Rt 11 @ Taft	Left Turn	2	PDO	SB / NB Left	Dry	Traffic Control Disregarded
43	2/14/2023	Hazelhurst @ Taft	Rearend	2	PDO	WB / WB Stopped	Dry	Driver Inattention
44	2/13/2023	Buckley @ Taft	Rearend	2	INJ	WB / WB Stopped	Dry	Following Too Closely
45	3/22/2023	Rt 11 @ Taft	Rearend	2	PDO	SB / SB Stopped	Dry	Following Too Closely
46	3/29/2023	Allen @ Taft	Sideswipe	2	PDO	EB / NB Left	Wet	Alcohol Involvement
47	4/1/2023	Rt 11 @ Taft	Rearend	2	PDO	EB / EB Stopped	Dry	Following Too Closely
48	4/2/2023	Rt 11 @ Taft	Fixed Object	1	PDO	EB Right / Sign Post	Dry	Turning Improper
49	3/26/2023	Taft - 500 ft E of Buckley	Sideswipe	2	PDO	EB Right / EB	Dry	Turning Improper
50	3/19/2023	Buckley @ Taft	Fixed Object	1	PDO	WB Left / Curb	Icy	Slippery Pavement
51	4/26/2023	Buckley @ Taft	Rearend	2	PDO	WB / WB Stopped	Dry	Following Too Closely
52	5/5/2023	Allen @ Taft	Right Angle	2	PDO	WB / EB Left	Dry	Traffic Control Disregarded
53	5/28/2023	Fay Park @ Taft	Rearend	2	PDO	WB / WB Stopped	Dry	Following Too Closely
54	6/6/2023	Rt 11 @ Taft	Rearend	2	PDO	WB / WB Stopped	Dry	Reaction to Another Vehicle
55	6/12/2023	Allen @ Taft	Rearend	3	PDO	EB / EB Stopped / EB Stopped	Wet	Following Too Closely
56	6/13/2023	Buckley @ Taft	Rearend	2	PDO	SB / SB Stopped	Wet	Following Too Closely
57	5/19/2023	P-Lot Hafner's	Left Turn	3	PDO	VB Left / SB Stopped / SB Stoppe	Dry	Turning Improper
58	7/13/2023	P-Lot Hafner's	Right Angle	2	PDO	WB / NB	Dry	Driver Inattention
59	7/14/2023	Taft @ Unknown Intersection	Rearend	2	PDO	WB / WB Stopped	Dry	Following Too Closely
60	7/25/2023	Buckley @ Taft	Sideswipe	2	PDO	NB Changing Lanes / NB	Dry	Unsafe Lane Change
61	7/29/2023	Allen @ Taft	Fixed Object	1	PDO	SB Right / Traffic Light	Dry	Driver Inattention
62	7/31/2023	Teachers @ Taft	Rearend	2	PDO	WB / WB Stopped	Dry	Following Too Closely
63	8/7/2023	Allen @ Taft	Rearend	2	PDO	EB / EB Slowing	Dry	Following Too Closely
64	8/8/2023	Rt 11 @ Taft	Rearend	2	PDO	EB / EB Stopped	Dry	Following Too Closely
65	8/6/2023	South Bay @ Taft	Sideswipe	2	PDO	EB Left / SB	Dry	Traffic Control Disregarded
66	8/18/2023	Taft - 500 ft W of Rt 11	Sideswipe	2	PDO	WB Changing Lanes / WB	Dry	Unsafe Lane Change
67	8/31/2023	Taft - 50 ft W of Allen	Rearend	2	PDO	WB / WB Slowing	Dry	Following Too Closely
68	9/19/2023	Taft - 50 ft W of Buckley	Sideswipe	2	PDO	WB Changing Lanes / WB	Dry	Unsafe Lane Change
69	8/29/2023	Rt 11 @ Taft	Rearend	2	PDO	EB / EB Stopped	Dry	Following Too Closely
70	7/28/2023	Buckley @ Taft	Fixed Object	1	PDO	NB Right / Sign Post	Dry	Brakes Failed
71	9/15/2023	Rt 11 @ Taft	Fixed Object	1	PDO	EB / Median	Dry	Distracted Driver
72	9/14/2023	Teachers @ Taft	Rearend	2	PDO	WB / WB Stopped	Dry	Following Too Closely
73	10/3/2023	Rt 11 @ Taft	Rearend	2	PDO	EB / EB Stopped	Dry	Following Too Closely
74	10/11/2023	Taft - 200 ft E of Allen	Sideswipe	2	PDO	SB Right / WB	Dry	Driver Inattention
75	10/5/2023	Teachers @ Taft	Rearend	2	PDO	EB / EB Stopped	Dry	Following Too Closely

Accident #	Date	Location	Type	# Cars	Severity	Direction	Conditions	Contributing Factors
76	11/21/2023	Taft - 236 ft W of Rt 11	Sideswipe	2	PDO	WB / WB	Wet	Passing Improper
77	12/4/2023	Allen @ Taft	Rearend	2	PDO	WB / WB Stopped	Wet	Slippery Pavement
78	11/27/2023	Rockland @ Taft	Sideswipe	2	PDO	EB / EB Stopped	Dry	Passing Improper
79	11/28/2023	Allen @ Taft	Sideswipe	2	PDO	EB Changing Lanes / EB	Icy	Unsafe Lane Change
80	12/14/2023	Taft - 100 ft E of Pine Tree	Sideswipe	2	PDO	WB Changing Lanes / WB	Dry	Unsafe Lane Change
81	12/13/2023	Allen @ Taft	Sideswipe	3	PDO	EB Changing Lanes / EB Stopped / EB	Dry	Unsafe Lane Change
82	12/30/2023	Taft - 600 ft E of Buckley	Right Angle	2	PDO	NB / EB	Wet	Failure to Yield ROW
83	1/6/2024	Rt 11 @ Taft	Rearend	2	PDO	NB / NB Stopped	Icy	Slippery Pavement
84	1/19/2024	Rt 11 @ Taft	Fixed Object	1	PDO	SB / Curb	Wet	Driver Inattention
85	1/18/2024	Allen @ Taft	Rearend	2	PDO	EB / EB Stopped	Dry	Following Too Closely
86	1/27/2024	P-Lot Hafner's	Backing	2	PDO	SB Backing / EB	Wet	Backing Unsafely
87	2/1/2024	Rt 11 @ Taft	Left Turn	3	PDO	SB / NB Left / NB Left	Wet	Traffic Control Disregarded
88	2/23/2024	South Bay @ Taft	Rearend	2	PDO	WB / WB Stopped	Dry	Following Too Closely
89	2/26/2024	Dormar @ Taft	Backing	2	PDO	SB Backing / SB Stopped	Dry	Backing Unsafely
90	2/19/2024	Rt 11 @ Taft	Left Turn	2	INJ	WB Left / EB	Wet	Traffic Control Disregarded
91	3/16/2024	Allen @ Taft	Rearend	3	INJ	SB / SB Stopped / SB Stopped	Dry	Following Too Closely
92	3/22/2024	South Bay @ Taft	Backing	2	INJ	SB Backing / SB Stopped	Dry	Backing Unsafely
93	4/16/2024	South Bay @ Taft	Sideswipe	2	PDO	EB Changing Lanes / EB	Dry	Unsafe Lane Change
94	4/9/2024	Buckley @ Taft	Rearend	3	INJ	WB / WB Stopped / WB Stopped	Dry	Unsafe Lane Change
95	4/23/2024	Taft - 300 ft E of Buckley	Right Angle	2	PDO	NB / EB	Dry	Driver Inattention
96	4/27/2024	Rt 11 @ Taft	Rearend	2	PDO	EB / EB	Dry	Following Too Closely
97	4/30/2024	Rt 11 @ Taft	Rearend	2	PDO	WB Slowing / WB	Dry	Unsafe Lane Change
98	4/14/2024	Buckley @ Taft	Sideswipe	2	PDO	WB Changing Lanes / WB	Dry	Unsafe Lane Change
99	5/20/2024	Allen @ Taft	Rearend	2	PDO	WB / WB Stopped	Dry	Medical Emergency
100	5/16/2024	Pine Tree @ Taft	Rearend	2	PDO	WB / WB Stopped	Dry	Unsafe Lane Change
101	5/30/2024	Buckley @ Taft	Right Turn	2	PDO	EB Right / WB Left	Dry	Failure to Yield ROW
102	6/7/2024	Hazelhurst @ Taft	Right Angle	2	PDO	SB Left / WB	Wet	Failure to Yield ROW
103	6/12/2024	Allen @ Taft	Right Angle	2	PDO	EB / SB Left	Dry	Traffic Control Disregarded
104	6/16/2024	Midblock Taft Rd	Sideswipe	3	INJ	WB / WB Slowing / EB	Dry	Following Too Closely
105	6/26/2024	Buckley @ Taft	Right Angle	2	PDO	SB / WB	Dry	Failure to Yield ROW
106	7/25/2024	Teachers @ Taft	Left Turn	2	PDO	WB Left / EB	Dry	Failure to Yield ROW
107	7/23/2024	Allen @ Taft	Sideswipe	3	PDO	WB / WB Stopped / WB Stopped	Dry	Passing Improper
108	5/7/2024	Rt 11 @ Taft	Sideswipe	2	PDO	WB Changing Lanes / WB	Dry	Unsafe Lane Change
109	7/29/2024	Dormar @ Taft	Right Angle	2	PDO	SB Left / WB	Dry	Failure to Yield ROW
110	8/11/2024	Allen @ Taft	Rearend	2	PDO	EB / EB Stopped	Dry	Distracted Driver
111	8/6/2024	Taft - 300 ft E of Allen	Left Turn	2	PDO	SB Left / WB	Wet	Failure to Yield ROW
112	8/6/2024	Allen @ Taft	Rearend	2	PDO	WB / WB Stopped	Wet	Distracted Driver
113	8/14/2024	Rt 11 @ Taft	Rearend	2	PDO	WB Changing Lanes / WB Stopped	Dry	Unsafe Lane Change
114	8/23/2024	Rt 11 @ Taft	Right Angle	2	INJ	WB U-Turn / WB	Dry	Unsafe U-Turn

Accident #	Date	Location	Type	# Cars	Severity	Direction	Conditions	Contributing Factors
115	9/13/2024	Allen @ Taft	Right Turn	2	PDO	NB Right / EB	Dry	Turning Improper
116	9/20/2024	Hazelhurst @ Taft	Rearend	2	PDO	EB Slowing / EB Stopped	Dry	Following Too Closely
117	9/20/2024	P-Lot M&T Bank	Sideswipe	2	PDO	SB / SB Stopped	Dry	Driver Inattention
118	9/20/2024	Hazelhurst @ Taft	Left Turn	2	PDO	SB Left / EB	Dry	Failure to Yield ROW
119	9/26/2024	South Bay @ Taft	Backing	2	INJ	WB Backing / WB Stopped	Wet	Backing Unsafely
120	10/8/2024	Rt 11 @ Taft	Left Turn	2	PDO	EB Left / WB	Dry	Failure to Yield ROW
121	9/27/2024	Rt 11 @ Taft	Rearend	2	PDO	NB / NB Stopped	Dry	Following Too Closely
122	10/23/2024	Taft - 435 ft E of Buckley	Sideswipe	2	PDO	WB Changing Lanes / WB	Dry	Unsafe Lane Change
123	11/7/2024	Teachers @ Taft	Rearend	2	PDO	WB / WB Stopped	Dry	Following Too Closely
124	11/9/2024	Teachers @ Taft	Rearend	2	PDO	WB / WB Stopped	Dry	Following Too Closely
125	11/21/2024	Taft - 200 ft E of Buckley	Sideswipe	2	PDO	WB Changing Lanes / WB	Wet	Unsafe Lane Change
126	10/27/2024	P-Lot M&T Bank	Backing	2	PDO	Unknown / Unknown	Dry	Driver Inattention
127	12/4/2024	Buckley @ Taft	Sideswipe	3	PDO	inging Lanes / WB Stopped / WB	Dry	Unsafe Lane Change
128	12/6/2024	Taft - 150 ft E of Allen	Sideswipe	2	PDO	EB / EB Stopped	Wet	Driver Inattention
129	12/5/2024	Buckley @ Taft	Rearend	2	PDO	WB Slowing / WB Stopped	Icy	Slippery Pavement
130	12/2/2024	Allen @ Taft	Rearend	2	PDO	EB Slowing / EB Stopped	Icy	Slippery Pavement
131	12/16/2024	Rt 11 @ Taft	Right Angle	2	INJ	SB / WB	Wet	Unknown
132	1/2/2025	Rt 11 @ Taft	Rearend	2	PDO	EB / EB Stopped	Icy	Slippery Pavement
133	12/23/2024	Allen @ Taft	Left Turn	4	INJ	EB Left / WB / WB / EB	Wet	Failure to Yield ROW
134	1/16/2025	Taft - 130 ft W of Rockland	Fixed Object	1	INJ	EB / Telephone Pole	Icy	Slippery Pavement
135	1/28/2025	Buckley @ Taft	Sideswipe	3	PDO	NB Right / EB / WB Stopped	Icy	Turning Improper
136	1/30/2025	Rt 11 @ Taft	Rearend	2	PDO	EB / EB Stopped	Dry	Following Too Closely
137	2/5/2025	Taft - 200 ft E of Teachers	Rearend	2	PDO	EB / EB	Dry	Following Too Closely
138	2/15/2025	P-Lot Auto Zone	Right Turn	2	PDO	EB Right / WB Stopped	Icy	Slippery Pavement
139	2/12/2025	South Bay @ Taft	Left Turn	2	INJ	SB / EB Left	Dry	Traffic Control Disregarded
140	2/27/2025	Allen @ Taft	Rearend	2	PDO	WB / WB Slowing	Wet	Following Too Closely
141	6/20/2025	Taft - 311 ft W of Buckley	Rearend	3	PDO	WB / WB Stopped / WB Stopped	Dry	Following Too Closely
142	3/18/2022	Rt 11 - .1 mi N of Wally	Rearend	2	PDO	SB / SB Slowing	Dry	Following Too Closely
143	3/30/2022	Rt 11 - .25 mi S of Taft	Right Turn	2	PDO	NB Right / NB	Dry	Turning Improper
144	5/11/2022	Rt 11 - .1 mi S of Taft	Rearend	2	PDO	NB / NB Stopped	Dry	Following Too Closely
145	6/8/2022	Rt 11 - .1 mi S of Taft	Fixed Object	1	INJ	NB / Curb	Dry	Debris in Roadway
146	8/13/2022	Rt 11 @ Taft	Rearend	2	PDO	NB / NB Stopped	Dry	Distracted Driver
147	11/18/2022	Rt 11 - .1 mi S of Taft	Left Turn	2	PDO	SB Left / NB	Dry	Failure to Yield ROW
148	11/18/2022	Wally @ Rt 11	Rearend	2	PDO	SB / SB Stopped	Dry	Brakes Failed
149	11/10/2022	Rt 11 - .1 mi N of Wally	Rearend	2	INJ	SB / SB Slowing	Dry	Following Too Closely
150	12/21/2022	Rt 11 @ Taft	Rearend	2	PDO	NB / NB Stopped	Dry	Following Too Closely
151	3/10/2023	Rt 11 - .1 mi N of Taft	Rearend	2	INJ	SB / SB	Icy	Following Too Closely
152	3/26/2023	Rt 11 - .1 mi N of Taft	Sideswipe	2	PDO	NB / NB	Dry	Unknown
153	4/15/2023	Rt 11 - .1 mi N of Wally	Sideswipe	2	PDO	NB Changing Lanes / NB	Dry	Unsafe Lane Change

Accident #	Date	Location	Type	# Cars	Severity	Direction	Conditions	Contributing Factors
154	4/20/2023	Rt 11 @ Taft	Rearend	2	PDO	NB / NB Stopped	Dry	Following Too Closely
155	5/19/2023	RT 11 @ Taft	Right Angle	2	PDO	EB / NB	Dry	Traffic Control Disregarded
156	7/15/2023	P-Lot Clam Bar	Backing	2	PDO	SB Backing / SB Stopped	Dry	Backing Unsafely
157	7/23/2023	Rt 11 @ Taft	Rearend	2	PDO	NB / NB Stopped	Dry	Following Too Closely
158	10/30/2023	Rt 11 - 300 ft S of Taft	Sideswipe	2	PDO	SB Changing Lanes / SB	Wet	Unsafe Lane Change
159	2/7/2024	P-Lot McDonalds	Backing	2	PDO	NB Backing / EB Stopped	Dry	Backing Unsafely
160	6/22/2024	P-Lot Basil Leaf	Backing	2	PDO	WB Backing / WB Stopped	Wet	Backing Unsafely
161	6/21/2024	Rt 11 @ Taft	Rearend	2	PDO	NB / NB Stopped	Dry	Following Too Closely
162	11/12/2024	Rt 11 - .1 mi S of Taft	Sideswipe	2	PDO	NB Changing Lanes / NB	Dry	Unsafe Lane Change
163	11/30/2024	Rt 11 @ Taft	Rearend	2	PDO	SB / SB Stopped	Dry	Distracted Driver

Route 11 @ Taft Road - 42 Accidents

27 - Rearend Accidents
5 - Left Turn Accidents
4 - Right Angle Accidents
3 - Sideswipe Accidents
3 - Fixed Object Accidents

Buckley Road @ Taft Road - 19 Accidents

9 - Rearend Accidents
5 - Sideswipe Accidents
2 - Right Turn Accidents
2 - Fixed Object Accidents
1 - Right Angle Accidents

South Bay @ Taft Road - 12 Accidents

5 - Rearend Accidents
3 - Left Turn Accidents
2 - Sideswipe Accidents
2 - Backing Accidents

Allen Road @ Taft Road - 23 Accidents

10 - Rearend Accidents
5 - Sideswipe Accidents
4 - Right Angle Accidents
2 - Left Turn Accidents
1 - Right Turn Accident
1 - Fixed Object Accident

Teacher's Drive @ Taft Road - 7 Accidents

6 - Rearend Accidents
1 - Left Turn Accident

Domar Dr @ Taft Road - 2 Accidents

1 - Right Angle Accident
1 - Backing Accident

Hazelhurst Avenue @ Taft Road - 5 Accidents

2 - Rearend Accidents
1 - Left Turn Accident
1 - Sideswipe Accident
1 - Right Angle Accident

Pine Tree Dr @ Taft Road - 1 Rearend Accident

Rockland Dr @ Taft Road - 1 Sideswipe Accident

Fay Park Dr @ Taft Road - 1 Rearend Accident

Midblock Taft Road - 29 Accidents

15 - Sideswipe Accidents
6 - Rearend Accidents
2 - Right Angle Accidents
2 - Fixed Object Accidents
2 - Left Turn Accidents
1 - Animal Accident
1 - Pedestrian Accident

Midblock Route 11 - 11 Accidents

4 - Rearend Accidents
4 - Sideswipe Accidents
1 - Left turn Accident
1 - Right Turn Accident
1 - Fixed Object Accident

Wally Rd @ Route 11 - 1 Rearend Accident

Parking Lots - 9 Accidents

Route 11 @ Taft Road Intersection - Evening Peak Hour - 887 Veh EW / 1393 Veh NS. Assumed PM Peak is 9% of AADT, AADT = 9856 Veh EW / 15478 Veh N/S
Buckley Road @ Taft Road Intersection - Evening Peak Hour - 1690 Veh EW / 1361 Veh NS. Assumed PM Peak is 9% of AADT, AADT = 18778 Veh EW / 15122 Veh N/S
South Bay @ Taft Road Intersection - Evening Peak Hour - 1491 Veh EW / 989 Veh NS. Assumed PM Peak is 9% of AADT, AADT = 15567 Veh EW / 10989 Veh N/S
Allen Road @ Taft Road Intersection - Evening Peak Hour - 1939 Veh EW / 262 Veh NS. Assumed PM Peak is 9% of AADT, AADT = 21544 Veh EW / 2911 Veh N/S
Teacher's Drive @ Taft Road Intersection - Evening Peak Hour - 1997 Veh EW / 141 Veh NS. Assumed PM Peak is 9% of AADT, AADT = 22189 Veh EW / 1567 Veh N/S
Hazelhurst Avenue @ Taft Road Intersection - Evening Peak Hour - 2013 Veh EW / 29 Veh NS. Assumed PM Peak is 9% of AADT, AADT = 22367 Veh EW / 322 Veh N/S
Domar Dr @ Taft Road Intersection - Evening Peak Hour - 1942 Veh EW / 11 Veh NS. Assumed PM Peak is 9% of AADT, AADT = 21578 Veh EW / 122 Veh N/S
Pine Tree Dr @ Taft Road Intersection - Evening Peak Hour - 1898 Veh EW / 7 Veh NS. Assumed PM Peak is 9% of AADT, AADT = 21089 Veh EW / 78 Veh N/S
Rockland Dr @ Taft Road Intersection - Evening Peak Hour - 1950 Veh EW / 2 Veh NS. Assumed PM Peak is 9% of AADT, AADT = 21667 Veh EW / 22 Veh N/S
Fay Park Dr @ Taft Road Intersection - Evening Peak Hour - 1912 Veh EW / 25 Veh NS. Assumed PM Peak is 9% of AADT, AADT = 21244 Veh EW / 278 Veh N/S
Wally Rd @ Route 11 Intersection - Evening Peak Hour - 16 Veh EW / 1499 Veh NS. Assumed PM Peak is 9% of AADT, AADT = 178 Veh EW / 16656 Veh N/S

West Taft Road - AADT = 16654 - NYS Traffic Data Viewer (2024) 1.0 miles
NYS Route 11 - AADT = 15668 - NYS Traffic Data Viewer (2024) 0.21 miles

Intersection Accident Severity

			Basic LOSS
Route 11 @ Taft Road - 42 Accidents			
42 Total Accidents	NYSDOT Saftey Performance Function = 5.73 Accidents/Year	Calculated Rate = 14.00 Accidents/Year	4
5 Injury Accidents / 0 Fatality Accidents	NYSDOT Saftey Performance Function = 2.39 Accidents/Year	Calculated Rate = 1.66 Accidents/Year	2
High Accident Location, Not a Severe Accident Location			
Buckley Road @ Taft Road - 19 Accidents			
19 Total Accidents	NYSDOT Saftey Performance Function = 7.72 Accidents/Year	Calculated Rate = 6.33 Accidents/Year	2
3 Injury Accidents / 0 Fatality Accidents	NYSDOT Saftey Performance Function = 3.24 Accidents/Year	Calculated Rate = 1.00 Accidents/Year	2
Not a Severe Accident Location			
South Bay @ Taft Road - 12 Accidents			
12 Total Accidents	NYSDOT Saftey Performance Function = 6.04 Accidents/Year	Calculated Rate = 4.00 Accidents/Year	2
4 Injury Accidents / 0 Fatality Accidents	NYSDOT Saftey Performance Function = 2.510 Accidents/Year	Calculated Rate = 1.33 Accidents/Year	2
Not a Severe Accident Location			
Allen Road @ Taft Road - 23 Accidents			
23 Total Accidents	NYSDOT Saftey Performance Function = 3.95 Accidents/Year	Calculated Rate = 7.66 Accidents/Year	3
5 Injury Accidents / 0 Fatality Accidents	NYSDOT Saftey Performance Function = 1.65 Accidents/Year	Calculated Rate = 1.66 Accidents/Year	3
Not a Severe Accident Location			

Teacher's Drive @ Taft Road - 7 Accidents			LOSS
7 Total Accidents	NYSDOT Saftey Performance Function = 3.04 Accidents/Year	Calculated Rate = 2.33 Accidents/Year	2
0 Injury Accidents / 0 Fatality Accidents	NYSDOT Saftey Performance Function = 1.27 Accidents/Year	Calculated Rate = 0.00 Accidents/Year	2
Not a Severe Accident Location			
Hazelhurst Avenue @ Taft Road - 5 Accidents			LOSS
5 Total Accidents	NYSDOT Saftey Performance Function = 0.87 Accidents/Year	Calculated Rate = 1.66 Accidents/Year	3
0 Injury Accidents / 0 Fatality Accidents	NYSDOT Saftey Performance Function = 0.28 Accidents/Year	Calculated Rate = 0.00 Accidents/Year	2
Not a Severe Accident Location			
Domar Dr @ Taft Road - 2 Accidents			LOSS
2 Total Accidents	NYSDOT Saftey Performance Function = 0.58 Accidents/Year	Calculated Rate = 0.66 Accidents/Year	3
0 Injury Accidents / 0 Fatality Accidents	NYSDOT Saftey Performance Function = 0.21 Accidents/Year	Calculated Rate = 0.00 Accidents/Year	2
Not a Severe Accident Location			
Pine Tree Dr @ Taft Road - 1 Accident			LOSS
1 Total Accident	NYSDOT Saftey Performance Function = 0.48 Accidents/Year	Calculated Rate = 0.33 Accidents/Year	2
0 Injury Accidents / 0 Fatality Accidents	NYSDOT Saftey Performance Function = 0.15 Accidents/Year	Calculated Rate = 0.00 Accidents/Year	2
Not a Severe Accident Location			
Rockland Dr @ Taft Road - 1 Accident			LOSS
1 Total Accident	NYSDOT Saftey Performance Function = 0.30 Accidents/Year	Calculated Rate = 0.33 Accidents/Year	3
0 Injury Accidents / 0 Fatality Accidents	NYSDOT Saftey Performance Function = 0.15 Accidents/Year	Calculated Rate = 0.00 Accidents/Year	2
Not a Severe Accident Location			
Fay Park Dr @ Taft Road - 1 Accident			LOSS
1 Total Accident	NYSDOT Saftey Performance Function = 0.80 Accidents/Year	Calculated Rate = 0.33 Accidents/Year	2
0 Injury Accidents / 0 Fatality Accidents	NYSDOT Saftey Performance Function = 0.25 Accidents/Year	Calculated Rate = 0.00 Accidents/Year	2
Not a Severe Accident Location			
Wally Rd @ Route 11 - 1 Accident			LOSS
1 Total Accident	NYSDOT Saftey Performance Function = 0.58 Accidents/Year	Calculated Rate = 0.33 Accidents/Year	2
0 Injury Accidents / 0 Fatality Accidents	NYSDOT Saftey Performance Function = 0.17 Accidents/Year	Calculated Rate = 0.00 Accidents/Year	2
Not a Severe Accident Location			

Link Accident Severity

Midblock Taft Road - 29 Accidents

29 Total Accidents

5 Injury Accidents / 0 Fatality Accidents

Not a Severe Accident Location

NYSDOT Safety Performance Function = 16.37 Accidents/Year

NYSDOT Safety Performance Function = 3.25 Accidents/Year

Calculated Rate = 9.66 Accidents/Year

Calculated Rate = 1.66 Accidents/Year

Basic
LOSS

2

2

Midblock Route 11 - 11 Accidents

11 Total Accidents

3 Injury Accidents / 0 Fatality Accidents

Not a Severe Accident Location

NYSDOT Safety Performance Function = 3.31 Accidents/Year

NYSDOT Safety Performance Function = 0.66 Accidents/Year

Calculated Rate = 3.66 Accidents/Year

Calculated Rate = 1.00 Accidents/Year

LOSS

3

3

Hourly Direction Report NYSDOT_SC 331109000000 Tuesday, June 20, 2023 to Thursday, June 22, 2023

Site Name 331109
Site ID 331109000000
Description CR48 W TAFT RD from TAFT RD to US 11
Region 3
County Onondaga
DOTID 129983
County Order 1

Exclude data: None

Time	EB1	EB2	WB2	WB1	Total
00:00:00	35	19	43	21	118
01:00:00	18	13	23	16	70
02:00:00	16	6	16	9	48
03:00:00	33	26	23	15	97
04:00:00	64	29	54	27	174
05:00:00	110	82	96	72	360
06:00:00	256	141	191	136	723
07:00:00	432	264	331	268	1296
08:00:00	395	271	343	255	1265
09:00:00	386	300	373	276	1335
10:00:00	393	342	408	270	1413
11:00:00	414	333	464	304	1516
12:00:00	456	382	501	330	1669
13:00:00	403	338	462	320	1524
14:00:00	419	351	491	304	1565
15:00:00	415	372	534	331	1653
16:00:00	438	403	610	367	1818
17:00:00	399	398	547	343	1686
18:00:00	311	312	390	253	1266
19:00:00	240	220	355	185	1000
20:00:00	193	174	285	159	810
21:00:00	129	130	196	106	561
22:00:00	75	67	112	55	309
23:00:00	52	42	78	37	209
7am-7pm	4862	4067	5453	3623	18004
6am-10pm	5679	4731	6481	4208	21099
6am-12am	5806	4839	6671	4300	21617
12am-12am	6083	5014	6927	4461	22485
am Peak	7:00:00	10:00:00	11:00:00	11:00:00	11:00:00
Peak Volume	432	342	464	304	1516
pm Peak	12:00:00	16:00:00	16:00:00	16:00:00	16:00:00
Peak Volume	456	403	610	367	1818

Hourly Direction Report NYSDOT_SC 330225000000 Tuesday, September 19, 2023 to Wednesday, September 20, 2023

Site Name 330225
Site ID 330225000000
Description US11 from JCT RT 81I to TAFT RD
Region 3
County Onondaga
DOTID 100032
County Order 3

Exclude data: None

Time	NB	SB	Total
00:00:00	45	38	82
01:00:00	26	18	45
02:00:00	16	18	34
03:00:00	24	24	48
04:00:00	34	42	76
05:00:00	70	135	204
06:00:00	170	308	477
07:00:00	303	566	869
08:00:00	378	454	832
09:00:00	413	442	854
10:00:00	442	426	868
11:00:00	522	510	1032
12:00:00	592	642	1235
13:00:00	542	560	1101
14:00:00	586	584	1170
15:00:00	720	569	1290
16:00:00	843	614	1458
17:00:00	708	632	1340
18:00:00	506	528	1034
19:00:00	434	432	866
20:00:00	254	305	559
21:00:00	202	234	436
22:00:00	114	158	272
23:00:00	75	90	166
7am-7pm	6556	6527	13084
6am-10pm	7616	7806	15421
6am-12am	7804	8054	15858
12am-12am	8018	8330	16348
am Peak	11:00:00	7:00:00	11:00:00
Peak Volume	522	566	1032
pm Peak	16:00:00	12:00:00	16:00:00
Peak Volume	843	642	1458

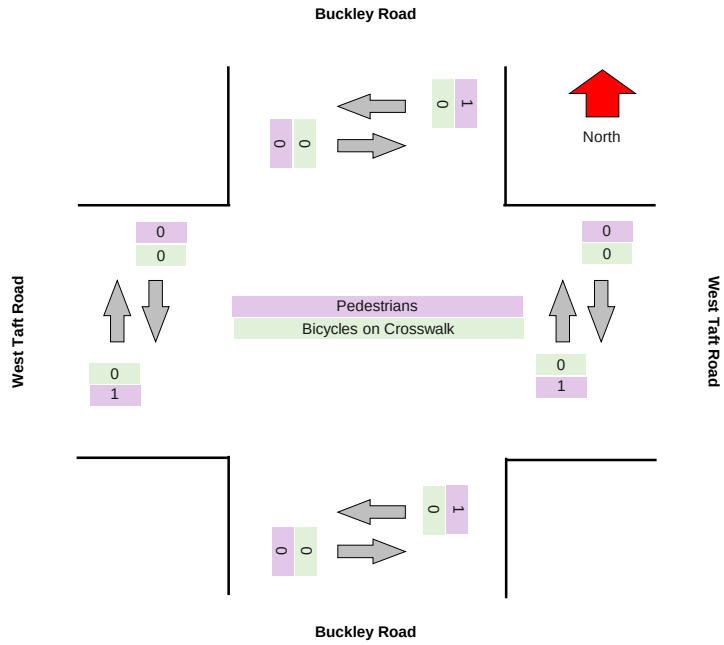
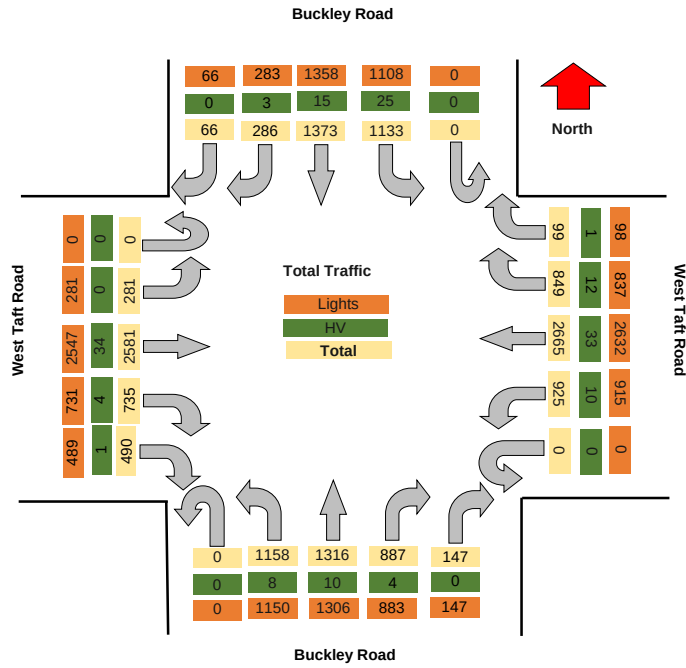
Project	GTS
Project Code	12284
Site Name	12284-1 - West Taft Road & B
Legs and Movements	All Processed Legs & Move
Bin Size	15 minutes
Survey Date	2025/11/13, Thursday
Location	West Taft Road & Buckley Roa
Latitude and Longitude	43.121919, -76.159575

	Start	End	PHF
AM Peak	2025/11/13 07:15:00	2025/11/13 08:15:00	0.88
MID Peak	2025/11/13 11:45:00	2025/11/13 12:45:00	0.99
PM Peak	2025/11/13 16:15:00	2025/11/13 17:15:00	0.98

Turning Movement Data

Leg	West Taft Road									West Taft Road									Buckley Road									Buckley Road									
Direction	Eastbound									Westbound									Northbound									Southbound									
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Total	
7:00:00 AM	1	71	24	9	0	105	0	0		19	65	14	5	0	103	0	0		31	24	24	6	0	85	0	0		54	48	4	2	0	108	0	0	401	
7:15:00 AM	0	53	26	16	0	95	1	0		45	108	29	7	0	189	0	0		34	21	19	7	0	81	1	0		40	85	6	4	0	135	0	0	500	
7:30:00 AM	3	111	26	22	0	162	0	0		42	106	12	4	0	164	0	0		37	33	26	8	0	104	0	0		57	91	14	2	0	164	0	0	594	
7:45:00 AM	7	90	30	13	0	140	0	0		60	129	32	2	0	223	0	0		44	40	24	8	0	116	0	0		52	97	15	2	0	166	0	0	645	
Hourly Total	11	325	106	60	0	502	1	0		166	408	87	18	0	679	0	0		146	118	93	29	0	386	1	0		203	321	39	10	0	573	0	0	2140	
8:00:00 AM	3	82	20	19	0	124	0	0		36	102	22	5	0	165	0	1		38	37	20	6	0	101	0	0		50	78	8	3	0	139	0	1	529	
8:15:00 AM	3	94	18	18	0	133	0	0		44	82	25	4	0	155	0	0		32	36	22	4	0	94	0	0		51	67	11	6	0	135	0	0	517	
8:30:00 AM	2	77	16	22	0	117	0	0		47	101	30	8	0	186	0	0		25	31	17	3	0	76	0	0		39	41	13	5	0	98	0	0	477	
8:45:00 AM	6	92	30	21	0	149	0	0		39	96	30	2	0	167	0	0		27	47	37	8	0	119	0	0		35	56	13	3	0	107	0	0	542	
Hourly Total	14	345	84	80	0	523	0	0		166	381	107	19	0	673	0	1		122	151	96	21	0	390	0	0		175	242	45	17	0	479	0	1	2065	
11:00:00 AM	6	83	22	9	0	120	0	0		38	97	24	3	0	162	0	0		33	50	38	1	0	122	0	0		36	32	9	3	0	80	0	0	484	
11:15:00 AM	8	98	19	9	0	134	0	0		41	100	39	2	0	182	0	0		47	49	23	0	0	119	0	0		46	50	11	3	0	110	0	0	545	
11:30:00 AM	10	127	34	14	0	185	0	0		39	119	39	4	0	201	0	0		42	36	44	9	0	131	0	0		59	56	10	4	0	129	0	0	646	
11:45:00 AM	12	111	26	18	0	167	0	0		39	109	38	1	0	187	0	0		55	60	51	8	0	174	0	0		55	58	16	0	0	129	0	0	657	
Hourly Total	36	419	101	50	0	606	0	0		157	425	140	10	0	732	0	0		177	195	156	18	0	546	0	0		196	196	46	10	0	448	0	0	2332	
12:00:00 PM	19	131	37	25	0	212	0	0		34	103	37	8	0	182	0	0		40	57	52	6	0	155	0	0		41	40	14	3	0	98	0	0	647	
12:15:00 PM	25	108	43	12	0	188	0	0		31	113	32	5	0	181	0	0		49	50	38	11	0	148	0	0		63	57	12	2	0	134	0	0	651	
12:30:00 PM	16	102	44	27	0	189	0	0		45	117	52	4	0	218	0	0		42	41	33	8	0	124	0	0		47	49	12	2	0	110	0	0	641	
12:45:00 PM	16	105	28	16	0	165	0	0		49	120	37	1	0	207	0	0		49	42	57	9	0	157	0	0		54	51	11	5	0	121	0	0	650	
Hourly Total	76	446	152	80	0	754	0	0		159	453	158	18	0	788	0	0		180	190	180	34	0	584	0	0		205	197	49	12	0	463	0	0	2589	
4:00:00 PM	27	158	31	35	0	251	0	0		43	118	54	6	0	221	0	0		71	98	43	2	0	214	0	0		36	46	9	3	0	94	0	0	780	
4:15:00 PM	20	125	35	17	0	197	0	0		34	130	37	7	0	208	0	0		72	96	43	5	0	216	0	0		60	64	12	2	0	138	0	0	759	
4:30:00 PM	28	152	32	34	0	246	0	0		49	125	47	4	0	225	0	0		71	71	47	6	0	195	0	0		47	57	19	1	0	124	0	0	790	
4:45:00 PM	19	136	32	26	0	213	0	0		31	133	41	2	0	207	0	0		70	96	53	7	0	226	0	0		46	56	11	3	0	116	0	0	762	
Hourly Total	94	571	130	112	0	907	0	0		157	506	179	19	0	861	0	0		284	361	186	20	0	851	0	0		189	223	51	9	0	472	0	0	3091	
5:00:00 PM	9	142	40	29	0	220	0	0		31	127	45	7	0	210	0	0		79	103	56	4	0	242	0	0		38	50	15	1	0	104	0	0	776	
5:15:00 PM	18	127	36	28	0	209	0	0		41	145	49	1	0	236	0	0		71	72	49	8	0	200	0	0		46	55	9	0	0	110	0	0	755	
5:30:00 PM	10	103	44	27	0	184	0	0		26	112	48	1	0	187	0	0		57	57	38	4	0	156	0	0		49	42	15	3	0	109	0	0	636	
5:45:00 PM	13	103	42	24	0	182	0	0		22	108	36	6	0	172	0	0		42	69	33	9	0	153	0	0		32	47	17	4	0	100	0	0	607	
Hourly Total	50	475	162	108	0	795	0	0		120	492	178	15	0	805	0	0		249	301	176	25	0	751	0	0		165	194	56	8	0	423	0	0	2774	
Grand Total	281	2581	735	490	0	4087	1	0		925	2665	849	99	0	4538	0	1		1158	1316	887	147	0	3508	1	0		1133	1373	286	66	0	2858	0	1	14991	
% Approach	6.9%	63.2%	18.0%	12.0%	0.0%	0.0%	0.0%	0.0%		20.4%	58.7%	18.7%	2.2%	0.0%	0.0%	0.0%	0.0%		33.0%	37.5%	25.3%	4.2%	0.0%	0.0%	0.0%	0.0%		39.6%	48.0%	10.0%	2.3%	0.0%	0.0%	0.0%	0.0%		
% Total	1.9%	17.2%	4.9%	3.3%	0.0%	27.3%	0.0%	0.0%		6.2%	17.8%	5.7%	0.7%	0.0%	30.3%	0.0%	0.0%		7.7%	8.8%	5.9%	1.0%	0.0%	23.4%	0.0%	0.0%		7.6%	9.2%	1.9%	0.4%	0.0%	0.0%	0.0%	0.0%		
Lights	281	2547	731	489	0	4048	0	0		915	2632	837	98	0	4482	0	0		1150	1306	883	147	0	3486	0	0		1108	1358	283	66	0	2815	0	0	14831	
% Lights	100.0%	98.7%	99.5%	99.8%	0.0%	99.0%	0.0%	0.0%		98.9%	98.8%	98.6%	99.0%	0.0%	98.8%	0.0%	0.0%		99.3%	99.2%	99.5%	100.0%	0.0%	99.4%	0.0%	0.0%		97.8%	98.9%	99.0%	100.0%	0.0%	98.5%	0.0%	0.0%	98.9%	
Hv	0	34	4	1	0	39	0	0		10	33	12	1	0	56	0	0		8	10	4	0	0	22	0	0		25	15	3	0	0	43	0	0	160	
% HV	0.0%	1.3%	0.5%	0.2%	0.0%	1.0%	0.0%	0.0%		1.1%	1.2%	1.4%	1.0%	0.0%	1.2%	0.0%	0.0%		0.7%	0.8%	0.5%	0.0%	0.0%	0.6%	0.0%	0.0%		2.2%	1.1%	1.0%	0.0%	0.0%	1.5%	0.0%	0.0%	1.1%	
Pedestrians	0	0	0	0	0	0	1	0		0	0	0	0	0	0	0	1		0	0	0	0	0	0	1	0		0	0	0	0	0	0	0	1	4	
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%		
Bicycles on Crosswalk	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

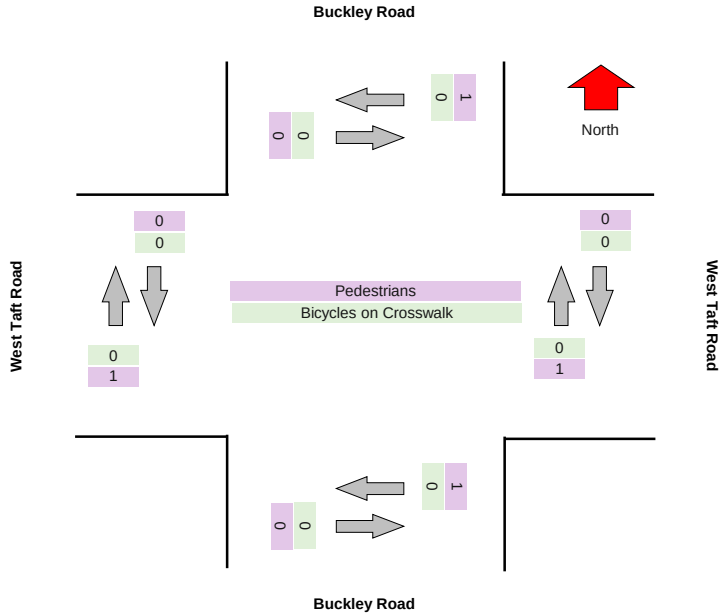
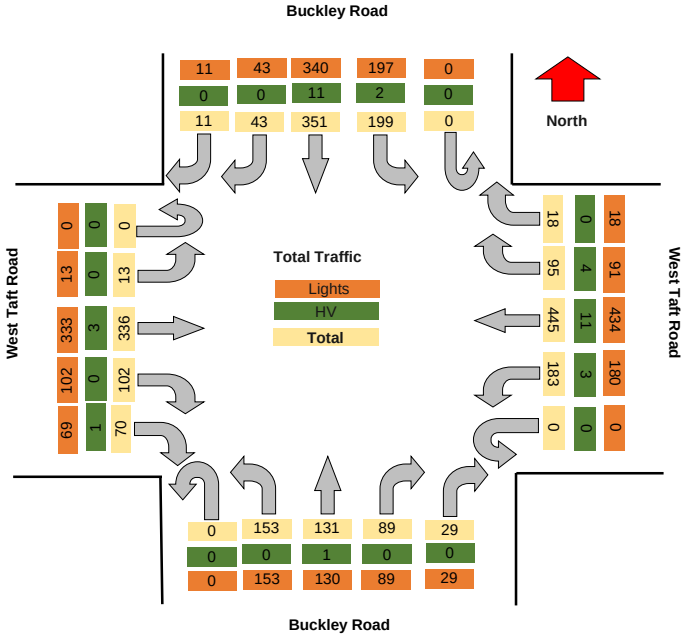
Turning Movement Data Plot



Turning Movement Peak Hour Data (AM)

7:15:00 AM

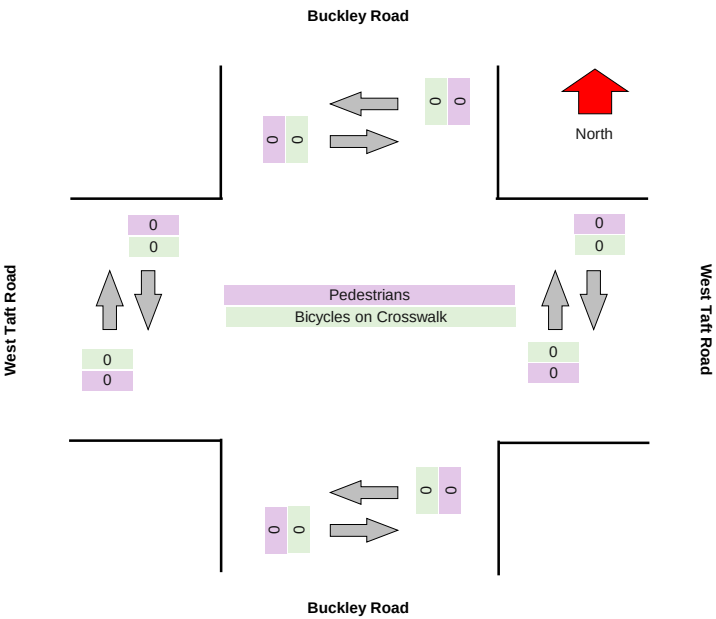
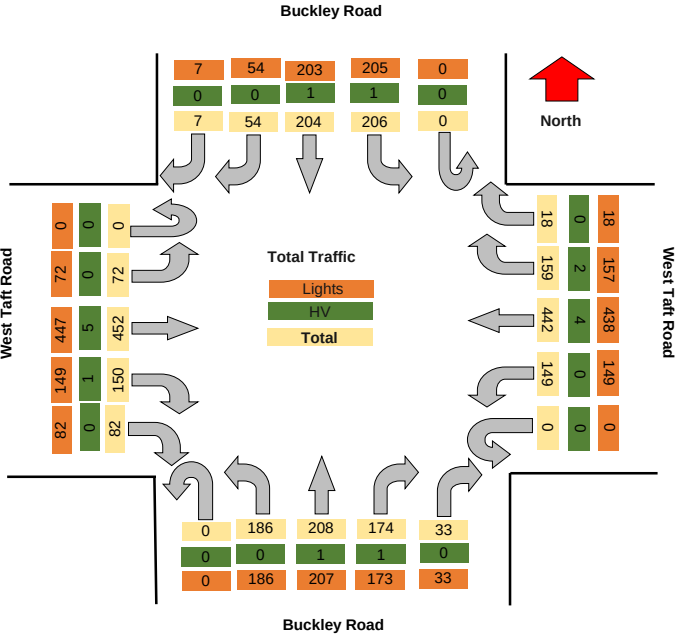
Leg Direction	West Taft Road									West Taft Road									Buckley Road									Buckley Road									Total
	Eastbound									Westbound									Northbound									Southbound									
	Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW				
7:15:00 AM	0	53	26	16	0	95	1	0	45	108	29	7	0	189	0	0	34	21	19	7	0	81	1	0	40	85	6	4	0	135	0	0	500				
7:30:00 AM	3	111	26	22	0	162	0	0	42	106	12	4	0	164	0	0	37	33	26	8	0	104	0	0	57	91	14	2	0	164	0	0	594				
7:45:00 AM	7	90	30	13	0	140	0	0	60	129	32	2	0	223	0	0	44	40	24	8	0	116	0	0	52	97	15	2	0	166	0	0	645				
8:00:00 AM	3	82	20	19	0	124	0	0	36	102	22	5	0	165	0	1	38	37	20	6	0	101	0	0	50	78	8	3	0	139	0	1	529				
Grand Total	13	336	102	70	0	521	1	0	183	445	95	18	0	741	0	1	153	131	89	29	0	402	1	0	199	351	43	11	0	604	0	1	2268				
% Approach	2.5%	64.5%	19.6%	13.4%	0.0%	0.0%	0.0%	0.0%	24.7%	60.1%	12.8%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	38.1%	32.6%	22.1%	7.2%	0.0%	0.0%	0.0%	0.0%	32.9%	58.1%	7.1%	1.8%	0.0%	0.0%	0.0%					
% Total	0.6%	14.8%	4.5%	3.1%	0.0%	23.0%	0.0%	0.0%	8.1%	19.6%	4.2%	0.8%	0.0%	32.7%	0.0%	0.0%	6.7%	5.8%	3.9%	1.3%	0.0%	17.7%	0.0%	0.0%	0.8%	15.5%	1.9%	0.5%	0.0%	26.6%	0.0%	0.0%					
PHF	0.464	0.757	0.850	0.795	0.000	0.804	0.000	0.000	0.763	0.862	0.742	0.643	0.000	0.831	0.000	0.000	0.869	0.819	0.856	0.936	0.000	0.866	0.000	0.000	0.873	0.905	0.717	0.688	0.000	0.910	0.000	0.000	0.879				
Lights	13	333	102	69	0	517	0	0	180	434	91	18	0	723	0	0	153	130	89	29	0	401	0	0	197	340	43	11	0	591	0	0	2232				
% Lights	100.0%	99.1%	100.0%	98.6%	0.0%	99.2%	0.0%	0.0%	98.4%	97.5%	95.8%	100.0%	0.0%	97.6%	0.0%	0.0%	100.0%	99.2%	100.0%	100.0%	0.0%	99.8%	0.0%	0.0%	99.0%	96.9%	100.0%	100.0%	0.0%	97.8%	0.0%	0.0%	98.4%				
HV	0	3	0	1	0	4	0	0	3	11	4	0	0	18	0	0	0	1	0	0	0	0	1	0	0	2	11	0	0	0	13	0	0	36			
% HV	0.0%	0.9%	0.0%	1.4%	0.0%	0.8%	0.0%	0.0%	1.6%	2.5%	4.2%	0.0%	0.0%	2.4%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	1.0%	3.1%	0.0%	0.0%	0.0%	2.2%	0.0%	0.0%	1.6%			
Pedestrians	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	4				
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%		100.0%		
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			



Turning Movement Peak Hour Data (MID)

11:45:00 AM

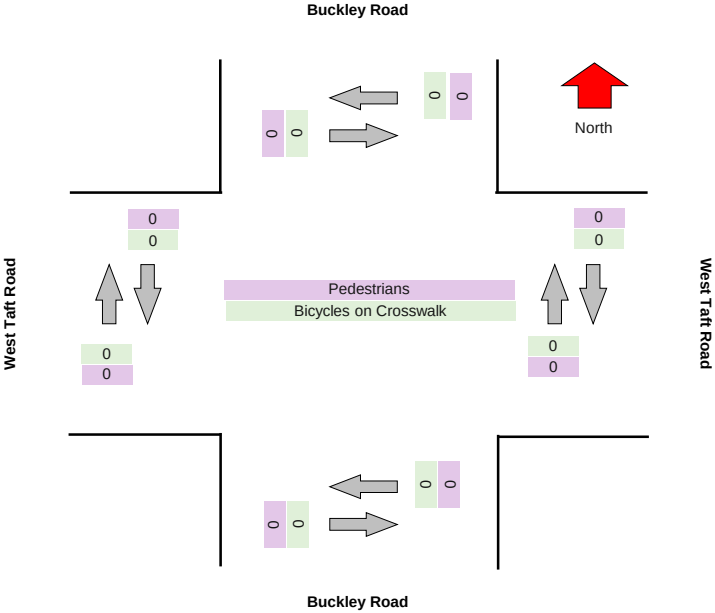
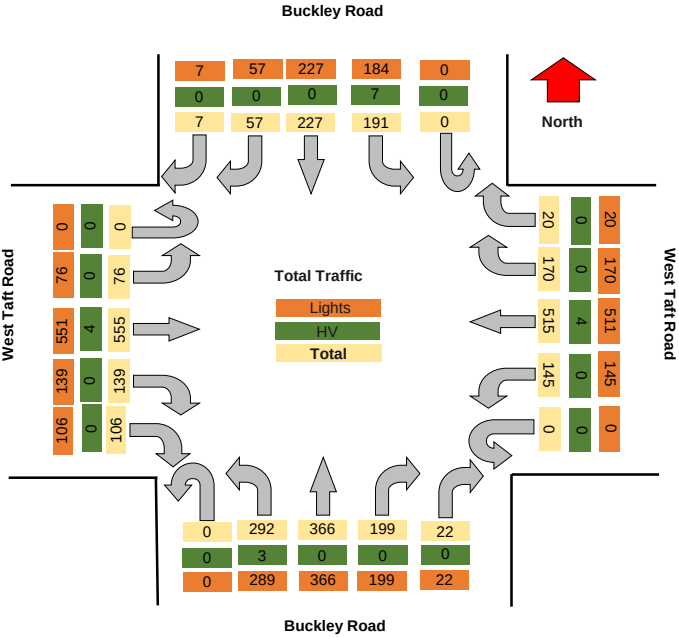
Leg Direction	West Taft Road									West Taft Road									Buckley Road									Buckley Road									Total
	Eastbound									Westbound									Northbound									Southbound									
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		
11:45:00 AM	12	111	26	18	0	167	0	0		39	109	38	1	0	187	0	0		55	60	51	8	0	174	0	0		55	58	16	0	0	129	0	0		657
12:00:00 PM	19	131	37	25	0	212	0	0		34	103	37	8	0	182	0	0		40	57	52	6	0	155	0	0		41	40	14	3	0	98	0	0		647
12:15:00 PM	25	108	43	12	0	188	0	0		31	113	32	5	0	181	0	0		49	50	38	11	0	148	0	0		63	57	12	2	0	134	0	0		651
12:30:00 PM	16	102	44	27	0	189	0	0		45	117	52	4	0	218	0	0		42	41	33	8	0	124	0	0		47	49	12	2	0	110	0	0		641
Grand Total	72	452	150	82	0	756	0	0		149	442	159	18	0	768	0	0		186	208	174	33	0	601	0	0		206	204	54	7	0	471	0	0		2596
% Approach	9.5%	59.8%	19.8%	10.8%	0.0%	0.0%	0.0%	0.0%		19.4%	57.6%	20.7%	2.3%	0.0%	0.0%	0.0%	0.0%		30.9%	34.6%	29.0%	5.5%	0.0%	0.0%	0.0%	0.0%		43.7%	43.3%	11.5%	1.5%	0.0%	0.0%	0.0%	0.0%		
% Total	2.8%	17.4%	5.8%	3.2%	0.0%	29.1%	0.0%	0.0%		5.7%	17.0%	6.1%	0.7%	0.0%	29.6%	0.0%	0.0%		7.2%	8.0%	6.7%	1.3%	0.0%	23.2%	0.0%	0.0%		7.9%	7.9%	2.1%	0.3%	0.0%	18.1%	0.0%	0.0%		
PHF	0.720	0.863	0.852	0.759	0.000	0.892	0.000	0.000		0.828	0.944	0.764	0.563	0.000	0.881	0.000	0.000		0.845	0.867	0.837	0.750	0.000	0.864	0.000	0.000		0.817	0.879	0.844	0.583	0.000	0.879	0.000	0.000		0.988
Lights	72	447	149	82	0	750	0	0		149	438	157	18	0	762	0	0		186	207	173	33	0	599	0	0		205	203	54	7	0	469	0	0		2580
% Lights	100.0%	98.9%	99.3%	100.0%	0.0%	99.2%	0.0%	0.0%		100.0%	99.1%	98.7%	100.0%	0.0%	99.2%	0.0%	0.0%		100.0%	99.5%	99.4%	100.0%	0.0%	99.7%	0.0%	0.0%		99.5%	99.5%	100.0%	100.0%	0.0%	99.6%	0.0%	0.0%		99.4%
HV	0	5	1	0	0	6	0	0		0	4	2	0	0	6	0	0		0	1	1	0	0	2	0	0		1	1	0	0	0	2	0	0		16
% HV	0.0%	1.1%	0.7%	0.0%	0.0%	0.8%	0.0%	0.0%		0.0%	0.9%	1.3%	0.0%	0.0%	0.8%	0.0%	0.0%		0.0%	0.5%	0.6%	0.0%	0.0%	0.3%	0.0%	0.0%		0.5%	0.5%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%		0.6%
Pedestrians	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%



Turning Movement Peak Hour Data (PM)

4:15:00 PM

Leg Direction	West Taft Road Eastbound								West Taft Road Westbound								Buckley Road Northbound								Buckley Road Southbound								Total	
	Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW		Peds CCW
4:15:00 PM	20	125	35	17	0	197	0	0	34	130	37	7	0	208	0	0	72	96	43	5	0	216	0	0	60	64	12	2	0	138	0	0	759	
4:30:00 PM	28	152	32	34	0	246	0	0	49	125	47	4	0	225	0	0	71	71	47	6	0	195	0	0	47	57	19	1	0	124	0	0	790	
4:45:00 PM	19	136	32	26	0	213	0	0	31	133	41	2	0	207	0	0	70	96	53	7	0	226	0	0	46	56	11	3	0	116	0	0	762	
5:00:00 PM	9	142	40	29	0	220	0	0	31	127	45	7	0	210	0	0	79	103	56	4	0	242	0	0	38	50	15	1	0	104	0	0	776	
Grand Total	76	555	139	106	0	876	0	0	145	515	170	20	0	850	0	0	292	366	199	22	0	879	0	0	191	227	57	7	0	482	0	0	3087	
% Approach	8.7%	63.4%	15.9%	12.1%	0.0%	0.0%	0.0%	0.0%	17.1%	60.6%	20.0%	2.4%	0.0%	0.0%	0.0%	0.0%	33.2%	41.6%	22.6%	2.5%	0.0%	0.0%	0.0%	0.0%	39.6%	47.1%	11.8%	1.5%	0.0%	0.0%	0.0%	0.0%		
% Total	2.5%	18.0%	4.5%	3.4%	0.0%	28.4%	0.0%	0.0%	4.7%	16.7%	5.5%	0.6%	0.0%	27.5%	0.0%	0.0%	9.5%	11.9%	6.4%	0.7%	0.0%	28.5%	0.0%	0.0%	6.2%	7.4%	1.8%	0.2%	0.0%	15.6%	0.0%	0.0%		
PHF	0.679	0.913	0.869	0.779	0.000	0.890	0.000	0.000	0.740	0.968	0.904	0.714	0.000	0.944	0.000	0.000	0.924	0.888	0.888	0.786	0.000	0.908	0.000	0.000	0.796	0.887	0.750	0.583	0.000	0.873	0.000	0.000	0.877	
Lights	76	551	139	106	0	872	0	0	145	511	170	20	0	846	0	0	289	366	199	22	0	876	0	0	184	227	57	7	0	475	0	0	3069	
% Lights	100.0%	99.3%	100.0%	100.0%	0.0%	99.5%	0.0%	0.0%	100.0%	99.2%	100.0%	100.0%	0.0%	99.5%	0.0%	0.0%	99.0%	100.0%	100.0%	100.0%	0.0%	99.7%	0.0%	0.0%	96.3%	100.0%	100.0%	100.0%	0.0%	98.5%	0.0%	0.0%	99.4%	
HV	0	4	0	0	0	4	0	0	0	4	0	0	0	4	0	0	3	0	0	0	0	3	0	0	7	0	0	0	0	7	0	0	18	
% HV	0.0%	0.7%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	3.7%	0.0%	0.0%	0.0%	0.0%	1.5%	0.0%	0.0%	0.6%	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	





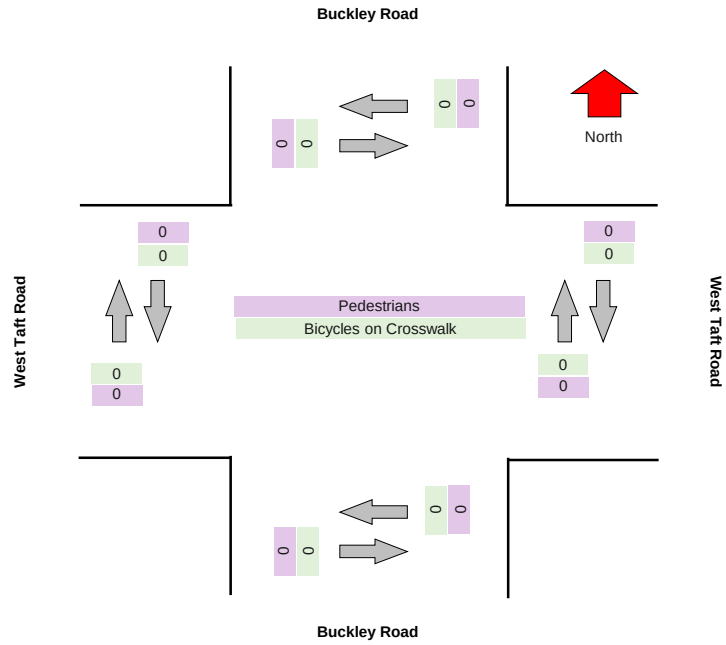
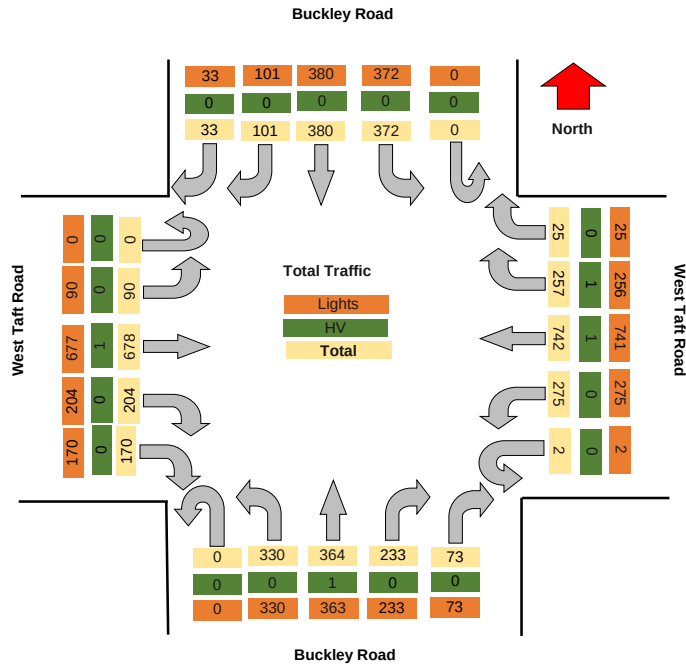
Project	GTS
Project Code	12284
Site Name	12284-1 - West Taft Road & B
Legs and Movements	All Processed Legs & Move
Bin Size	15 minutes
Survey Date	2025/11/15, Saturday
Location	West Taft Road & Buckley Roa
Latitude and Longitude	43.121919, -76.159575

	Start	End	PHF
MID Peak	2025/11/15 11:15:00	2025/11/15 12:15:00	0.95

Turning Movement Data

Leg	West Taft Road Eastbound									West Taft Road Westbound									Buckley Road Northbound									Buckley Road Southbound									
Direction	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Total	
Start Time																																					
11:00:00 AM	10	63	24	18	0	115	0	0		49	106	26	0	0	181	0	0		38	31	33	11	0	113	0	0		46	45	12	2	0	105	0	0	514	
11:15:00 AM	8	98	25	19	0	150	0	0		41	77	30	2	0	150	0	0		45	44	20	8	0	117	0	0		53	49	10	4	0	116	0	0	533	
11:30:00 AM	12	76	17	24	0	129	0	0		32	98	35	4	0	169	0	0		37	48	28	12	0	125	0	0		53	38	14	0	0	105	0	0	528	
11:45:00 AM	13	83	21	24	0	141	0	0		30	106	36	2	0	174	0	0		49	45	32	15	0	141	0	0		54	47	16	6	0	123	0	0	579	
Hourly Total	43	320	87	85	0	535	0	0		152	387	127	8	0	674	0	0		169	168	113	46	0	496	0	0		206	179	52	12	0	449	0	0	2154	
12:00:00 PM	17	94	36	22	0	169	0	0		30	85	34	4	0	153	0	0		36	49	35	5	0	125	0	0		45	49	17	8	0	119	0	0	566	
12:15:00 PM	11	93	33	16	0	153	0	0		24	99	31	7	0	161	0	0		35	37	31	7	0	110	0	0		44	38	10	6	0	98	0	0	522	
12:30:00 PM	11	84	25	20	0	140	0	0		39	77	26	4	1	147	0	0		34	58	29	8	0	129	0	0		38	47	14	4	0	103	0	0	519	
12:45:00 PM	8	87	23	27	0	145	0	0		30	94	39	2	1	166	0	0		56	52	25	7	0	140	0	0		39	67	8	3	0	117	0	0	568	
Hourly Total	47	358	117	85	0	607	0	0		123	355	130	17	2	627	0	0		161	196	120	27	0	504	0	0		166	201	49	21	0	437	0	0	2175	
Grand Total	90	678	204	170	0	1142	0	0		275	742	257	25	2	1301	0	0		330	364	233	73	0	1000	0	0		372	390	101	33	0	886	0	0	4329	
% Approach	7.9%	59.4%	17.9%	14.9%	0.0%	0.0%	0.0%	0.0%		21.1%	57.0%	19.8%	1.9%	0.2%	0.0%	0.0%	0.0%		33.0%	36.4%	23.3%	7.3%	0.0%	0.0%	0.0%	0.0%		42.0%	42.9%	11.4%	3.7%	0.0%	0.0%	0.0%	0.0%		
% Total	2.1%	15.7%	4.7%	3.9%	0.0%	26.4%	0.0%	0.0%		6.4%	17.1%	5.9%	0.6%	0.0%	30.1%	0.0%	0.0%		7.6%	8.4%	5.4%	1.7%	0.0%	23.1%	0.0%	0.0%		8.6%	8.8%	2.3%	0.8%	0.0%	29.5%	0.0%	0.0%		
Lights	90	677	204	170	0	1141	0	0		275	741	256	25	2	1299	0	0		330	363	233	73	0	999	0	0		372	380	101	33	0	886	0	0	4325	
% Lights	100.0%	99.9%	100.0%	100.0%	0.0%	99.9%	0.0%	0.0%		100.0%	99.9%	99.6%	100.0%	100.0%	99.8%	0.0%	0.0%		100.0%	99.7%	100.0%	100.0%	0.0%	0.0%	99.9%	0.0%	0.0%		100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	99.9%
Hv	0	1	0	0	0	1	0	0		0	1	1	0	0	2	0	0		0	1	0	0	0	1	0	0		0	0	0	0	0	0	0	0	4	
% HV	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%		0.0%	0.1%	0.4%	0.0%	0.0%	0.2%	0.0%	0.0%		0.0%	0.3%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	
Pedestrians	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Bicycles on Crosswalk	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

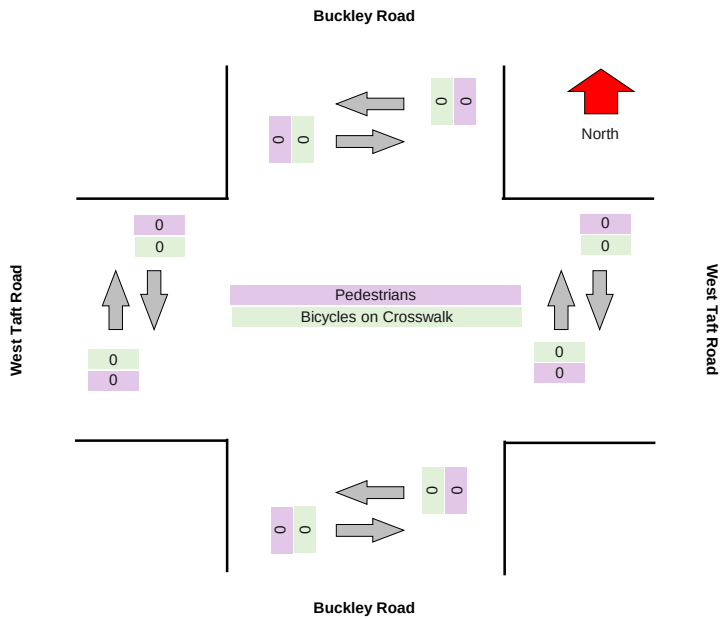
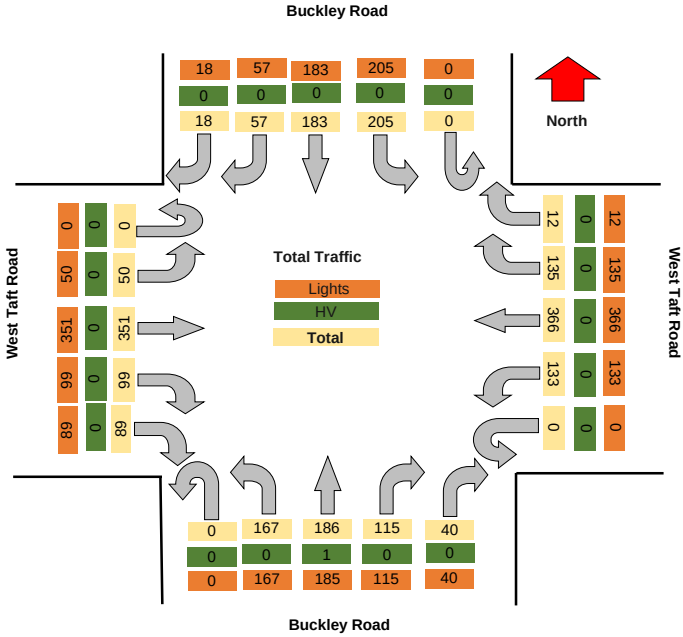
Turning Movement Data Plot



Turning Movement Peak Hour Data (MID)

11:15:00 AM

Leg Direction	West Taft Road									West Taft Road									Buckley Road									Buckley Road									Total
	Eastbound									Westbound									Northbound									Southbound									
	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW					
Start Time	8	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW					
11:15:00 AM	8	98	25	19	0	150	0	0	41	77	30	2	0	150	0	0	45	44	20	8	0	117	0	0	53	49	10	4	0	116	0	0	533				
11:30:00 AM	12	76	17	24	0	129	0	0	32	98	35	4	0	169	0	0	37	48	28	12	0	125	0	0	53	38	14	0	0	105	0	0	528				
11:45:00 AM	13	83	21	24	0	141	0	0	30	106	36	2	0	174	0	0	49	45	32	15	0	141	0	0	54	47	16	6	0	123	0	0	579				
12:00:00 PM	17	94	36	22	0	169	0	0	30	85	34	4	0	153	0	0	36	49	35	5	0	125	0	0	45	49	17	8	0	119	0	0	566				
Grand Total	50	351	99	89	0	589	0	0	133	366	135	12	0	646	0	0	167	186	115	40	0	508	0	0	205	183	57	18	0	463	0	0	2206				
% Approach	8.5%	59.6%	16.8%	15.1%	0.0%	0.0%	0.0%	0.0%	20.6%	56.7%	20.9%	1.9%	0.0%	0.0%	0.0%	0.0%	32.9%	36.6%	22.6%	7.9%	0.0%	0.0%	0.0%	0.0%	44.3%	39.5%	12.3%	3.9%	0.0%	0.0%	0.0%	0.0%	0.0%				
% Total	2.3%	15.9%	4.5%	4.0%	0.0%	26.7%	0.0%	0.0%	6.0%	16.6%	6.1%	0.5%	0.0%	29.3%	0.0%	0.0%	7.6%	8.4%	5.2%	1.8%	0.0%	23.0%	0.0%	0.0%	9.3%	8.3%	2.6%	0.8%	0.0%	21.0%	0.0%	0.0%	0.0%				
PHF	0.735	0.895	0.688	0.927	0.000	0.871	0.000	0.000	0.811	0.863	0.938	0.750	0.000	0.928	0.000	0.000	0.852	0.949	0.821	0.667	0.000	0.901	0.000	0.000	0.949	0.934	0.838	0.563	0.000	0.941	0.000	0.000	0.953				
Lights	50	351	99	89	0	589	0	0	133	366	135	12	0	646	0	0	167	185	115	40	0	507	0	0	205	183	57	18	0	463	0	0	2205				
% Lights	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	99.5%	100.0%	100.0%	0.0%	99.8%	0.0%	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%				
HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1				
% HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				





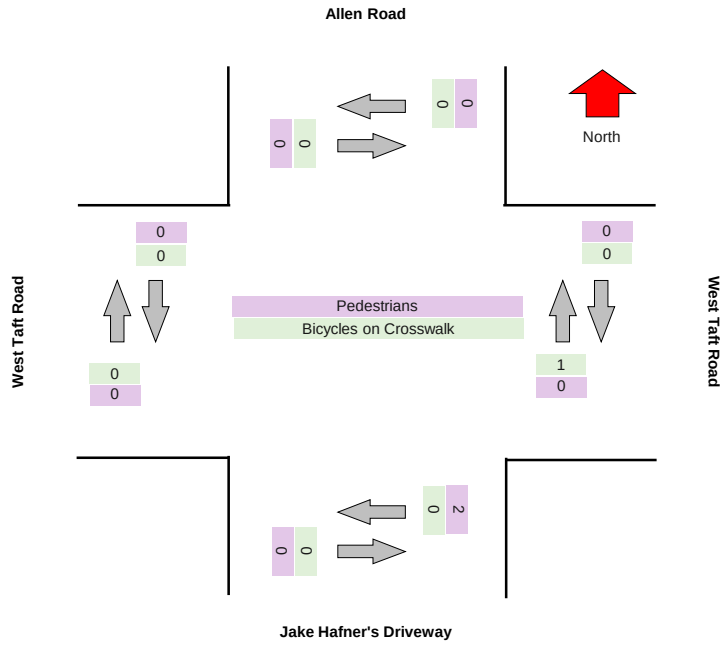
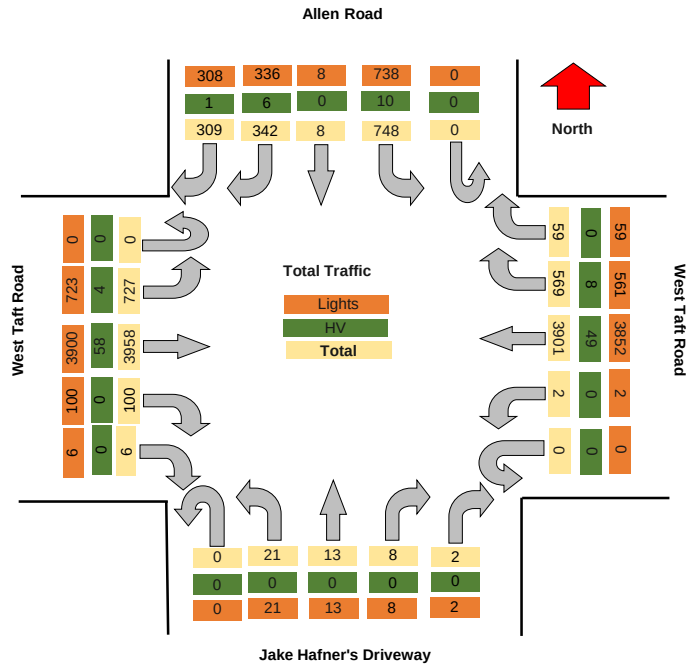
Project	GTS
Project Code	12284
Site Name	12284-2 - West Taft Road & Allen Road
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Survey Date	2025/11/13, Thursday
Location	West Taft Road & Allen Road
Latitude and Longitude	43.122106, -76.155953

	Start	End	PHF
AM Peak	2025/11/13 07:15:00	2025/11/13 08:15:00	0.89
MID Peak	2025/11/13 11:45:00	2025/11/13 12:45:00	0.96
PM Peak	2025/11/13 16:15:00	2025/11/13 17:15:00	0.98

Turning Movement Data

Leg	West Taft Road Eastbound									West Taft Road Westbound									Jake Hafner's Driveway Northbound									Allen Road Southbound									
Direction	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Total	
Start Time																																					
7:00:00 AM	16	126	1	0	0	143	0	0		0	99	8	1	0	108	0	0		1	0	0	0	0	0	1	0	0		33	0	8	12	0	53	0	0	305
7:15:00 AM	13	116	0	0	0	129	0	0		0	150	19	0	0	169	0	0		0	0	0	0	0	0	0	0	0		40	0	11	19	0	70	0	0	368
7:30:00 AM	14	163	0	0	0	177	0	0		1	139	13	2	0	155	0	0		1	0	0	0	0	0	1	0	0		50	0	24	12	0	86	0	0	419
7:45:00 AM	14	154	0	0	0	168	0	0		0	174	14	1	0	189	0	0		1	0	0	0	0	0	1	0	0		64	1	19	15	0	99	0	0	457
Hourly Total	57	559	1	0	0	617	0	0		1	562	54	4	0	621	0	0		3	0	0	0	0	0	3	0	0		187	1	62	58	0	308	0	0	1549
8:00:00 AM	14	148	0	0	0	162	0	0		0	143	10	2	0	155	0	0		0	0	0	0	0	0	0	0	0		40	0	13	8	0	61	0	0	378
8:15:00 AM	21	143	0	0	0	164	0	0		0	128	15	5	0	148	0	0		1	0	0	0	0	0	1	0	0		30	0	9	14	0	53	0	0	366
8:30:00 AM	18	123	0	0	0	141	0	0		0	175	14	3	0	192	0	0		1	0	2	0	0	0	3	0	0		34	0	13	11	0	58	0	0	394
8:45:00 AM	21	148	1	0	0	170	0	0		0	131	14	3	0	148	0	0		1	0	0	0	0	0	1	2	0		30	0	8	12	0	50	0	0	369
Hourly Total	74	562	1	0	0	637	0	0		0	577	53	13	0	643	0	0		3	0	2	0	0	0	5	2	0		134	0	43	45	0	222	0	0	1507
11:00:00 AM	22	143	1	0	0	166	0	0		0	157	20	1	0	178	0	0		0	1	0	0	0	0	1	0	0		21	0	10	14	0	45	0	0	390
11:15:00 AM	30	162	4	0	0	196	0	0		0	155	11	2	0	168	0	0		0	1	0	0	0	0	1	0	0		25	0	12	27	0	64	0	0	429
11:30:00 AM	36	181	17	0	0	234	0	0		0	170	21	2	0	193	0	0		0	1	0	0	0	0	1	0	0		25	0	8	18	0	51	0	0	479
11:45:00 AM	27	196	9	1	0	233	0	0		0	175	21	5	0	201	0	0		0	1	0	0	1	0	2	0	0		24	1	10	8	0	43	0	0	479
Hourly Total	115	682	31	1	0	829	0	0		0	657	73	10	0	740	0	0		0	4	0	0	1	0	5	0	0		95	1	40	67	0	203	0	0	1777
12:00:00 PM	33	199	3	1	0	236	0	0		0	173	25	4	0	202	0	0		1	2	0	0	0	0	3	0	0		35	1	8	11	0	55	0	0	496
12:15:00 PM	35	190	7	0	0	232	0	0		0	165	27	1	0	193	0	0		0	1	0	0	0	0	1	0	0		21	1	7	6	0	35	0	0	461
12:30:00 PM	29	161	3	1	0	194	0	0		0	192	26	2	0	220	0	0		0	0	0	0	0	0	0	0	0		29	1	11	17	0	58	0	0	472
12:45:00 PM	37	178	3	1	0	219	0	0		0	173	17	1	0	191	0	0		0	0	4	0	0	0	4	0	0		34	0	23	9	0	66	0	0	480
Hourly Total	134	728	16	3	0	881	0	0		0	703	95	8	0	806	0	0		1	3	4	0	0	0	8	0	0		119	3	49	43	0	214	0	0	1909
4:00:00 PM	43	199	1	0	0	243	0	0		0	174	32	2	0	208	0	0		4	0	0	0	0	0	4	0	0		26	0	26	11	0	63	0	0	518
4:15:00 PM	46	199	5	0	0	250	0	0		0	194	47	3	0	244	0	0		3	0	1	0	0	0	4	0	0		25	0	16	12	0	53	0	0	551
4:30:00 PM	36	201	6	0	0	243	0	0		0	174	47	5	0	226	0	0		2	0	0	0	0	0	2	0	0		26	1	15	19	0	61	0	0	532
4:45:00 PM	49	194	4	0	0	247	0	0		1	194	37	2	0	234	0	0		4	1	0	0	0	0	5	0	0		26	0	14	7	0	47	0	0	533
Hourly Total	174	793	16	0	0	983	0	0		1	736	163	12	0	912	0	0		13	1	1	0	0	0	15	0	0		103	1	71	49	0	224	0	0	2134
5:00:00 PM	50	194	8	1	0	253	0	0		0	186	31	6	0	223	0	0		1	1	0	0	1	0	3	0	0		39	1	30	4	0	74	0	0	553
5:15:00 PM	43	163	16	1	0	223	0	0		0	194	42	4	0	240	0	0		0	0	0	0	0	0	0	0	0		27	0	20	19	0	66	0	0	529
5:30:00 PM	37	147	8	0	0	192	0	0		0	144	33	0	0	177	0	1		0	2	1	0	0	0	3	0	0		24	0	17	10	0	51	0	0	423
5:45:00 PM	43	130	3	0	0	176	0	0		0	142	25	2	0	169	0	0		0	2	0	0	0	0	2	0	0		20	1	10	14	0	45	0	0	392
Hourly Total	173	634	35	2	0	844	0	0		0	666	131	12	0	809	0	1		1	5	1	1	0	8	0	0	0		110	2	77	47	0	236	0	0	1897
Grand Total	727	3958	100	6	0	4791	0	0		2	3901	569	59	0	4531	0	1		21	13	8	2	2	0	44	2	0		748	8	342	309	0	1407	0	0	10773
% Approach	15.2%	82.6%	2.1%	0.1%	0.0%	0.0%	0.0%	0.0%		0.0%	86.1%	12.6%	1.3%	0.0%	0.0%	0.0%	0.0%		47.7%	29.5%	18.2%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%		53.2%	0.6%	24.3%	22.0%	0.0%	0.0%	0.0%	0.0%	
% Total	6.7%	36.7%	0.9%	0.1%	0.0%	44.5%	0.0%	0.0%		0.0%	36.2%	5.3%	0.5%	0.0%	42.1%	0.0%	0.0%		0.2%	0.1%	0.1%	0.0%	0.0%	0.4%	0.0%	0.0%		6.9%	0.1%	3.2%	2.9%	0.0%	13.1%	0.0%	0.0%		
% Lights	723	3900	100	6	0	4729	0	0		2	3852	561	59	0	4474	0	0		21	13	8	2	0	44	0	0		738	8	336	308	0	1390	0	0	10637	
% Lights	99.4%	98.5%	100.0%	100.0%	0.0%	98.7%	0.0%	0.0%		100.0%	98.7%	98.6%	100.0%	0.0%	98.7%	0.0%	0.0%		100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%		98.7%	100.0%	98.2%	99.7%	0.0%	98.8%	0.0%	0.0%	98.7%	
Hv	4	58	0	0	0	62	0	0		0	49	8	0	0	57	0	0		0	0	0	0	0	0	0	0	0		10	0	6	1	0	17	0	0	136
% HV	0.6%	1.5%	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%		0.0%	1.3%	1.4%	0.0%	0.0%	1.3%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		1.3%	0.0%	1.8%	0.3%	0.0%	1.2%	0.0%	0.0%	1.3%
Pedestrians	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	2	0	0		0	0	0	0	0	0	0	0	2
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	1	
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	

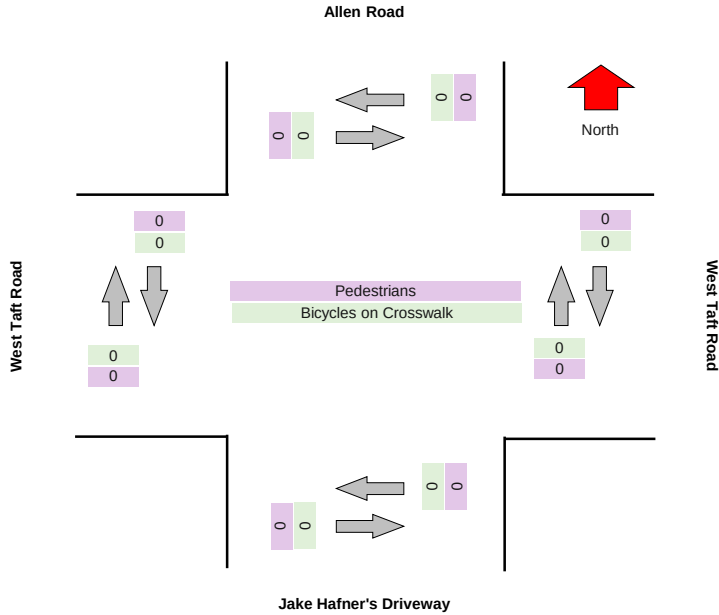
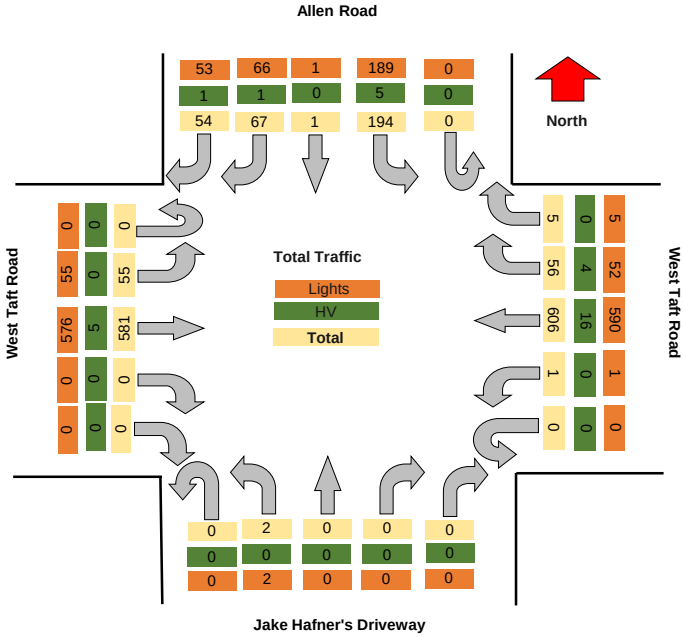
Turning Movement Data Plot



Turning Movement Peak Hour Data (AM)

7:15:00 AM

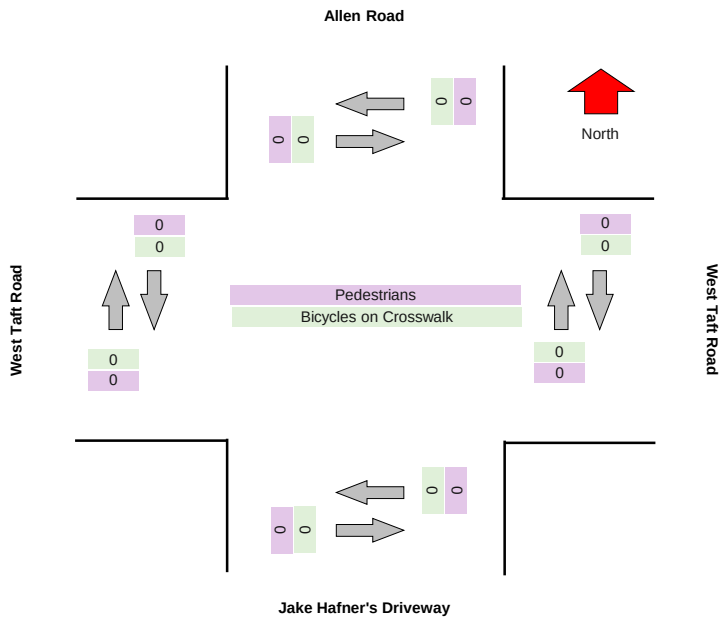
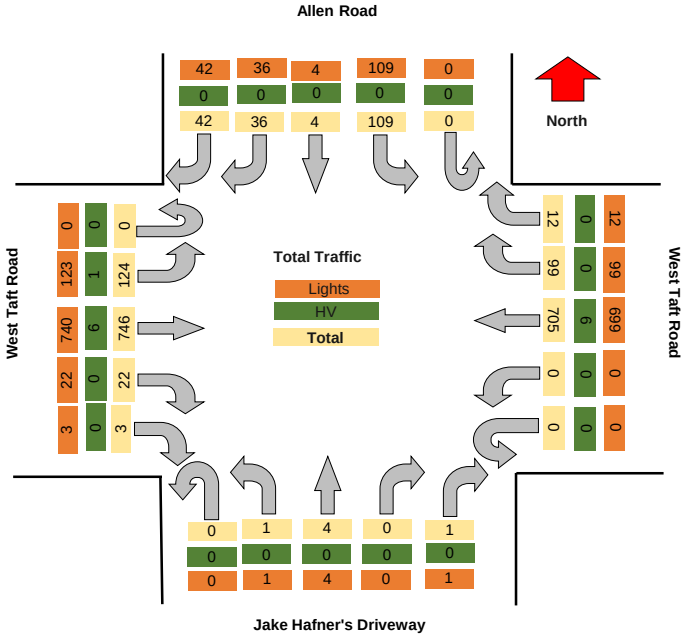
Leg Direction	West Taft Road									West Taft Road									Jake Hafner's Driveway									Allen Road									Total
	Eastbound									Westbound									Northbound									Southbound									
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW					
7:15:00 AM	13	116	0	0	0	129	0	0	0	150	19	0	0	169	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	368				
7:30:00 AM	14	163	0	0	0	177	0	0	1	139	13	2	0	155	0	0	1	0	0	0	0	1	0	0	0	50	0	24	12	0	86	0	0	419			
7:45:00 AM	14	154	0	0	0	168	0	0	0	174	14	1	0	189	0	0	1	0	0	0	0	1	0	0	0	64	1	19	15	0	99	0	0	457			
8:00:00 AM	14	148	0	0	0	162	0	0	0	143	10	2	0	155	0	0	0	0	0	0	0	0	0	0	0	40	0	13	8	0	61	0	0	378			
Grand Total	55	581	0	0	0	636	0	0	1	606	56	5	0	668	0	0	2	0	0	0	0	2	0	0	0	194	1	67	54	0	316	0	0	1622			
% Approach	8.6%	91.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	90.7%	8.4%	0.7%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	61.4%	0.3%	21.2%	17.1%	0.0%	0.0%	0.0%	0.0%	0.0%				
% Total	3.4%	35.8%	0.0%	0.0%	0.0%	39.2%	0.0%	0.0%	0.1%	37.4%	3.5%	0.3%	0.0%	41.2%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	12.0%	0.1%	4.1%	3.3%	0.0%	19.5%	0.0%	0.0%	0.0%				
PHF	0.982	0.891	0.000	0.000	0.000	0.898	0.000	0.000	0.250	0.871	0.737	0.625	0.000	0.884	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.758	0.250	0.698	0.711	0.000	0.798	0.000	0.000	0.887				
Lights	55	576	0	0	0	631	0	0	1	590	52	5	0	648	0	0	2	0	0	0	0	2	0	0	0	189	1	66	53	0	309	0	0	1590			
% Lights	100.0%	99.1%	0.0%	0.0%	0.0%	99.2%	0.0%	0.0%	100.0%	97.4%	92.9%	100.0%	0.0%	97.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	97.4%	100.0%	98.5%	98.1%	0.0%	97.8%	0.0%	0.0%	98.0%			
HV	0	5	0	0	0	5	0	0	0	16	4	0	0	20	0	0	0	0	0	0	0	0	0	0	5	0	1	1	0	7	0	0	32				
% HV	0.0%	0.9%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	2.6%	7.1%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	0.0%	1.5%	1.9%	0.0%	2.2%	0.0%	0.0%	2.0%				
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			



Turning Movement Peak Hour Data (MID)

11:45:00 AM

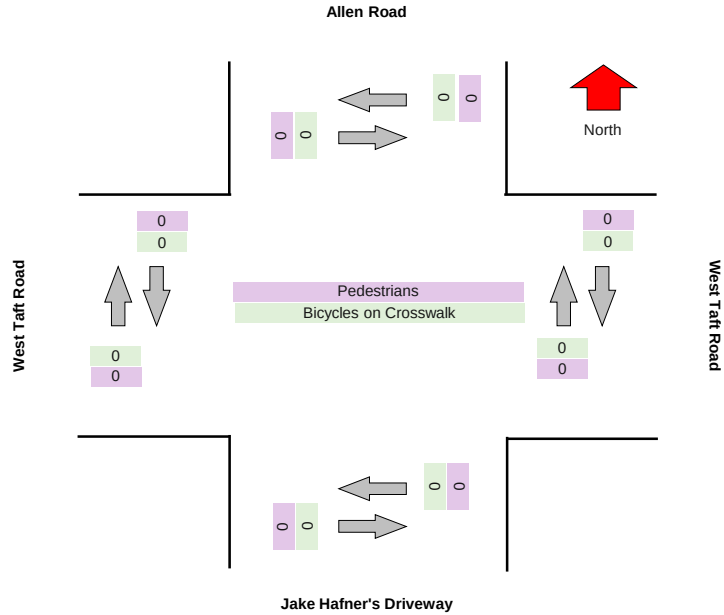
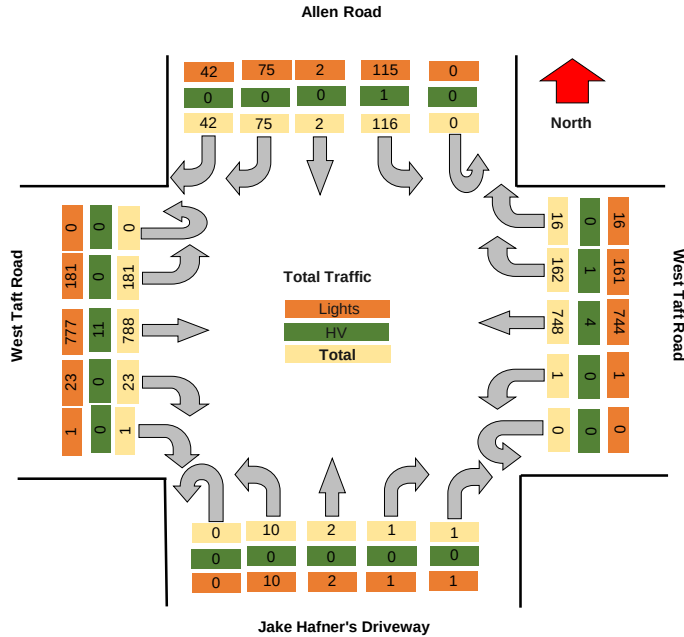
Leg	West Taft Road										West Taft Road										Jake Hafner's Driveway										Allen Road										Total
Direction	Eastbound										Westbound										Northbound										Southbound										
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW									
11:45:00 AM	27	196	9	1	0	233	0	0	0	175	21	5	0	201	0	0	0	1	0	1	0	2	0	0	24	1	10	8	0	43	0	0	479								
12:00:00 PM	33	199	3	1	0	236	0	0	0	173	25	4	0	202	0	0	1	2	0	0	0	3	0	0	35	1	8	11	0	55	0	0	496								
12:15:00 PM	35	190	7	0	0	232	0	0	0	165	27	1	0	193	0	0	0	1	0	0	0	1	0	0	21	1	7	6	0	35	0	0	461								
12:30:00 PM	29	161	3	1	0	194	0	0	0	192	26	2	0	220	0	0	0	0	0	0	0	0	0	29	1	11	17	0	58	0	0	472									
Grand Total	124	746	22	3	0	895	0	0	0	705	99	12	0	816	0	0	1	4	0	1	0	6	0	0	109	4	36	42	0	191	0	0	1908								
% Approach	13.9%	83.4%	2.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	86.4%	12.1%	1.5%	0.0%	0.0%	0.0%	0.0%	16.7%	66.7%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	57.1%	2.1%	18.8%	22.0%	0.0%	0.0%	0.0%	0.0%	0.0%								
% Total	6.5%	39.1%	1.2%	0.2%	0.0%	46.9%	0.0%	0.0%	0.0%	36.9%	5.2%	0.6%	0.0%	42.8%	0.0%	0.0%	0.1%	0.2%	0.0%	0.1%	0.0%	0.3%	0.0%	0.0%	5.7%	0.2%	1.9%	2.2%	0.0%	10.0%	0.0%	0.0%	0.0%								
PHF	0.886	0.937	0.611	0.750	0.000	0.948	0.000	0.000	0.000	0.918	0.917	0.600	0.000	0.927	0.000	0.000	0.250	0.500	0.000	0.250	0.000	0.500	0.000	0.000	0.779	1.000	0.818	0.618	0.000	0.823	0.000	0.000	0.962								
Lights	123	740	22	3	0	888	0	0	0	699	99	12	0	810	0	0	1	4	0	1	0	6	0	0	109	4	36	42	0	191	0	0	1895								
% Lights	99.2%	99.2%	100.0%	100.0%	0.0%	99.2%	0.0%	0.0%	0.0%	99.1%	100.0%	100.0%	0.0%	99.3%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	99.3%								
HV	1	6	0	0	0	7	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13								
% HV	0.8%	0.8%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%								
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%								
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%								



Turning Movement Peak Hour Data (PM)

4:15:00 PM

Leg Direction	West Taft Road Eastbound								West Taft Road Westbound								Jake Hafner's Driveway Northbound								Allen Road Southbound								Total
	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	
Start Time																																	
4:15:00 PM	46	199	5	0	0	250	0	0	0	194	47	3	0	244	0	0	3	0	1	0	0	4	0	0	25	0	16	12	0	53	0	0	551
4:30:00 PM	36	201	6	0	0	243	0	0	0	174	47	5	0	226	0	0	2	0	1	0	0	2	0	0	26	1	15	19	0	61	0	0	532
4:45:00 PM	49	194	4	0	0	247	0	0	1	194	37	2	0	234	0	0	4	1	0	0	0	5	0	0	26	0	14	7	0	47	0	0	533
5:00:00 PM	50	194	8	1	0	253	0	0	0	186	31	6	0	223	0	0	1	1	0	1	0	3	0	0	39	1	30	4	0	74	0	0	553
Grand Total	181	788	23	1	0	993	0	0	1	748	162	16	0	927	0	0	10	2	1	1	0	14	0	0	116	2	75	42	0	235	0	0	2169
% Approach	18.2%	79.4%	2.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	80.7%	17.5%	1.7%	0.0%	0.0%	0.0%	0.0%	71.4%	14.3%	7.1%	7.1%	0.0%	0.0%	0.0%	0.0%	49.4%	0.9%	31.9%	17.9%	0.0%	0.0%	0.0%	0.0%	
% Total	8.3%	36.3%	1.1%	0.0%	0.0%	45.8%	0.0%	0.0%	0.0%	34.5%	7.5%	0.7%	0.0%	42.7%	0.0%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	5.3%	0.1%	3.5%	1.9%	0.0%	10.8%	0.0%	0.0%	
PHF	0.905	0.980	0.719	0.250	0.000	0.981	0.000	0.000	0.250	0.964	0.862	0.667	0.000	0.950	0.000	0.000	0.625	0.500	0.250	0.250	0.000	0.700	0.000	0.000	0.744	0.500	0.625	0.553	0.000	0.794	0.000	0.000	0.981
Lights	181	777	23	1	0	982	0	0	1	744	161	16	0	922	0	0	10	2	1	1	0	14	0	0	115	2	75	42	0	234	0	0	2152
% Lights	100.0%	98.6%	100.0%	100.0%	0.0%	98.9%	0.0%	0.0%	100.0%	99.5%	99.4%	100.0%	0.0%	99.5%	0.0%	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	99.1%	100.0%	100.0%	100.0%	0.0%	99.6%	0.0%	0.0%	99.2%
HV	0	11	0	0	0	11	0	0	0	4	1	0	0	5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	17
% HV	0.0%	1.4%	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.5%	0.6%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.8%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%





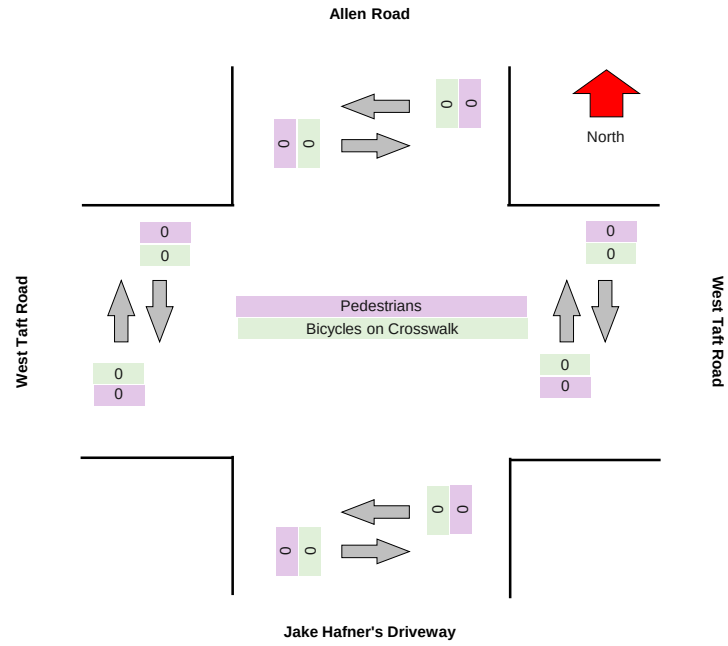
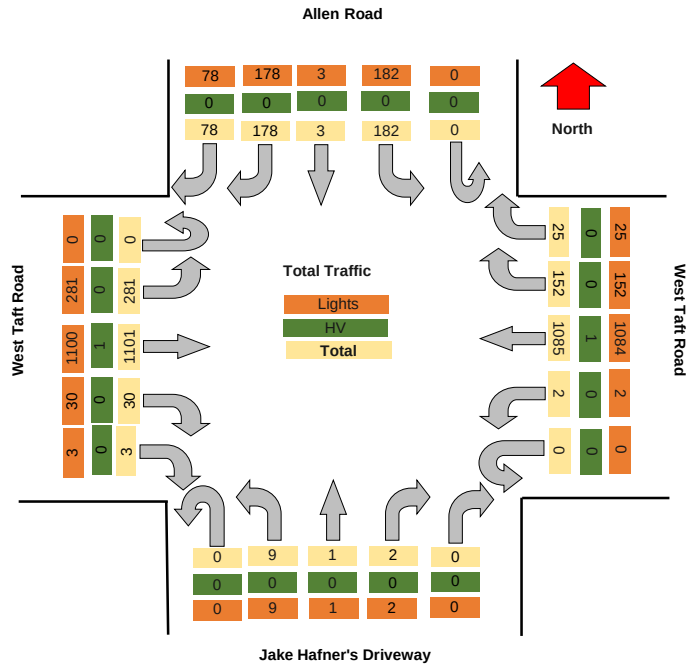
Project	GTS
Project Code	12284
Site Name	12284-2 - West Taft Road & Allen Road
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Survey Date	2025/11/15, Saturday
Location	West Taft Road & Allen Road
Latitude and Longitude	43.122106, -76.155953

	Start	End	PHF
MID Peak	2025/11/15 11:15:00	2025/11/15 12:15:00	0.96

Turning Movement Data

Leg	West Taft Road									West Taft Road									Jake Hafner's Driveway									Allen Road									
Direction	Eastbound									Westbound									Northbound									Southbound									
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Total				
11:00:00 AM	37	120	0	0	0	157	0	0	0	152	13	4	0	169	0	0	2	0	0	0	0	2	0	0	23	0	27	9	0	59	0	0	387				
11:15:00 AM	33	148	2	0	0	183	0	0	0	121	19	2	0	142	0	0	1	0	0	0	0	1	0	0	26	0	27	10	0	63	0	0	389				
11:30:00 AM	38	136	5	0	0	179	0	0	0	146	20	2	0	168	0	0	0	0	0	0	0	0	0	22	0	22	13	0	57	0	0	404					
11:45:00 AM	36	148	5	0	0	189	0	0	0	135	18	1	0	154	0	0	1	0	0	0	0	1	0	0	17	0	22	11	0	50	0	0	394				
Hourly Total	144	552	12	0	0	708	0	0	0	554	70	9	0	633	0	0	4	0	0	0	0	4	0	0	88	0	98	43	0	229	0	0	1574				
12:00:00 PM	30	147	6	1	0	184	0	0	0	144	27	3	0	174	0	0	1	0	0	0	0	1	0	0	25	0	22	10	0	57	0	0	416				
12:15:00 PM	34	130	5	1	0	170	0	0	0	122	26	3	0	151	0	0	1	0	0	0	0	1	0	0	23	1	19	7	0	50	0	0	372				
12:30:00 PM	33	141	2	0	0	176	0	0	0	123	25	2	0	150	0	0	1	0	0	0	0	1	0	0	23	2	16	9	0	50	0	0	377				
12:45:00 PM	40	131	5	1	0	177	0	0	2	142	4	8	0	156	0	0	2	1	2	0	0	5	0	0	23	0	23	9	0	55	0	0	393				
Hourly Total	137	549	18	3	0	707	0	0	2	531	82	16	0	631	0	0	5	1	2	0	0	8	0	0	94	3	80	35	0	212	0	0	1558				
Grand Total	281	1101	30	3	0	1415	0	0	2	1085	152	25	0	1264	0	0	9	1	2	0	0	12	0	0	182	3	178	78	0	441	0	0	3132				
% Approach	19.9%	77.8%	2.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.2%	85.8%	12.0%	2.0%	0.0%	0.0%	0.0%	0.0%	75.0%	8.3%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	41.3%	0.7%	40.4%	17.7%	0.0%	0.0%	0.0%	0.0%	0.0%				
% Total	9.0%	35.2%	1.0%	0.1%	0.0%	45.2%	0.0%	0.0%	0.1%	34.6%	4.9%	0.8%	0.0%	40.4%	0.0%	0.0%	0.3%	0.0%	0.1%	0.0%	0.0%	0.4%	0.0%	0.0%	5.8%	0.1%	5.7%	2.5%	0.0%	14.1%	0.0%	0.0%	0.0%				
Lights	281	1100	30	3	0	1414	0	0	2	1084	152	25	0	1263	0	0	9	1	2	0	0	12	0	0	182	3	178	78	0	441	0	0	3130				
% Lights	100.0%	99.9%	100.0%	100.0%	0.0%	99.9%	0.0%	0.0%	100.0%	99.9%	100.0%	100.0%	0.0%	99.9%	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	99.9%				
Hv	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2				
% HV	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%				
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				

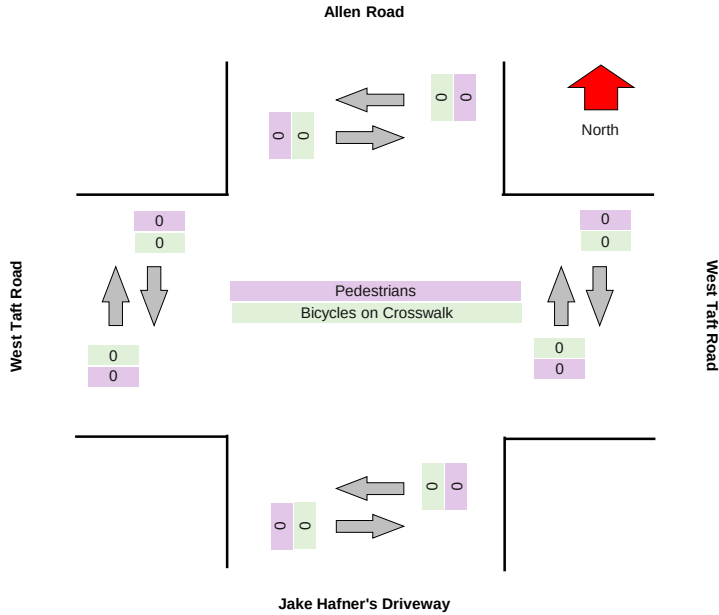
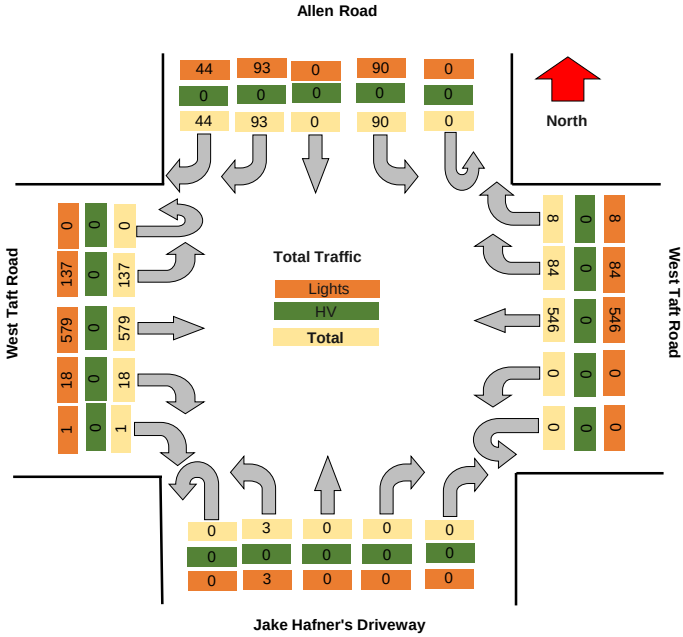
Turning Movement Data Plot



Turning Movement Peak Hour Data (MID)

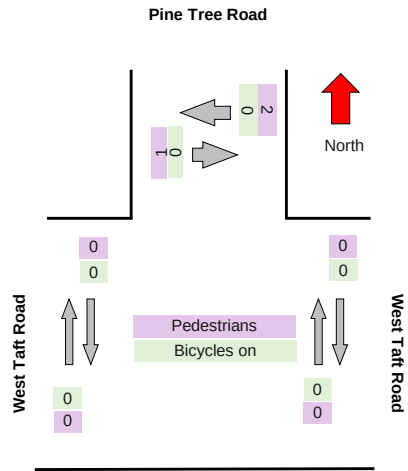
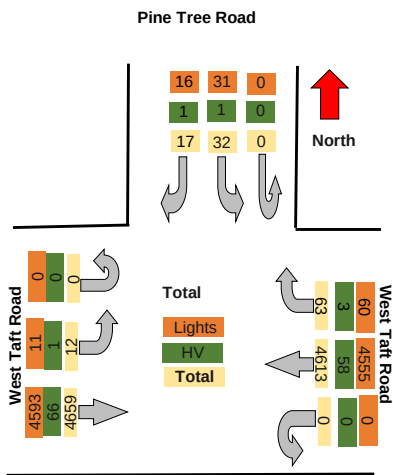
11:15:00 AM

Leg Direction	West Taft Road									West Taft Road									Jake Hafner's Driveway									Allen Road									Total
	Eastbound									Westbound									Northbound									Southbound									
	Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW				
	11:15:00 AM	33	148	2	0	0	183	0	0	0	121	19	2	0	142	0	0	1	0	0	0	0	0	1	0	0	26	0	27	10	0	63	0	0	389		
	11:30:00 AM	38	136	5	0	0	179	0	0	0	146	20	2	0	168	0	0	0	0	0	0	0	0	0	0	22	0	22	13	0	57	0	0	404			
	11:45:00 AM	36	148	5	0	0	189	0	0	0	135	18	1	0	154	0	0	1	0	0	0	0	1	0	0	17	0	22	11	0	50	0	0	394			
	12:00:00 PM	30	147	6	1	0	184	0	0	0	144	27	3	0	174	0	0	1	0	0	0	0	1	0	0	25	0	22	10	0	57	0	0	416			
	Grand Total	137	579	18	1	0	735	0	0	0	546	84	8	0	638	0	0	3	0	0	0	0	3	0	0	90	0	93	44	0	227	0	0	1603			
	% Approach	18.6%	78.8%	2.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	85.6%	13.2%	1.3%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	39.6%	0.0%	41.0%	19.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
	% Total	8.5%	36.1%	1.1%	0.1%	0.0%	45.9%	0.0%	0.0%	0.0%	34.1%	5.2%	0.5%	0.0%	39.8%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	5.6%	0.0%	5.8%	2.7%	0.0%	14.2%	0.0%	0.0%	0.0%	0.0%		
	PHF	0.901	0.978	0.750	0.250	0.000	0.972	0.000	0.000	0.000	0.935	0.778	0.667	0.000	0.917	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.865	0.000	0.861	0.846	0.000	0.901	0.000	0.000	0.000	0.963		
	Lights	137	579	18	1	0	735	0	0	0	546	84	8	0	638	0	0	3	0	0	0	0	3	0	0	90	0	93	44	0	227	0	0	1603			
	% Lights	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%		
	HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	% HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
	Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		
	Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		



Turning Movement Data

Turning Movement Data Plot

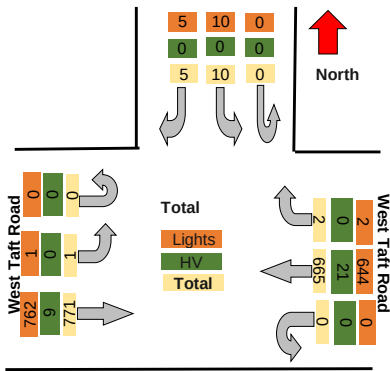


Turning Movement Peak Hour Data (AM)

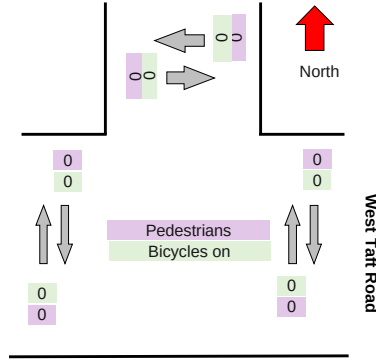
7:15:00 AM

Leg	West Taft Road						West Taft Road						Pine Tree Road						Total
Direction	Eastbound						Westbound						Southbound						
Start Time	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	
7:15:00 AM	0	157	0	157	0	0	168	0	0	168	0	0	0	0	0	0	0	0	325
7:30:00 AM	0	205	0	205	0	0	153	0	0	153	0	0	7	0	0	7	0	0	365
7:45:00 AM	0	221	0	221	0	0	185	1	0	186	0	0	1	3	0	4	0	0	411
8:00:00 AM	1	188	0	189	0	0	159	1	0	160	0	0	2	2	0	4	0	0	353
Grand Total	1	771	0	772	0	0	665	2	0	667	0	0	10	5	0	15	0	0	1454
% Approach	0.1%	99.9%	0.0%	0.0%	0.0%	0.0%	99.7%	0.3%	0.0%	0.0%	0.0%	0.0%	66.7%	33.3%	0.0%	0.0%	0.0%	0.0%	
% Total	0.1%	53.0%	0.0%	53.1%	0.0%	0.0%	45.7%	0.1%	0.0%	45.9%	0.0%	0.0%	0.7%	0.3%	0.0%	1.0%	0.0%	0.0%	
PHF	0.250	0.872	0.000	0.873	0.000	0.000	0.899	0.500	0.000	0.897	0.000	0.000	0.357	0.417	0.000	0.536	0.000	0.000	0.884
Lights	1	762	0	763	0	0	644	2	0	646	0	0	10	5	0	15	0	0	1424
% Lights	100.0%	98.8%	0.0%	98.8%	0.0%	0.0%	96.8%	100.0%	0.0%	96.9%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	97.9%
HV	0	9	0	9	0	0	21	0	0	21	0	0	0	0	0	0	0	0	30
% HV	0.0%	1.2%	0.0%	1.2%	0.0%	0.0%	3.2%	0.0%	0.0%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.1%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Pine Tree Road



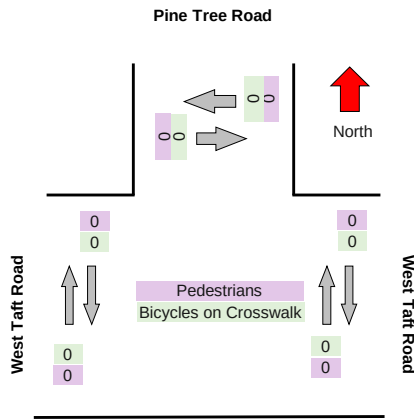
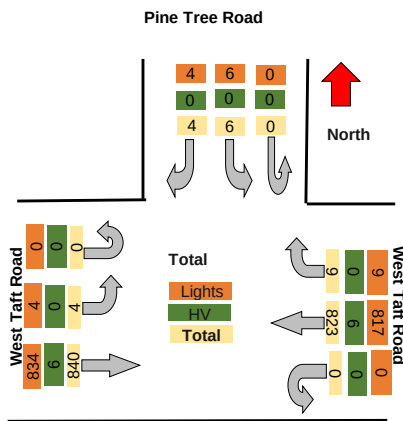
Pine Tree Road



Turning Movement Peak Hour Data (MID)

11:45:00 AM

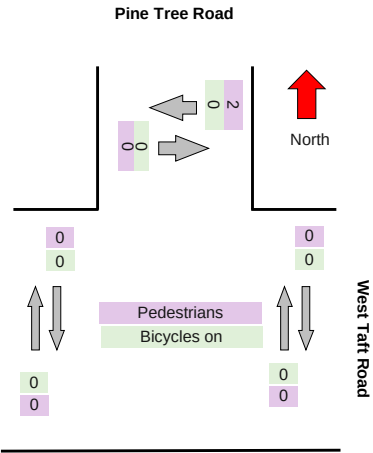
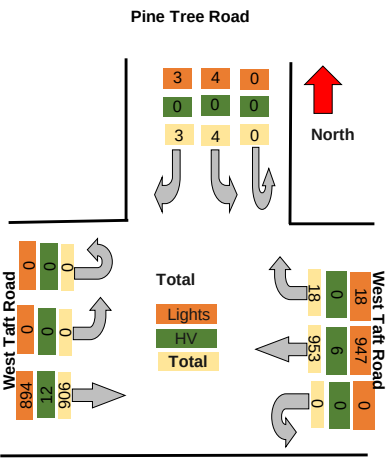
Leg Direction	West Taft Road						West Taft Road						Pine Tree Road						Total
	Eastbound						Westbound						Southbound						
	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	
Start Time																			
11:45:00 AM	0	212	0	212	0	0	214	1	0	215	0	0	3	0	0	3	0	0	430
12:00:00 PM	3	233	0	236	0	0	188	1	0	189	0	0	2	1	0	3	0	0	428
12:15:00 PM	1	195	0	196	0	0	207	7	0	214	0	0	1	2	0	3	0	0	413
12:30:00 PM	0	200	0	200	0	0	214	0	0	214	0	0	0	1	0	1	0	0	415
Grand Total	4	840	0	844	0	0	823	9	0	832	0	0	6	4	0	10	0	0	1686
% Approach	0.5%	99.5%	0.0%	0.0%	0.0%	0.0%	98.9%	1.1%	0.0%	0.0%	0.0%	0.0%	60.0%	40.0%	0.0%	0.0%	0.0%	0.0%	
% Total	0.2%	49.8%	0.0%	50.1%	0.0%	0.0%	48.8%	0.5%	0.0%	49.3%	0.0%	0.0%	0.4%	0.2%	0.0%	0.6%	0.0%	0.0%	
PHF	0.333	0.901	0.000	0.894	0.000	0.000	0.961	0.321	0.000	0.967	0.000	0.000	0.500	0.500	0.000	0.833	0.000	0.000	0.980
Lights	4	834	0	838	0	0	817	9	0	826	0	0	6	4	0	10	0	0	1674
% Lights	100.0%	99.3%	0.0%	99.3%	0.0%	0.0%	99.3%	100.0%	0.0%	99.3%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	99.3%
HV	0	6	0	6	0	0	6	0	0	6	0	0	0	0	0	0	0	0	12
% HV	0.0%	0.7%	0.0%	0.7%	0.0%	0.0%	0.7%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



Turning Movement Peak Hour Data (PM)

4:15:00 PM

Leg	West Taft Road						West Taft Road						Pine Tree Road						Total
Direction	Eastbound						Westbound						Southbound						
Start Time	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	
4:15:00 PM	0	229	0	229	0	0	234	5	0	239	0	0	1	0	0	1	0	0	469
4:30:00 PM	0	226	0	226	0	0	245	7	0	252	0	0	2	0	0	2	0	0	480
4:45:00 PM	0	219	0	219	0	0	236	1	0	237	0	0	1	2	0	3	0	0	459
5:00:00 PM	0	232	0	232	0	0	238	5	0	243	0	0	0	1	0	1	0	2	476
Grand Total	0	906	0	906	0	0	953	18	0	971	0	0	4	3	0	7	0	2	1884
% Approach	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	98.1%	1.9%	0.0%	0.0%	0.0%	0.0%	57.1%	42.9%	0.0%	0.0%	0.0%	0.0%	
% Total	0.0%	48.1%	0.0%	48.1%	0.0%	0.0%	50.6%	1.0%	0.0%	51.5%	0.0%	0.0%	0.2%	0.2%	0.0%	0.4%	0.0%	0.0%	
PHF	0.000	0.976	0.000	0.976	0.000	0.000	0.972	0.643	0.000	0.963	0.000	0.000	0.500	0.375	0.000	0.583	0.000	0.000	0.981
Lights	0	894	0	894	0	0	947	18	0	965	0	0	4	3	0	7	0	0	1866
% Lights	0.0%	98.7%	0.0%	98.7%	0.0%	0.0%	99.4%	100.0%	0.0%	99.4%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	99.0%
HV	0	12	0	12	0	0	6	0	0	6	0	0	0	0	0	0	0	0	18
% HV	0.0%	1.3%	0.0%	1.3%	0.0%	0.0%	0.6%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



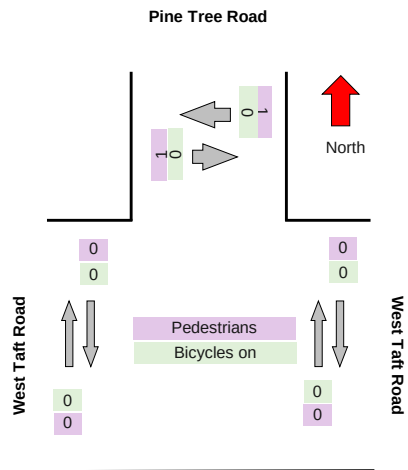
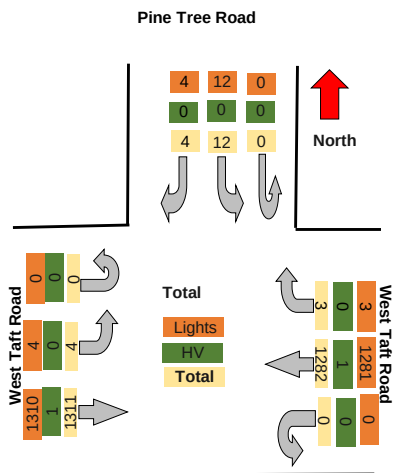
Project	GTS
Project Code	12284
Site Name	12284-3 - West Taft Road & Pine Tree Rd
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Survey Date	2025/11/15, Saturday
Location	West Taft Road & Pine Tree Rd
Latitude and Longitude	43.122258, -76.152386

	Start	End	PHF
MID Peak	2025/11/15 11:15:00	2025/11/15 12:15:00	0.95

Turning Movement Data

[illegible]

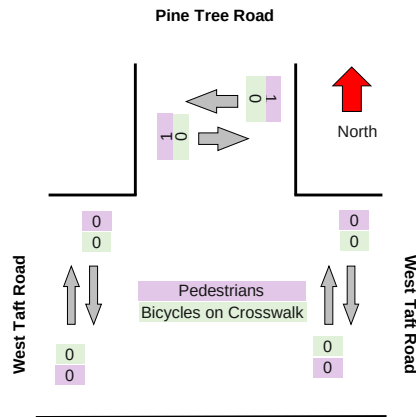
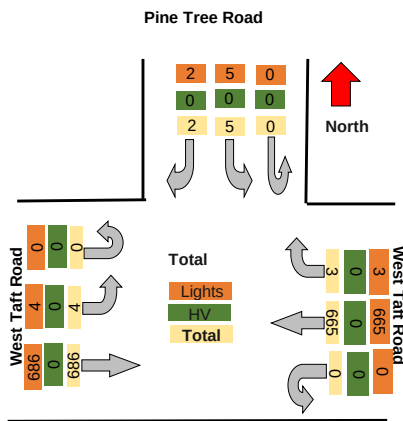
Turning Movement Data Plot

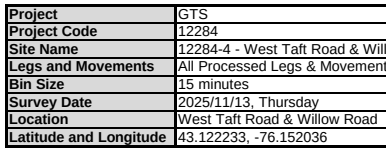


Turning Movement Peak Hour Data (MID)

11:15:00 AM

Leg Direction	West Taft Road						West Taft Road						Pine Tree Road						Total
	Eastbound						Westbound						Southbound						
	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	
Start Time																			
11:15:00 AM	0	173	0	173	0	0	143	0	0	143	0	0	1	0	0	1	0	0	317
11:30:00 AM	1	159	0	160	0	0	166	0	0	166	0	0	1	1	0	2	0	0	328
11:45:00 AM	3	176	0	179	0	0	176	2	0	178	0	0	1	1	0	2	1	1	359
12:00:00 PM	0	178	0	178	0	0	180	1	0	181	0	0	2	0	0	2	0	0	361
Grand Total	4	686	0	690	0	0	665	3	0	668	0	0	5	2	0	7	1	1	1365
% Approach	0.6%	99.4%	0.0%	0.0%	0.0%	0.0%	99.6%	0.4%	0.0%	0.0%	0.0%	0.0%	71.4%	28.6%	0.0%	0.0%	0.0%	0.0%	
% Total	0.3%	50.3%	0.0%	50.5%	0.0%	0.0%	48.7%	0.2%	0.0%	48.9%	0.0%	0.0%	0.4%	0.1%	0.0%	0.5%	0.0%	0.0%	
PHF	0.333	0.963	0.000	0.964	0.000	0.000	0.924	0.375	0.000	0.923	0.000	0.000	0.625	0.500	0.000	0.875	0.000	0.000	0.945
Lights	4	686	0	690	0	0	665	3	0	668	0	0	5	2	0	7	0	0	1365
% Lights	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%
HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	100.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%





Turning Movement Data

[illegible]

— — — — —



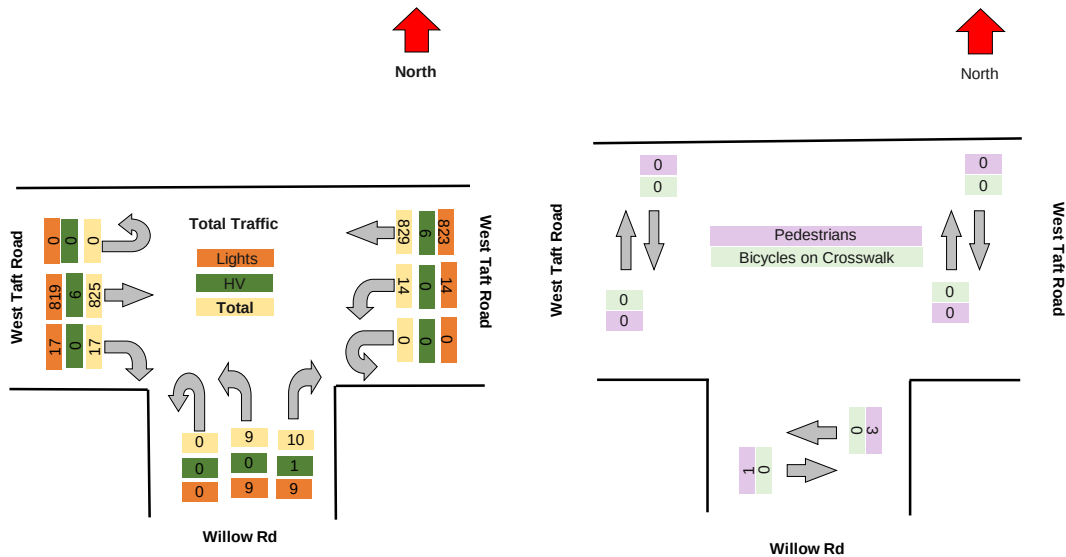
West Telford Road

West Tail Road	
Westbound	

Turning Movement Peak Hour Data (MID)

11:45:00 AM

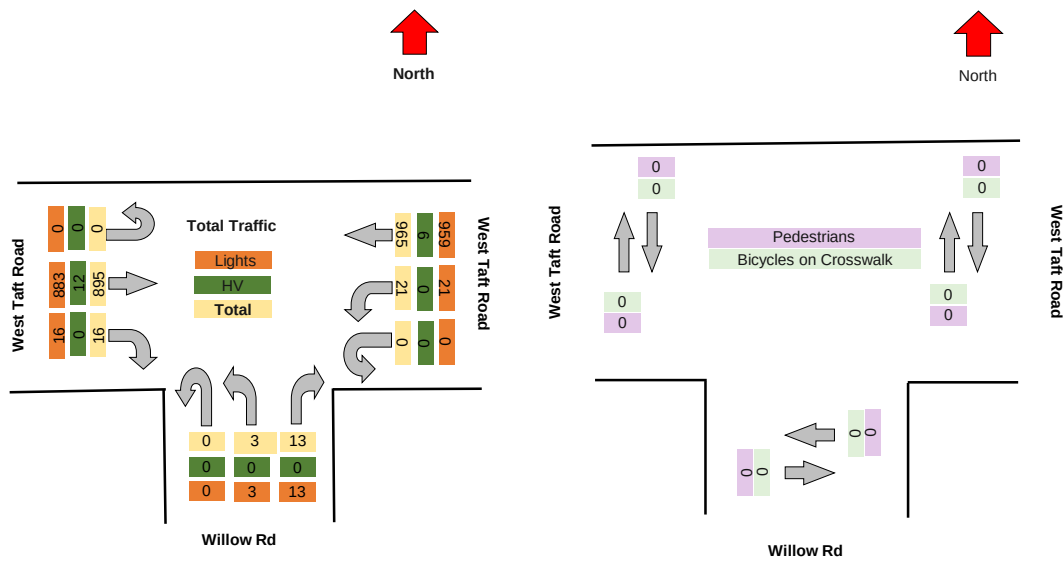
Summary Appz Direction	West Taft Road						West Taft Road						Willow Rd						Total
	Eastbound						Westbound						Northbound						
	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	
Start Time	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	
11:45:00 AM	207	5	0	212	0	0	3	213	0	216	0	0	2	4	0	6	0	0	434
12:00:00 PM	224	7	0	231	0	0	1	192	0	193	0	0	2	2	0	4	3	1	428
12:15:00 PM	196	2	0	198	0	0	2	209	0	211	0	0	4	2	0	6	0	0	415
12:30:00 PM	198	3	0	201	0	0	8	215	0	223	0	0	1	2	0	3	0	0	427
Grand Total	825	17	0	842	0	0	14	829	0	843	0	0	9	10	0	19	3	1	1704
% Approach	98.0%	2.0%	0.0%	0.0%	0.0%	0.0%	1.7%	98.3%	0.0%	0.0%	0.0%	0.0%	47.4%	52.6%	0.0%	0.0%	0.0%	0.0%	
% Total	48.4%	1.0%	0.0%	49.4%	0.0%	0.0%	0.8%	48.7%	0.0%	49.5%	0.0%	0.0%	0.5%	0.6%	0.0%	1.1%	0.0%	0.0%	
PHF	0.921	0.607	0.000	0.911	0.000	0.000	0.438	0.964	0.000	0.945	0.000	0.000	0.563	0.625	0.000	0.792	0.000	0.000	0.982
Lights	819	17	0	836	0	0	14	823	0	837	0	0	9	9	0	18	0	0	1691
% Lights	99.3%	100.0%	0.0%	99.3%	0.0%	0.0%	100.0%	99.3%	0.0%	99.3%	0.0%	0.0%	100.0%	90.0%	0.0%	94.7%	0.0%	0.0%	99.2%
HV	6	0	0	6	0	0	0	6	0	6	0	0	0	1	0	1	0	0	13
% HV	0.7%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.7%	0.0%	0.7%	0.0%	0.0%	0.0%	10.0%	0.0%	5.3%	0.0%	0.0%	0.8%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	100.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

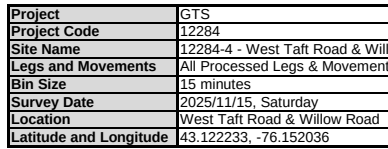


Turning Movement Peak Hour Data (PM)

4:15:00 PM

Leg Direction	West Taft Road Eastbound						West Taft Road Westbound						Willow Rd Northbound						Total
	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	
Start Time																			
4:15:00 PM	226	7	0	233	0	0	6	236	0	242	0	0	1	2	0	3	0	0	478
4:30:00 PM	215	4	0	219	0	0	5	252	0	257	0	0	1	3	0	4	0	0	480
4:45:00 PM	219	2	0	221	0	0	3	235	0	238	0	0	1	6	0	7	0	0	466
5:00:00 PM	235	3	0	238	0	0	7	242	0	249	0	0	0	2	0	2	0	0	489
Grand Total	895	16	0	911	0	0	21	965	0	986	0	0	3	13	0	16	0	0	1913
% Approach	98.2%	1.8%	0.0%	0.0%	0.0%	0.0%	2.1%	97.9%	0.0%	0.0%	0.0%	0.0%	18.8%	81.3%	0.0%	0.0%	0.0%	0.0%	
% Total	46.8%	0.8%	0.0%	47.6%	0.0%	0.0%	1.1%	50.4%	0.0%	51.5%	0.0%	0.0%	0.2%	0.7%	0.0%	0.8%	0.0%	0.0%	
PHF	0.952	0.571	0.000	0.957	0.000	0.000	0.000	0.957	0.000	0.959	0.000	0.000	0.750	0.542	0.000	0.571	0.000	0.000	0.978
Lights	883	16	0	899	0	0	21	959	0	980	0	0	3	13	0	16	0	0	1895
% Lights	98.7%	100.0%	0.0%	98.7%	0.0%	0.0%	100.0%	99.4%	0.0%	99.4%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	99.1%
HV	12	0	0	12	0	0	0	6	0	6	0	0	0	0	0	0	0	0	18
% HV	1.3%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	0.6%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%





Turning Movement Data

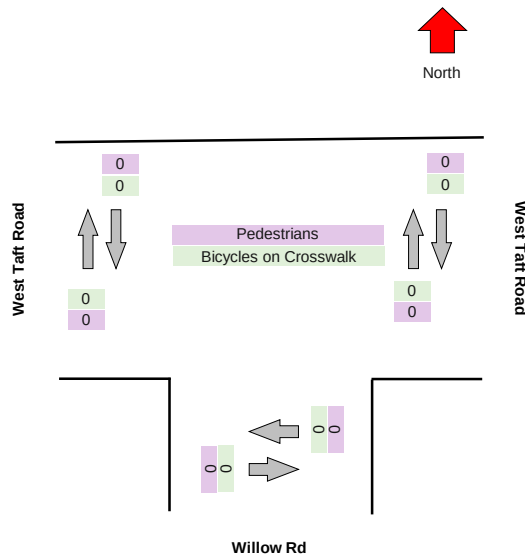
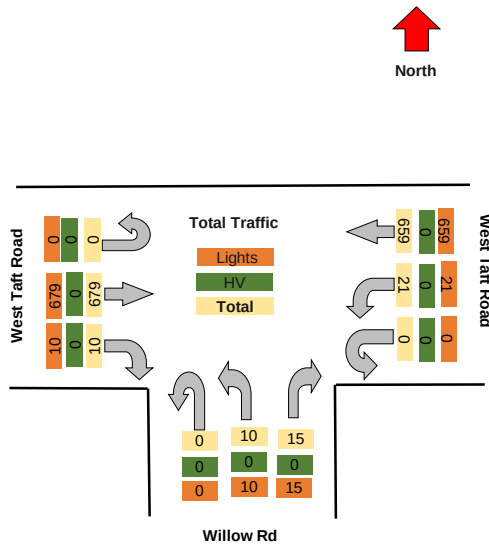
— — — — —



Turning Movement Peak Hour Data (MID)

11:15:00 AM

Leg	West Taft Road						West Taft Road						Willow Rd						Total
Direction	Eastbound						Westbound						Northbound						
Start Time	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	
11:15:00 AM	170	3	0	173	0	0	5	141	0	146	0	0	2	2	0	4	0	0	323
11:30:00 AM	159	2	0	161	0	0	8	167	0	175	0	0	0	1	0	1	0	0	337
11:45:00 AM	174	2	0	176	0	0	4	173	0	177	0	0	4	2	0	6	0	0	359
12:00:00 PM	176	3	0	179	0	0	4	178	0	182	0	0	4	10	0	14	0	0	375
Grand Total	679	10	0	689	0	0	21	659	0	680	0	0	10	15	0	25	0	0	1394
% Approach	98.5%	1.5%	0.0%	0.0%	0.0%	0.0%	3.1%	96.9%	0.0%	0.0%	0.0%	0.0%	40.0%	60.0%	0.0%	0.0%	0.0%	0.0%	
% Total	48.7%	0.7%	0.0%	49.4%	0.0%	0.0%	1.5%	47.3%	0.0%	48.8%	0.0%	0.0%	0.7%	1.1%	0.0%	1.8%	0.0%	0.0%	
PHF	0.964	0.833	0.000	0.962	0.000	0.000	0.656	0.926	0.000	0.934	0.000	0.000	0.625	0.375	0.000	0.446	0.000	0.000	0.929
Lights	679	10	0	689	0	0	21	659	0	680	0	0	10	15	0	25	0	0	1394
% Lights	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%
HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

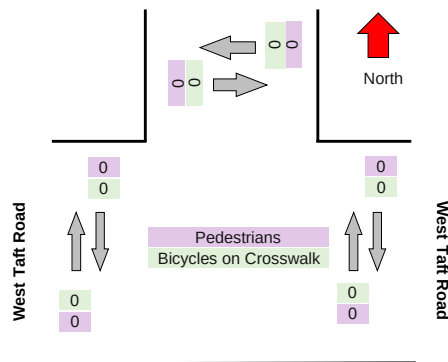
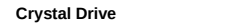


Project	GTS
Project Code	12284
Site Name	12284-5 - West Taft Road & Cr
Legs and Movements	All Processed Legs & Moveme
Bin Size	15 minutes
Survey Date	2025/11/13, Thursday
Location	West Taft Road & Crystal Drive
Latitude and Longitude	43.122317, -76.151064

	Start	End	PHF
AM Peak	2025/11/13 07:15:00	2025/11/13 08:15:00	0.89
MID Peak	2025/11/13 11:45:00	2025/11/13 12:45:00	0.98
PM Peak	2025/11/13 16:15:00	2025/11/13 17:15:00	0.97

Turning Movement Data

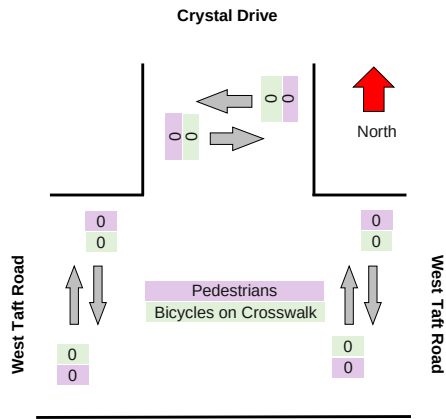
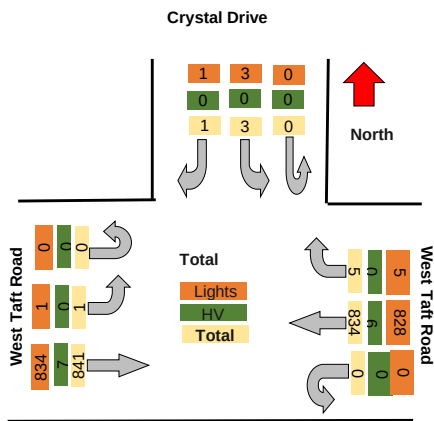
Leg	West Taft Road						West Taft Road						Crystal Drive						
Direction	Eastbound						Westbound						Southbound						
Start Time	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Total
7:00:00 AM	1	160	1	162	0	0	102	0	0	102	0	0	4	0	0	4	1	0	268
7:15:00 AM	0	163	0	163	0	0	176	2	0	178	0	0	3	2	0	5	0	0	346
7:30:00 AM	1	211	0	212	0	0	165	2	0	167	0	0	4	2	0	6	0	0	385
7:45:00 AM	0	225	0	225	0	0	194	1	0	195	0	0	4	0	0	4	0	0	424
Hourly Total	2	759	1	762	0	0	637	5	0	642	0	0	15	4	0	19	1	0	1423
8:00:00 AM	0	194	0	194	0	0	155	0	0	155	0	0	1	0	0	1	0	0	350
8:15:00 AM	0	171	0	171	0	0	145	0	0	145	0	0	2	0	0	2	0	0	318
8:30:00 AM	0	167	0	167	0	0	196	0	0	196	0	0	1	1	0	2	0	0	365
8:45:00 AM	3	181	0	184	0	0	160	2	0	162	0	0	0	2	0	2	0	0	348
Hourly Total	3	713	0	716	0	0	656	2	0	658	0	0	4	3	0	7	0	0	1381
11:00:00 AM	0	163	0	163	0	0	173	0	0	173	0	0	2	1	0	3	0	0	339
11:15:00 AM	0	188	0	188	0	0	180	1	0	181	0	0	1	0	0	1	0	0	370
11:30:00 AM	1	203	0	204	0	0	217	0	0	217	0	0	0	0	0	0	0	0	421
11:45:00 AM	0	211	0	211	0	0	213	2	0	215	0	0	2	0	0	2	0	0	428
Hourly Total	1	765	0	766	0	0	783	3	0	786	0	0	5	1	0	6	0	0	1558
12:00:00 PM	1	230	0	231	0	0	194	2	0	196	0	0	1	0	0	1	0	0	428
12:15:00 PM	0	196	0	196	0	0	208	0	0	208	0	0	0	1	0	1	0	0	405
12:30:00 PM	0	204	0	204	0	0	219	1	0	220	0	0	0	0	0	0	0	0	424
12:45:00 PM	0	215	0	215	0	0	190	1	0	191	0	0	0	0	0	0	0	0	406
Hourly Total	1	845	0	846	0	0	811	4	0	815	0	0	1	1	0	2	0	0	1663
4:00:00 PM	2	218	0	220	0	0	235	2	0	237	0	0	1	2	0	3	0	0	460
4:15:00 PM	0	226	0	226	0	0	239	2	0	241	0	0	0	2	0	2	0	0	469
4:30:00 PM	1	225	0	226	0	0	256	2	0	258	0	0	2	0	0	2	2	0	486
4:45:00 PM	2	225	0	227	0	0	234	2	0	236	0	0	1	2	0	3	0	0	466
Hourly Total	5	894	0	899	0	0	964	8	0	972	0	0	4	6	0	10	2	0	1881
5:00:00 PM	1	239	0	240	0	0	249	3	0	252	0	0	2	1	0	3	0	2	495
5:15:00 PM	0	183	0	183	0	0	261	3	0	264	0	0	3	0	0	3	0	0	450
5:30:00 PM	1	174	0	175	0	0	203	3	0	206	0	0	0	0	0	0	0	0	381
5:45:00 PM	3	140	0	143	0	0	182	2	0	184	0	1	2	1	0	3	0	0	330
Hourly Total	5	736	0	741	0	0	895	11	0	906	0	1	7	2	0	9	0	2	1656
Grand Total	17	4712	1	4730	0	0	4746	33	0	4779	0	1	36	17	0	53	3	2	9562
% Approach	0.4%	99.6%	0.0%	0.0%	0.0%	0.0%	99.3%	0.7%	0.0%	0.0%	0.0%	0.0%	67.9%	32.1%	0.0%	0.0%	0.0%	0.0%	
% Total	0.2%	49.3%	0.0%	49.5%	0.0%	0.0%	49.6%	0.3%	0.0%	50.0%	0.0%	0.0%	0.4%	0.2%	0.0%	0.6%	0.0%	0.0%	
Lights	17	4639	1	4657	0	0	4681	30	0	4711	0	0	35	17	0	52	0	0	9420
% Lights	100.0%	98.5%	100.0%	98.5%	0.0%	0.0%	98.6%	90.9%	0.0%	98.6%	0.0%	0.0%	97.2%	100.0%	0.0%	98.1%	0.0%	0.0%	98.5%
Hv	0	73	0	73	0	0	65	3	0	68	0	0	1	0	0	1	0	0	142
% HV	0.0%	1.5%	0.0%	1.5%	0.0%	0.0%	1.4%	9.1%	0.0%	1.4%	0.0%	0.0%	2.8%	0.0%	0.0%	1.9%	0.0%	0.0%	1.5%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	5
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	83.3%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%

West Taft Road

Turning Movement Peak Hour Data (MID)

11:45:00 AM

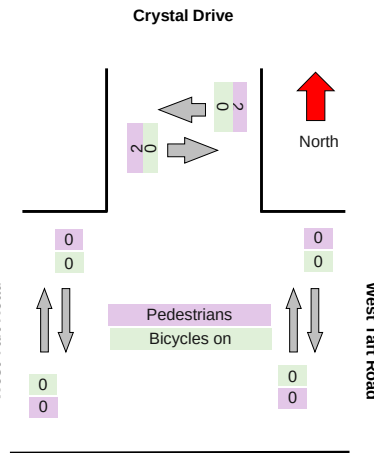
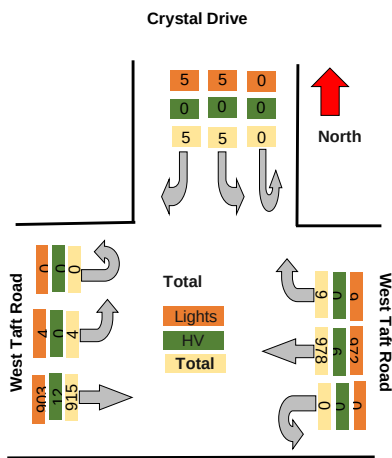
Leg Direction	West Taft Road						West Taft Road						Crystal Drive						Total
	Eastbound						Westbound						Southbound						
	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	
Start Time																			
11:45:00 AM	0	211	0	211	0	0	213	2	0	215	0	0	2	0	0	2	0	0	428
12:00:00 PM	1	230	0	231	0	0	194	2	0	196	0	0	1	0	0	1	0	0	428
12:15:00 PM	0	196	0	196	0	0	208	0	0	208	0	0	0	1	0	1	0	0	405
12:30:00 PM	0	204	0	204	0	0	219	1	0	220	0	0	0	0	0	0	0	0	424
Grand Total	1	841	0	842	0	0	834	5	0	839	0	0	3	1	0	4	0	0	1685
% Approach	0.1%	99.9%	0.0%	0.0%	0.0%	0.0%	99.4%	0.6%	0.0%	0.0%	0.0%	0.0%	75.0%	25.0%	0.0%	0.0%	0.0%	0.0%	
% Total	0.1%	49.9%	0.0%	50.0%	0.0%	0.0%	49.5%	0.3%	0.0%	49.8%	0.0%	0.0%	0.2%	0.1%	0.0%	0.2%	0.0%	0.0%	
PHF	0.250	0.914	0.000	0.911	0.000	0.000	0.952	0.625	0.000	0.953	0.000	0.000	0.375	0.250	0.000	0.500	0.000	0.000	0.984
Lights	1	834	0	835	0	0	828	5	0	833	0	0	3	1	0	4	0	0	1672
% Lights	100.0%	99.2%	0.0%	99.2%	0.0%	0.0%	99.3%	100.0%	0.0%	99.3%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	99.2%
HV	0	7	0	7	0	0	6	0	0	6	0	0	0	0	0	0	0	0	13
% HV	0.0%	0.8%	0.0%	0.8%	0.0%	0.0%	0.7%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



Turning Movement Peak Hour Data (PM)

4:15:00 PM

Leg	West Taft Road						West Taft Road						Crystal Drive						Total
Direction	Eastbound						Westbound						Southbound						
Start Time	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	
4:15:00 PM	0	226	0	226	0	0	239	2	0	241	0	0	0	2	0	0			469
4:30:00 PM	1	225	0	226	0	0	256	2	0	258	0	0	2	0	0	2	2	0	486
4:45:00 PM	2	225	0	227	0	0	234	2	0	236	0	0	1	2	0	3	0	0	466
5:00:00 PM	1	239	0	240	0	0	249	3	0	252	0	0	2	1	0	3	0	2	495
Grand Total	4	915	0	919	0	0	978	9	0	987	0	0	5	5	0	10	2	2	1916
% Approach	0.4%	99.6%	0.0%	0.0%	0.0%	0.0%	99.1%	0.9%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	
% Total	0.2%	47.8%	0.0%	48.0%	0.0%	0.0%	51.0%	0.5%	0.0%	51.5%	0.0%	0.0%	0.3%	0.3%	0.0%	0.5%	0.0%	0.0%	
PHF	0.500	0.957	0.000	0.957	0.000	0.000	0.955	0.750	0.000	0.956	0.000	0.000	0.625	0.625	0.000	0.833	0.000	0.000	0.968
Lights	4	903	0	907	0	0	972	9	0	981	0	0	5	5	0	10	0	0	1898
% Lights	100.0%	98.7%	0.0%	98.7%	0.0%	0.0%	99.4%	100.0%	0.0%	99.4%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	99.1%
HV	0	12	0	12	0	0	6	0	0	6	0	0	0	0	0	0	0	0	18
% HV	0.0%	1.3%	0.0%	1.3%	0.0%	0.0%	0.6%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	100.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



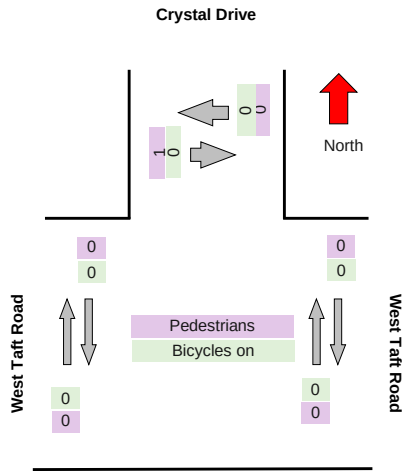
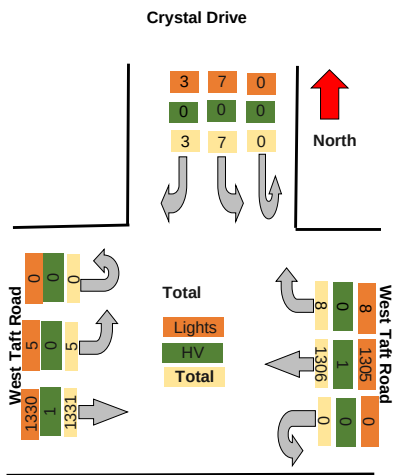
Project	GTS
Project Code	12284
Site Name	12284-5 - West Taft Road & Cr
Legs and Movements	All Processed Legs & Movement
Bin Size	15 minutes
Survey Date	2025/11/15, Saturday
Location	West Taft Road & Crystal Drive
Latitude and Longitude	43.122317, -76.151064

	Start	End	PHF
MID Peak	2025/11/15 11:15:00	2025/11/15 12:15:00	0.92

Turning Movement Data

[illegible]

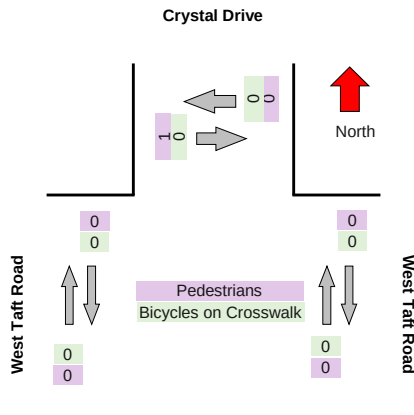
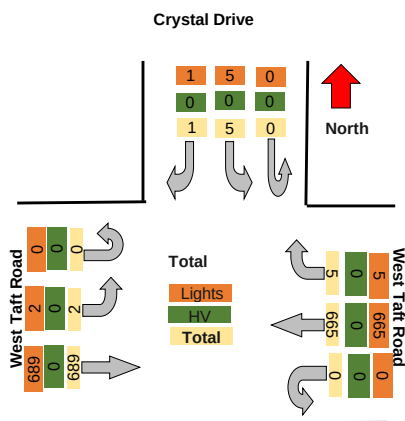
Turning Movement Data Plot

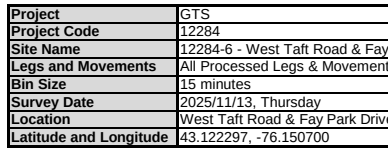


Turning Movement Peak Hour Data (MID)

11:15:00 AM

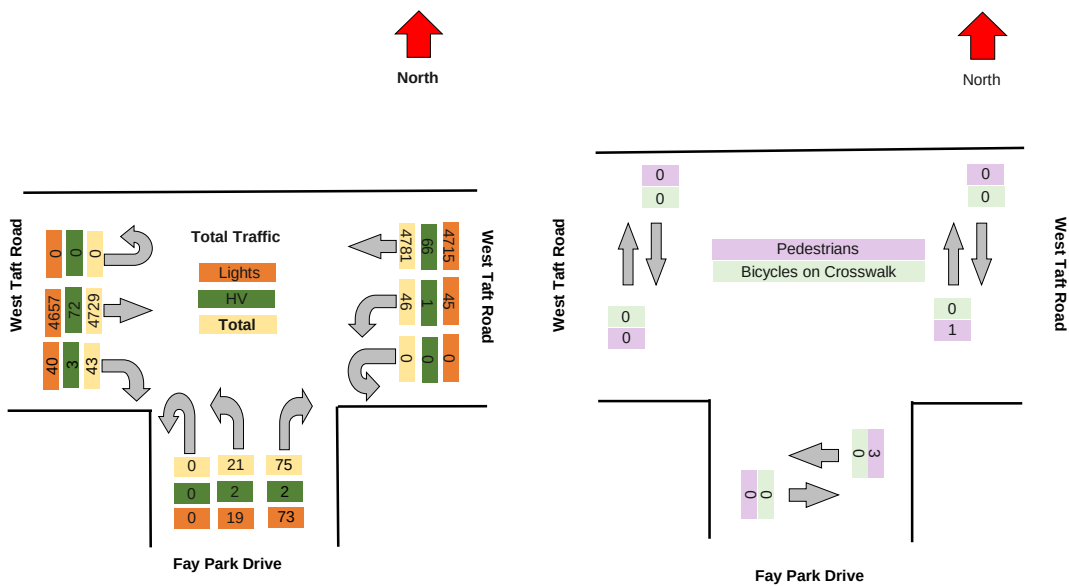
Leg Direction	West Taft Road						West Taft Road						Crystal Drive						Total
	Eastbound						Westbound						Southbound						
	Start Time	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	
11:15:00 AM	1	170	0	171	0	0	147	2	0	149	0	0	1	0	0	1	0	0	321
11:30:00 AM	0	161	0	161	0	0	170	2	0	172	0	0	0	0	0	0	0	0	333
11:45:00 AM	0	175	0	175	0	0	165	0	0	165	0	0	2	0	0	2	0	0	342
12:00:00 PM	1	183	0	184	0	0	183	1	0	184	0	0	2	1	0	3	1	0	371
Grand Total	2	689	0	691	0	0	665	5	0	670	0	0	5	1	0	6	1	0	1367
% Approach	0.3%	99.7%	0.0%	0.0%	0.0%	0.0%	99.3%	0.7%	0.0%	0.0%	0.0%	0.0%	83.3%	16.7%	0.0%	0.0%	0.0%	0.0%	
% Total	0.1%	50.4%	0.0%	50.5%	0.0%	0.0%	48.6%	0.4%	0.0%	49.0%	0.0%	0.0%	0.4%	0.1%	0.0%	0.4%	0.0%	0.0%	
PHF	0.500	0.941	0.000	0.939	0.000	0.000	0.908	0.625	0.000	0.910	0.000	0.000	0.625	0.250	0.000	0.500	0.000	0.000	0.921
Lights	2	689	0	691	0	0	665	5	0	670	0	0	5	1	0	6	0	0	1367
% Lights	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%
HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%





Turning Movement Data

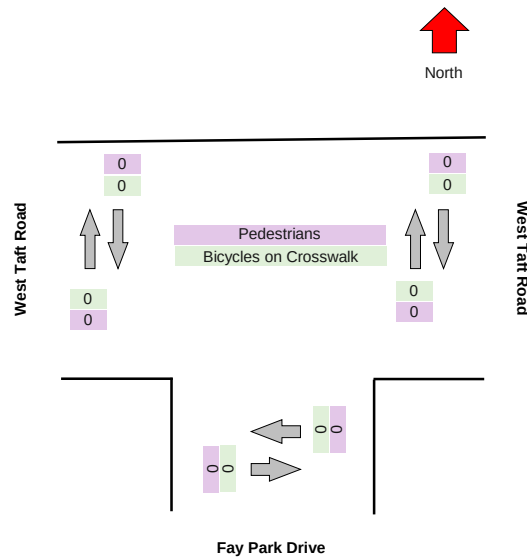
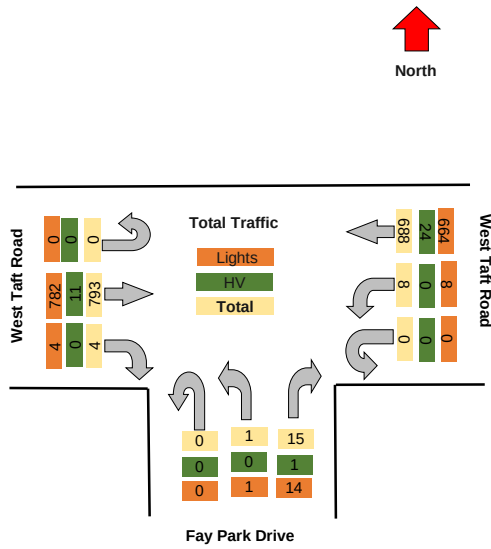
Turning Movement Data Plot



Turning Movement Peak Hour Data (AM)

7:15:00 AM

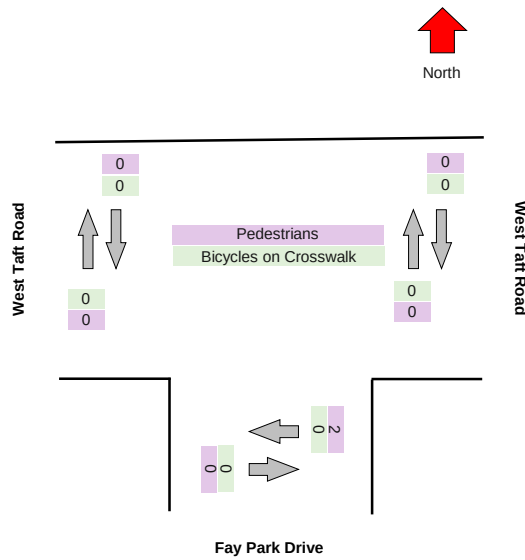
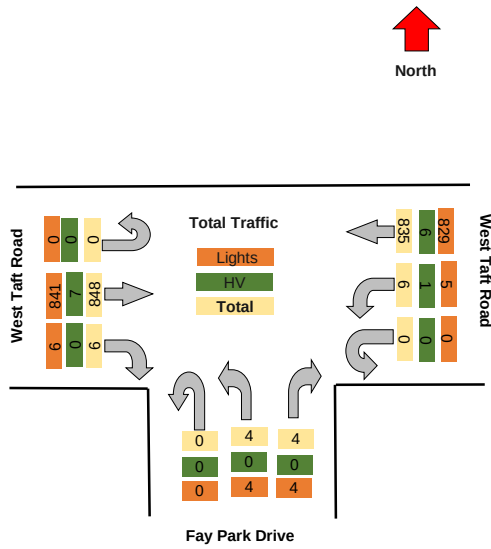
Leg	West Taft Road						West Taft Road						Fay Park Drive						Total
	Eastbound						Westbound						Northbound						
Direction	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	
Start Time	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	
7:15:00 AM	167	0	0	167	0	0	4	176	0	180	0	0	0	4	0	4	0	0	
7:30:00 AM	208	1	0	209	0	0	2	165	0	167	0	0	1	5	0	6	0	0	
7:45:00 AM	224	3	0	227	0	0	1	194	0	195	0	0	0	1	0	1	0	0	
8:00:00 AM	194	0	0	194	0	0	1	153	0	154	0	0	0	5	0	5	0	0	
Grand Total	793	4	0	797	0	0	8	688	0	696	0	0	1	15	0	16	0	0	
% Approach	99.5%	0.5%	0.0%	0.0%	0.0%	0.0%	1.1%	98.9%	0.0%	0.0%	0.0%	0.0%	6.3%	93.8%	0.0%	0.0%	0.0%	0.0%	
% Total	52.6%	0.3%	0.0%	52.8%	0.0%	0.0%	0.5%	45.6%	0.0%	46.1%	0.0%	0.0%	0.1%	1.0%	0.0%	1.1%	0.0%	0.0%	
PHF	0.885	0.333	0.000	0.878	0.000	0.000	0.500	0.887	0.000	0.892	0.000	0.000	0.250	0.750	0.000	0.667	0.000	0.000	
Lights	782	4	0	786	0	0	8	664	0	672	0	0	1	14	0	15	0	0	
% Lights	98.6%	100.0%	0.0%	98.6%	0.0%	0.0%	100.0%	96.5%	0.0%	96.6%	0.0%	0.0%	100.0%	93.3%	0.0%	93.8%	0.0%	0.0%	
HV	11	0	0	11	0	0	0	24	0	24	0	0	0	1	0	1	0	0	
% HV	1.4%	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	3.5%	0.0%	3.4%	0.0%	0.0%	0.0%	6.7%	0.0%	6.3%	0.0%	0.0%	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	



Turning Movement Peak Hour Data (MID)

11:45:00 AM

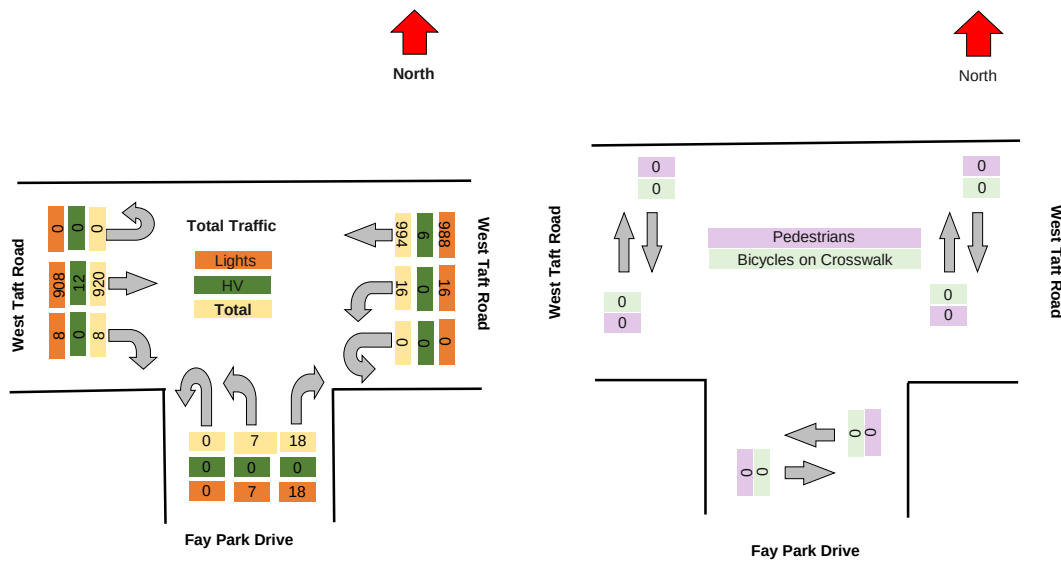
Leg	West Taft Road						West Taft Road						Fay Park Drive						Total
Direction	Eastbound						Westbound						Northbound						
Start Time	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	
11:45:00 AM	215	1	0	216	0	0	3	213	0	216	0	0	0	0	0	0	0	0	432
12:00:00 PM	224	2	0	226	0	0	2	200	0	202	0	0	1	0	0	1	2	0	429
12:15:00 PM	204	2	0	206	0	0	0	205	0	205	0	0	1	2	0	3	0	0	414
12:30:00 PM	205	1	0	206	0	0	1	217	0	218	0	0	2	2	0	4	0	0	428
Grand Total	848	6	0	854	0	0	6	835	0	841	0	0	4	4	0	8	2	0	1703
% Approach	99.3%	0.7%	0.0%	0.0%	0.0%	0.0%	0.7%	99.3%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	
% Total	49.8%	0.4%	0.0%	50.1%	0.0%	0.0%	0.4%	49.0%	0.0%	49.4%	0.0%	0.0%	0.2%	0.2%	0.0%	0.5%	0.0%	0.0%	
PHF	0.946	0.750	0.000	0.945	0.000	0.000	0.500	0.962	0.000	0.964	0.000	0.000	0.500	0.500	0.000	0.500	0.000	0.000	0.986
Lights	841	6	0	847	0	0	5	829	0	834	0	0	4	4	0	8	0	0	1689
% Lights	99.2%	100.0%	0.0%	99.2%	0.0%	0.0%	83.3%	99.3%	0.0%	99.2%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	99.2%
HV	7	0	0	7	0	0	1	6	0	7	0	0	0	0	0	0	0	0	14
% HV	0.8%	0.0%	0.0%	0.8%	0.0%	0.0%	16.7%	0.7%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

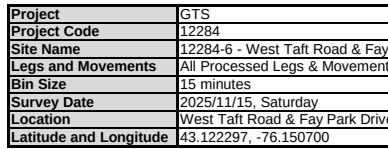


Turning Movement Peak Hour Data (PM)

4:15:00 PM

Leg	West Taft Road						West Taft Road						Fay Park Drive						Total
Direction	Eastbound						Westbound						Northbound						
Start Time	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	
4:15:00 PM	225	2	0	227	0	0	4	243	0	247	0	0	1	3	0	4	0	0	478
4:30:00 PM	227	0	0	227	0	0	7	257	0	264	0	0	0	5	0	5	0	0	496
4:45:00 PM	224	3	0	227	0	0	4	237	0	241	0	0	5	5	0	10	0	0	478
5:00:00 PM	244	3	0	247	0	0	1	257	0	258	0	0	1	5	0	6	0	0	511
Grand Total	920	8	0	928	0	0	16	994	0	1010	0	0	7	18	0	25	0	0	1963
% Approach	99.1%	0.9%	0.0%	0.0%	0.0%	0.0%	1.6%	98.4%	0.0%	0.0%	0.0%	0.0%	28.0%	72.0%	0.0%	0.0%	0.0%	0.0%	
% Total	46.9%	0.4%	0.0%	47.3%	0.0%	0.0%	0.8%	50.6%	0.0%	51.5%	0.0%	0.0%	0.4%	0.9%	0.0%	1.3%	0.0%	0.0%	
PHF	0.943	0.667	0.000	0.939	0.000	0.000	0.571	0.967	0.000	0.956	0.000	0.000	0.350	0.900	0.000	0.625	0.000	0.000	0.960
Lights	908	8	0	916	0	0	16	988	0	1004	0	0	7	18	0	25	0	0	1945
% Lights	98.7%	100.0%	0.0%	98.7%	0.0%	0.0%	100.0%	99.4%	0.0%	99.4%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	99.1%
HV	12	0	0	12	0	0	0	6	0	6	0	0	0	0	0	0	0	0	18
% HV	1.3%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	0.6%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%





Turning Movement Data

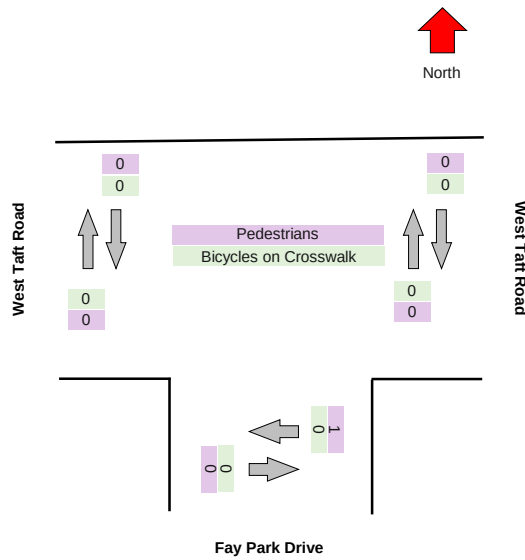
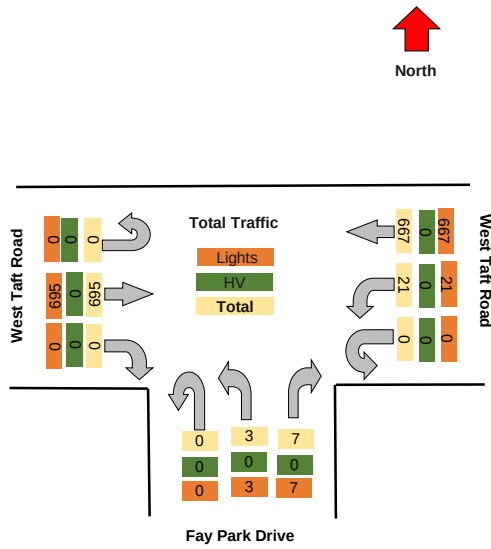
— — — — —



Turning Movement Peak Hour Data (MID)

11:15:00 AM

Leg	West Taft Road						West Taft Road						Fay Park Drive						Total
	Eastbound						Westbound						Northbound						
Direction	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	
Start Time																			
11:15:00 AM	175	0	0	175	0	0	5	149	0	154	0	0	0	2	0	2	0	0	
11:30:00 AM	159	0	0	159	0	0	2	171	0	173	0	0	1	1	0	2	0	0	
11:45:00 AM	174	0	0	174	0	0	7	168	0	175	0	0	1	2	0	3	0	0	
12:00:00 PM	187	0	0	187	0	0	7	179	0	186	0	0	1	2	0	3	1	0	
Grand Total	695	0	0	695	0	0	21	667	0	688	0	0	3	7	0	10	1	0	
% Approach	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.1%	96.9%	0.0%	0.0%	0.0%	0.0%	30.0%	70.0%	0.0%	0.0%	0.0%	0.0%	
% Total	49.9%	0.0%	0.0%	49.9%	0.0%	0.0%	1.5%	47.9%	0.0%	49.4%	0.0%	0.0%	0.2%	0.5%	0.0%	0.7%	0.0%	0.0%	
PHF	0.929	0.000	0.000	0.929	0.000	0.000	0.750	0.932	0.000	0.925	0.000	0.000	0.750	0.875	0.000	0.833	0.000	0.000	
Lights	695	0	0	695	0	0	21	667	0	688	0	0	3	7	0	10	0	0	
% Lights	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	
HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	



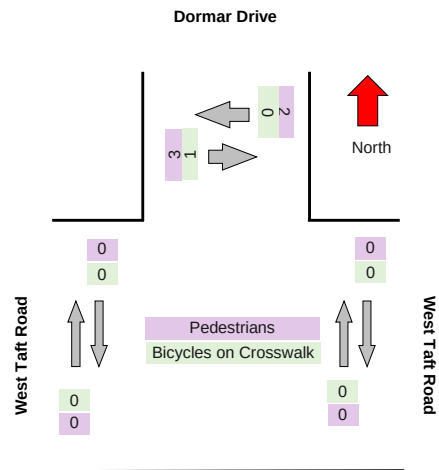
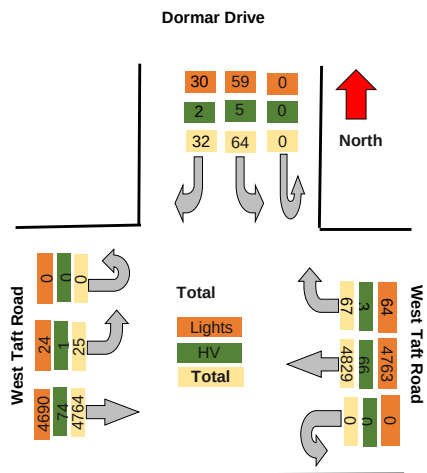
Project	GTS
Project Code	12284
Site Name	12284-7 - West Taft Road & Dormer Drive
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Survey Date	2025/11/13, Thursday
Location	West Taft Road & Dormer Drive
Latitude and Longitude	43.122369, -76.149867

	Start	End	PHF
AM Peak	2025/11/13 07:15:00	2025/11/13 08:15:00	0.88
MID Peak	2025/11/13 11:45:00	2025/11/13 12:45:00	0.98
PM Peak	2025/11/13 16:15:00	2025/11/13 17:15:00	0.97

Turning Movement Data

Leg	West Taft Road						West Taft Road						Dormer Drive						
Direction	Eastbound						Westbound						Southbound						
Start Time	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Total
7:00:00 AM	0	164	0	164	0	0	107	1	0	108	0	0	8	0	0	8	1	0	280
7:15:00 AM	0	170	0	170	0	0	176	1	0	177	0	0	2	2	0	4	0	0	351
7:30:00 AM	0	216	0	216	0	0	168	0	0	168	0	0	6	0	0	6	1	0	390
7:45:00 AM	4	225	0	229	0	0	201	1	0	202	0	0	2	1	0	3	0	0	434
Hourly Total	4	775	0	779	0	0	652	3	0	655	0	0	18	3	0	21	2	0	1455
8:00:00 AM	1	197	0	198	0	0	156	3	0	159	0	0	3	1	0	4	0	0	361
8:15:00 AM	1	175	0	176	0	0	160	0	0	160	0	0	5	1	0	6	0	0	342
8:30:00 AM	1	164	0	165	0	0	188	1	0	189	0	0	6	2	0	8	0	0	362
8:45:00 AM	2	191	0	193	0	0	164	7	0	171	0	0	3	0	0	3	0	0	367
Hourly Total	5	727	0	732	0	0	668	11	0	679	0	0	17	4	0	21	0	0	1432
11:00:00 AM	1	162	0	163	0	0	182	4	0	186	0	0	1	1	0	2	0	0	351
11:15:00 AM	1	190	0	191	0	0	182	0	0	182	0	0	0	0	0	0	0	0	373
11:30:00 AM	1	202	0	203	0	0	218	1	0	219	0	0	2	3	0	5	0	0	427
11:45:00 AM	0	213	0	213	0	0	212	0	0	212	0	0	2	2	0	4	0	0	429
Hourly Total	3	767	0	770	0	0	794	5	0	799	0	0	5	6	0	11	0	0	1580
12:00:00 PM	1	226	0	227	0	0	205	1	0	206	0	0	2	1	0	3	0	0	436
12:15:00 PM	1	202	0	203	0	0	206	2	0	208	0	0	2	1	0	3	0	0	414
12:30:00 PM	0	203	0	203	0	0	217	2	0	219	0	0	1	1	0	2	0	0	424
12:45:00 PM	0	214	0	214	0	0	205	0	0	205	0	0	3	3	0	6	0	0	425
Hourly Total	2	845	0	847	0	0	833	5	0	838	0	0	8	6	0	14	0	0	1699
4:00:00 PM	2	206	0	208	0	0	235	5	0	240	0	0	4	6	0	10	0	0	458
4:15:00 PM	0	227	0	227	0	0	245	4	0	249	0	0	1	1	0	2	0	0	478
4:30:00 PM	5	233	0	238	0	0	254	6	0	260	0	0	2	2	0	4	1	0	502
4:45:00 PM	3	231	0	234	0	0	240	7	0	247	0	0	4	0	0	4	1	0	485
Hourly Total	10	897	0	907	0	0	974	22	0	996	0	0	11	9	0	20	2	0	1923
5:00:00 PM	1	241	0	242	0	0	260	5	0	265	0	0	1	0	0	1	0	2	508
5:15:00 PM	0	186	0	186	0	0	262	7	0	269	0	0	1	1	0	2	0	0	457
5:30:00 PM	0	176	0	176	0	0	203	3	0	206	0	0	1	1	0	2	0	0	384
5:45:00 PM	0	150	0	150	0	0	183	6	0	189	0	0	2	2	0	4	0	0	343
Hourly Total	1	753	0	754	0	0	908	21	0	929	0	0	5	4	0	9	0	2	1692
Grand Total	25	4764	0	4789	0	0	4829	67	0	4896	0	0	64	32	0	96	4	2	9781
% Approach	0.5%	99.5%	0.0%	0.0%	0.0%	0.0%	98.6%	1.4%	0.0%	0.0%	0.0%	0.0%	66.7%	33.3%	0.0%	0.0%	0.0%	0.0%	
% Total	0.3%	48.7%	0.0%	49.0%	0.0%	0.0%	49.4%	0.7%	0.0%	50.1%	0.0%	0.0%	0.7%	0.3%	0.0%	1.0%	0.0%	0.0%	
Lights	24	4690	0	4714	0	0	4763	64	0	4827	0	0	59	30	0	89	0	0	9630
% Lights	96.0%	98.4%	0.0%	98.4%	0.0%	0.0%	98.6%	95.5%	0.0%	98.6%	0.0%	0.0%	92.2%	93.8%	0.0%	92.7%	0.0%	0.0%	98.5%
Hv	1	74	0	75	0	0	66	3	0	69	0	0	5	2	0	7	0	0	151
% HV	4.0%	1.6%	0.0%	1.6%	0.0%	0.0%	1.4%	4.5%	0.0%	1.4%	0.0%	0.0%	7.8%	6.3%	0.0%	7.3%	0.0%	0.0%	1.5%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	5
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	75.0%	100.0%	83.3%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	0.0%	16.7%

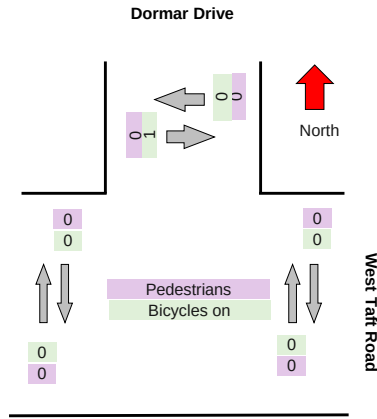
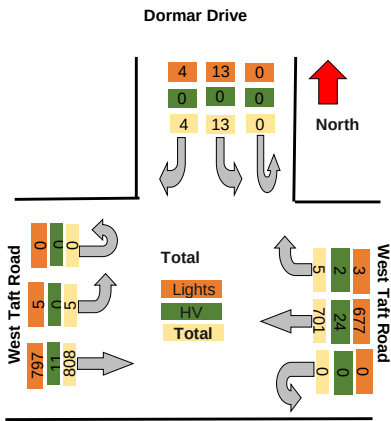
Turning Movement Data Plot



Turning Movement Peak Hour Data (AM)

7:15:00 AM

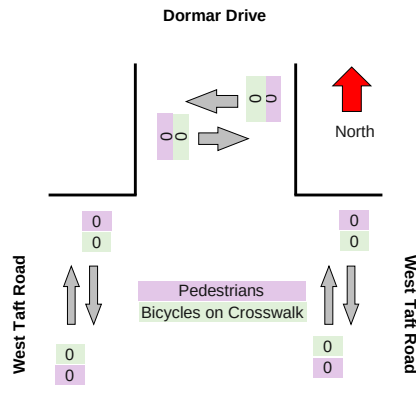
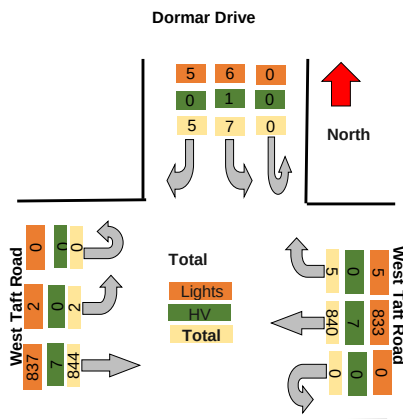
Leg	West Taft Road						West Taft Road						Dormar Drive						Total
Direction	Eastbound						Westbound						Southbound						
Start Time	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	
7:15:00 AM	0	170	0	170	0	0	176	1	0	177	0	0	2	2	0	4	0	0	351
7:30:00 AM	0	216	0	216	0	0	168	0	0	168	0	0	6	0	0	6	1	0	390
7:45:00 AM	4	225	0	229	0	0	201	1	0	202	0	0	2	1	0	3	0	0	434
8:00:00 AM	1	197	0	198	0	0	156	3	0	159	0	0	3	1	0	4	0	0	361
Grand Total	5	808	0	813	0	0	701	5	0	706	0	0	13	4	0	17	1	0	1536
% Approach	0.6%	99.4%	0.0%	0.0%	0.0%	0.0%	99.3%	0.7%	0.0%	0.0%	0.0%	0.0%	76.5%	23.5%	0.0%	0.0%	0.0%	0.0%	
% Total	0.3%	52.6%	0.0%	52.9%	0.0%	0.0%	45.6%	0.3%	0.0%	46.0%	0.0%	0.0%	0.8%	0.3%	0.0%	1.1%	0.0%	0.0%	
PHF	0.313	0.898	0.000	0.888	0.000	0.000	0.872	0.417	0.000	0.874	0.000	0.000	0.542	0.500	0.000	0.708	0.000	0.000	0.885
Lights	5	797	0	802	0	0	677	3	0	680	0	0	13	4	0	17	0	0	1499
% Lights	100.0%	98.6%	0.0%	98.6%	0.0%	0.0%	96.6%	60.0%	0.0%	96.3%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	97.6%
HV	0	11	0	11	0	0	24	2	0	26	0	0	0	0	0	0	0	0	37
% HV	0.0%	1.4%	0.0%	1.4%	0.0%	0.0%	3.4%	40.0%	0.0%	3.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%



Turning Movement Peak Hour Data (MID)

11:45:00 AM

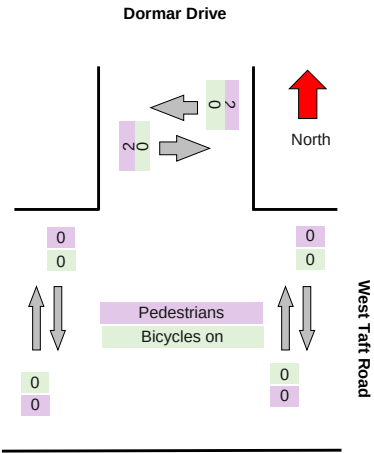
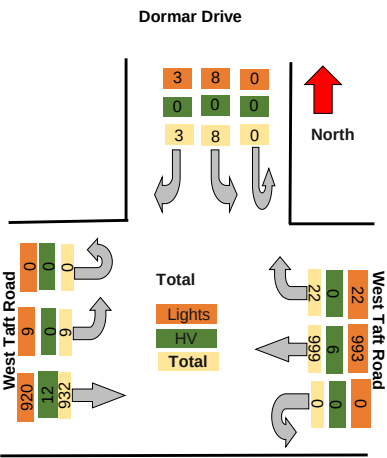
Leg Direction	West Taft Road						West Taft Road						Dormar Drive						Total
	Eastbound						Westbound						Southbound						
	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	
Start Time																			
11:45:00 AM	0	213	0	213	0	0	212	0	0	212	0	0	2	2	0	4	0	0	429
12:00:00 PM	1	226	0	227	0	0	205	1	0	206	0	0	2	1	0	3	0	0	436
12:15:00 PM	1	202	0	203	0	0	206	2	0	208	0	0	2	1	0	3	0	0	414
12:30:00 PM	0	203	0	203	0	0	217	2	0	219	0	0	1	1	0	2	0	0	424
Grand Total	2	844	0	846	0	0	840	5	0	845	0	0	7	5	0	12	0	0	1703
% Approach	0.2%	99.8%	0.0%	0.0%	0.0%	0.0%	99.4%	0.6%	0.0%	0.0%	0.0%	0.0%	58.3%	41.7%	0.0%	0.0%	0.0%	0.0%	
% Total	0.1%	49.6%	0.0%	49.7%	0.0%	0.0%	49.3%	0.3%	0.0%	49.6%	0.0%	0.0%	0.4%	0.3%	0.0%	0.7%	0.0%	0.0%	
PHF	0.500	0.934	0.000	0.932	0.000	0.000	0.968	0.625	0.000	0.965	0.000	0.000	0.875	0.625	0.000	0.750	0.000	0.000	0.976
Lights	2	837	0	839	0	0	833	5	0	838	0	0	6	5	0	11	0	0	1688
% Lights	100.0%	99.2%	0.0%	99.2%	0.0%	0.0%	99.2%	100.0%	0.0%	99.2%	0.0%	0.0%	85.7%	100.0%	0.0%	91.7%	0.0%	0.0%	99.1%
HV	0	7	0	7	0	0	7	0	0	7	0	0	1	0	0	1	0	0	15
% HV	0.0%	0.8%	0.0%	0.8%	0.0%	0.0%	0.8%	0.0%	0.0%	0.8%	0.0%	0.0%	14.3%	0.0%	0.0%	8.3%	0.0%	0.0%	0.9%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



Turning Movement Peak Hour Data (PM)

4:15:00 PM

Leg	West Taft Road						West Taft Road						Dormar Drive						Total
Direction	Eastbound						Westbound						Southbound						
Start Time	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	
4:15:00 PM	0	227	0	227	0	0	245	4	0	249	0	0	1	1	0	2	0	0	478
4:30:00 PM	5	233	0	238	0	0	254	6	0	260	0	0	2	2	0	4	1	0	502
4:45:00 PM	3	231	0	234	0	0	240	7	0	247	0	0	4	0	0	4	1	0	485
5:00:00 PM	1	241	0	242	0	0	260	5	0	265	0	0	1	0	0	1	0	2	508
Grand Total	9	932	0	941	0	0	999	22	0	1021	0	0	8	3	0	11	2	2	1973
% Approach	1.0%	99.0%	0.0%	0.0%	0.0%	0.0%	97.8%	2.2%	0.0%	0.0%	0.0%	0.0%	72.7%	27.3%	0.0%	0.0%	0.0%	0.0%	
% Total	0.5%	47.2%	0.0%	47.7%	0.0%	0.0%	50.6%	1.1%	0.0%	51.7%	0.0%	0.0%	0.4%	0.2%	0.0%	0.6%	0.0%	0.0%	
PHF	0.450	0.967	0.000	0.972	0.000	0.000	0.961	0.786	0.000	0.963	0.000	0.000	0.500	0.375	0.000	0.688	0.000	0.000	0.971
Lights	9	920	0	929	0	0	993	22	0	1015	0	0	8	3	0	11	0	0	1955
% Lights	100.0%	98.7%	0.0%	98.7%	0.0%	0.0%	99.4%	100.0%	0.0%	99.4%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	99.1%
HV	0	12	0	12	0	0	6	0	0	6	0	0	0	0	0	0	0	0	18
% HV	0.0%	1.3%	0.0%	1.3%	0.0%	0.0%	0.6%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	100.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



Project	GTS
Project Code	12284
Site Name	12284-7 - West Taft Road & D
Legs and Movements	All Processed Legs & Move
Bin Size	15 minutes
Survey Date	2025/11/15, Saturday
Location	West Taft Road & Dormer Drive
Latitude and Longitude	43.122369, -76.149867

	Start	End	PHF
MID Peak	2025/11/15 11:15:00	2025/11/15 12:15:00	0.95

Turning Movement Data

[illegible]

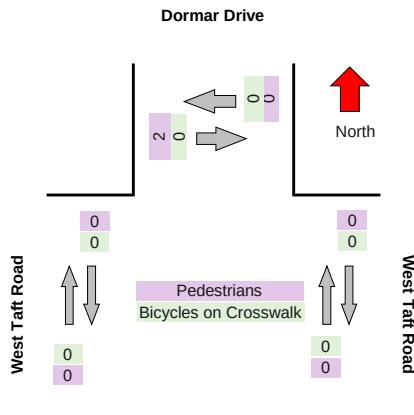
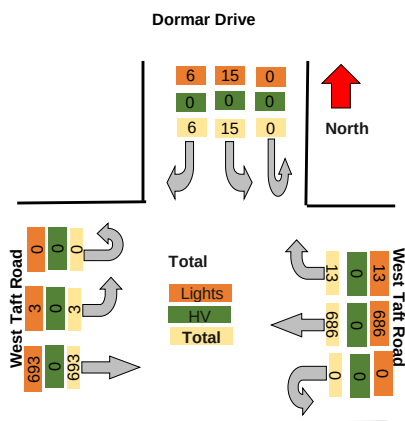
Turning Movement Data Plot



Turning Movement Peak Hour Data (MID)

11:15:00 AM

Leg Direction	West Taft Road						West Taft Road						Dormar Drive						Total
	Eastbound						Westbound						Southbound						
	Start Time	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	
11:15:00 AM	2	174	0	176	0	0	152	6	0	158	0	0	5	2	0	7	0	0	341
11:30:00 AM	0	158	0	158	0	0	173	5	0	178	0	0	6	2	0	8	0	0	344
11:45:00 AM	1	176	0	177	0	0	179	1	0	180	0	0	3	0	0	3	0	0	360
12:00:00 PM	0	185	0	185	0	0	182	1	0	183	0	0	1	2	0	3	2	0	371
Grand Total	3	693	0	696	0	0	686	13	0	699	0	0	15	6	0	21	2	0	1416
% Approach	0.4%	99.6%	0.0%	0.0%	0.0%	0.0%	98.1%	1.9%	0.0%	0.0%	0.0%	0.0%	71.4%	28.6%	0.0%	0.0%	0.0%	0.0%	
% Total	0.2%	48.9%	0.0%	49.2%	0.0%	0.0%	48.4%	0.9%	0.0%	49.4%	0.0%	0.0%	1.1%	0.4%	0.0%	1.5%	0.0%	0.0%	
PHF	0.375	0.936	0.000	0.941	0.000	0.000	0.942	0.542	0.000	0.955	0.000	0.000	0.625	0.750	0.000	0.656	0.000	0.000	0.954
Lights	3	693	0	696	0	0	686	13	0	699	0	0	15	6	0	21	0	0	1416
% Lights	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%
HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

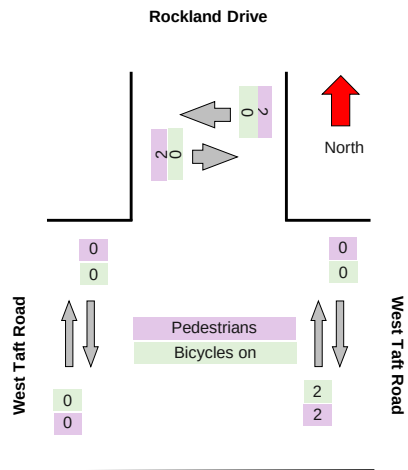
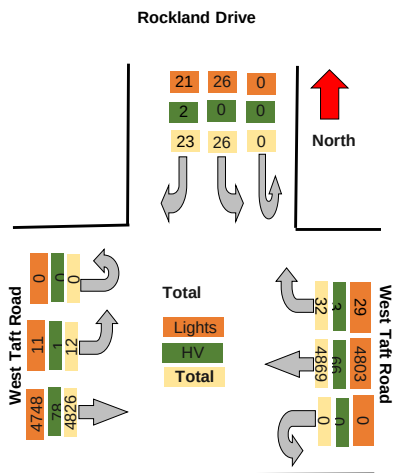


Project	GTS
Project Code	12284
Site Name	12284-8 - West Taft Road & Rd
Legs and Movements	All Processed Legs & Moveme
Bin Size	15 minutes
Survey Date	2025/11/13, Thursday
Location	West Taft Road & Rockland Dr
Latitude and Longitude	43.122431, -76.148483

	Start	End	PHF
AM Peak	2025/11/13 07:15:00	2025/11/13 08:15:00	0.90
MID Peak	2025/11/13 11:45:00	2025/11/13 12:45:00	0.96
PM Peak	2025/11/13 16:15:00	2025/11/13 17:15:00	0.96

Turning Movement Data

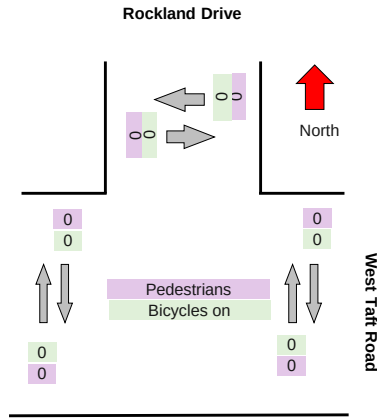
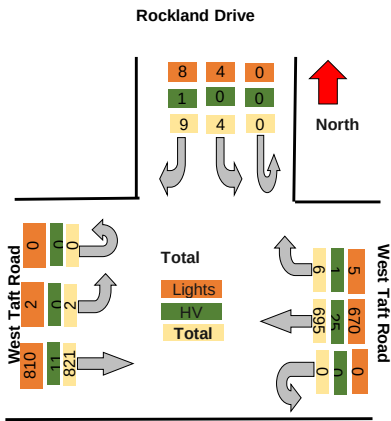
Leg	West Taft Road						West Taft Road						Rockland Drive						
Direction	Eastbound						Westbound						Southbound						
Start Time	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	Total
7:00:00 AM	0	171	0	171	0	0	109	2	0	111	0	0	5	1	0	6	1	0	288
7:15:00 AM	1	169	0	170	0	0	172	2	0	174	0	0	2	4	0	6	0	0	350
7:30:00 AM	1	221	0	222	0	0	165	2	0	167	0	0	1	3	0	4	0	0	393
7:45:00 AM	0	230	0	230	0	0	197	0	0	197	0	0	0	0	0	0	0	0	427
Hourly Total	2	791	0	793	0	0	643	6	0	649	0	0	8	8	0	16	1	0	1458
8:00:00 AM	0	201	0	201	0	0	161	2	0	163	0	0	1	2	0	3	0	0	367
8:15:00 AM	0	178	0	178	0	0	163	1	0	164	0	0	0	0	0	0	0	0	342
8:30:00 AM	1	174	0	175	0	0	185	0	0	185	0	0	2	0	0	2	0	0	362
8:45:00 AM	1	181	0	182	0	0	159	0	0	159	0	0	2	1	0	3	0	0	344
Hourly Total	2	734	0	736	0	0	668	3	0	671	0	0	5	3	0	8	0	0	1415
11:00:00 AM	0	170	0	170	0	0	190	1	0	191	0	0	2	2	0	4	0	0	365
11:15:00 AM	0	184	0	184	0	0	183	1	0	184	0	2	1	0	0	1	0	0	369
11:30:00 AM	0	205	0	205	0	0	220	1	0	221	0	0	1	0	0	1	0	0	427
11:45:00 AM	0	213	0	213	0	0	211	1	0	212	0	0	2	1	0	3	0	0	428
Hourly Total	0	772	0	772	0	0	804	4	0	808	0	2	6	3	0	9	0	0	1589
12:00:00 PM	0	234	0	234	0	0	203	2	0	205	0	0	0	1	0	1	0	0	440
12:15:00 PM	0	200	0	200	0	0	206	1	0	207	0	0	1	2	0	3	0	0	410
12:30:00 PM	0	202	0	202	0	0	216	1	0	217	0	0	0	1	0	1	0	0	420
12:45:00 PM	0	223	0	223	0	0	206	1	0	207	0	0	0	0	0	0	0	0	430
Hourly Total	0	859	0	859	0	0	831	5	0	836	0	0	1	4	0	5	0	0	1700
4:00:00 PM	3	224	0	227	0	0	240	2	0	242	0	0	1	3	0	4	0	0	473
4:15:00 PM	1	225	0	226	0	0	250	5	0	255	0	0	0	0	0	0	0	0	481
4:30:00 PM	0	231	0	231	0	0	263	1	0	264	0	0	0	0	0	0	0	0	495
4:45:00 PM	0	232	0	232	0	0	242	3	0	245	0	0	0	1	0	1	0	0	478
Hourly Total	4	912	0	916	0	0	995	11	0	1006	0	0	1	4	0	5	0	0	1927
5:00:00 PM	3	238	0	241	0	0	271	1	0	272	0	0	1	0	0	1	0	2	514
5:15:00 PM	0	188	0	188	0	0	265	2	0	267	0	2	0	1	0	1	1	0	456
5:30:00 PM	0	176	0	176	0	0	203	0	0	203	0	0	1	0	0	1	0	0	380
5:45:00 PM	1	156	0	157	0	0	189	0	0	189	0	0	3	0	0	3	0	0	349
Hourly Total	4	758	0	762	0	0	928	3	0	931	0	2	5	1	0	6	1	2	1699
Grand Total	12	4826	0	4838	0	0	4869	32	0	4901	0	4	26	23	0	49	2	2	9788
% Approach	0.2%	99.8%	0.0%	0.0%	0.0%	0.0%	99.3%	0.7%	0.0%	0.0%	0.0%	0.0%	53.1%	46.9%	0.0%	0.0%	0.0%	0.0%	
% Total	0.1%	49.3%	0.0%	49.4%	0.0%	0.0%	49.7%	0.3%	0.0%	50.1%	0.0%	0.0%	0.3%	0.2%	0.0%	0.5%	0.0%	0.0%	
Lights	11	4748	0	4759	0	0	4803	29	0	4832	0	0	26	21	0	47	0	0	9638
% Lights	91.7%	98.4%	0.0%	98.4%	0.0%	0.0%	98.6%	90.6%	0.0%	98.6%	0.0%	0.0%	100.0%	91.3%	0.0%	95.9%	0.0%	0.0%	98.5%
Hv	1	78	0	79	0	0	66	3	0	69	0	0	0	2	0	2	0	0	150
% HV	8.3%	1.6%	0.0%	1.6%	0.0%	0.0%	1.4%	9.4%	0.0%	1.4%	0.0%	0.0%	0.0%	8.7%	0.0%	4.1%	0.0%	0.0%	1.5%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	6
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	75.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%



Turning Movement Peak Hour Data (AM)

7:15:00 AM

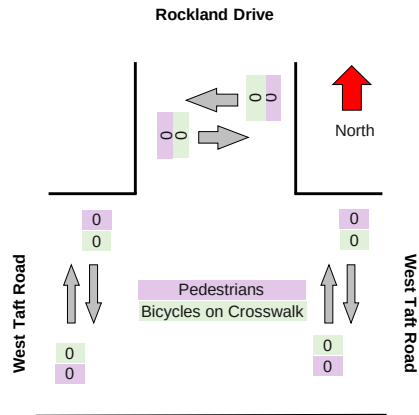
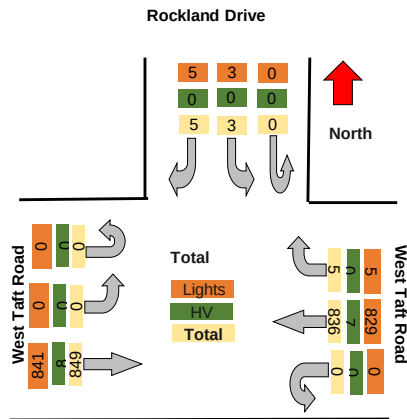
Leg	West Taft Road						West Taft Road						Rockland Drive						Total
Direction	Eastbound						Westbound						Southbound						
Start Time	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	
7:15:00 AM	1	169	0	170	0	0	172	2	0	174	0	0	2	4	0	6	0	0	350
7:30:00 AM	1	221	0	222	0	0	165	2	0	167	0	0	1	3	0	4	0	0	393
7:45:00 AM	0	230	0	230	0	0	197	0	0	197	0	0	0	0	0	0	0	0	427
8:00:00 AM	0	201	0	201	0	0	161	2	0	163	0	0	1	2	0	3	0	0	367
Grand Total	2	821	0	823	0	0	695	6	0	701	0	0	4	9	0	13	0	0	1537
% Approach	0.2%	99.8%	0.0%	0.0%	0.0%	0.0%	99.1%	0.9%	0.0%	0.0%	0.0%	0.0%	30.8%	69.2%	0.0%	0.0%	0.0%	0.0%	
% Total	0.1%	53.4%	0.0%	53.5%	0.0%	0.0%	45.2%	0.4%	0.0%	45.6%	0.0%	0.0%	0.3%	0.6%	0.0%	0.8%	0.0%	0.0%	
PHF	0.500	0.892	0.000	0.895	0.000	0.000	0.882	0.750	0.000	0.890	0.000	0.000	0.500	0.563	0.000	0.542	0.000	0.000	0.900
Lights	2	810	0	812	0	0	670	5	0	675	0	0	4	8	0	12	0	0	1499
% Lights	100.0%	98.7%	0.0%	98.7%	0.0%	0.0%	96.4%	83.3%	0.0%	96.3%	0.0%	0.0%	100.0%	88.9%	0.0%	92.3%	0.0%	0.0%	97.5%
HV	0	11	0	11	0	0	25	1	0	26	0	0	0	1	0	1	0	0	38
% HV	0.0%	1.3%	0.0%	1.3%	0.0%	0.0%	3.6%	16.7%	0.0%	3.7%	0.0%	0.0%	0.0%	11.1%	0.0%	7.7%	0.0%	0.0%	2.5%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



Turning Movement Peak Hour Data (MID)

11:45:00 AM

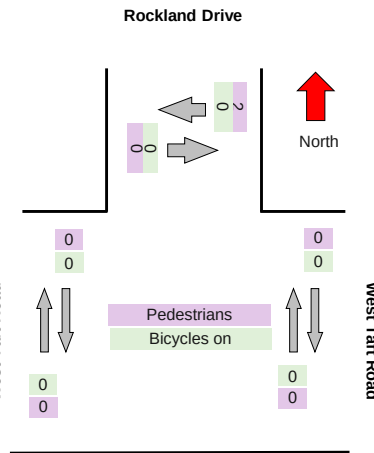
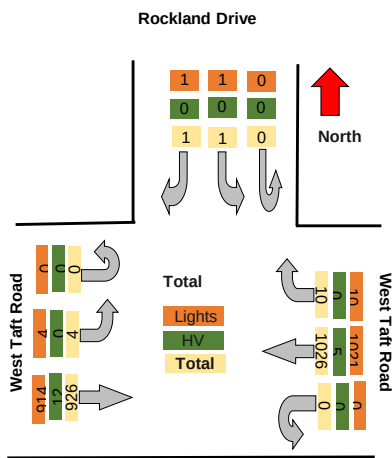
Leg	West Taft Road						West Taft Road						Rockland Drive						Total
Direction	Eastbound						Westbound						Southbound						
Start Time	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	
11:45:00 AM	0	213	0	213	0	0	211	1	0	212	0	0	2	1	0	3	0	0	428
12:00:00 PM	0	234	0	234	0	0	203	2	0	205	0	0	0	1	0	1	0	0	440
12:15:00 PM	0	200	0	200	0	0	206	1	0	207	0	0	1	2	0	3	0	0	410
12:30:00 PM	0	202	0	202	0	0	216	1	0	217	0	0	0	1	0	1	0	0	420
Grand Total	0	849	0	849	0	0	836	5	0	841	0	0	3	5	0	8	0	0	1698
% Approach	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	99.4%	0.6%	0.0%	0.0%	0.0%	0.0%	37.5%	62.5%	0.0%	0.0%	0.0%	0.0%	
% Total	0.0%	50.0%	0.0%	50.0%	0.0%	0.0%	49.2%	0.3%	0.0%	49.5%	0.0%	0.0%	0.2%	0.3%	0.0%	0.5%	0.0%	0.0%	
PHF	0.000	0.907	0.000	0.907	0.000	0.000	0.968	0.625	0.000	0.969	0.000	0.000	0.375	0.625	0.000	0.667	0.000	0.000	0.965
Lights	0	841	0	841	0	0	829	5	0	834	0	0	3	5	0	8	0	0	1683
% Lights	0.0%	99.1%	0.0%	99.1%	0.0%	0.0%	99.2%	100.0%	0.0%	99.2%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	99.1%
HV	0	8	0	8	0	0	7	0	0	7	0	0	0	0	0	0	0	0	15
% HV	0.0%	0.9%	0.0%	0.9%	0.0%	0.0%	0.8%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



Turning Movement Peak Hour Data (PM)

4:15:00 PM

Leg	West Taft Road						West Taft Road						Rockland Drive						Total
Direction	Eastbound						Westbound						Southbound						
Start Time	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	
4:15:00 PM	1	225	0	226	0	0	250	5	0	255	0	0	0	0	0	0	0	0	481
4:30:00 PM	0	231	0	231	0	0	263	1	0	264	0	0	0	0	0	0	0	0	495
4:45:00 PM	0	232	0	232	0	0	242	3	0	245	0	0	0	1	0	1	0	0	478
5:00:00 PM	3	238	0	241	0	0	271	1	0	272	0	0	1	0	0	1	0	2	514
Grand Total	4	926	0	930	0	0	1026	10	0	1036	0	0	1	1	0	2	0	2	1968
% Approach	0.4%	99.6%	0.0%	0.0%	0.0%	0.0%	99.0%	1.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	
% Total	0.2%	47.1%	0.0%	47.3%	0.0%	0.0%	52.1%	0.5%	0.0%	52.6%	0.0%	0.0%	0.1%	0.1%	0.0%	0.1%	0.0%	0.0%	
PHF	0.333	0.973	0.000	0.965	0.000	0.000	0.946	0.500	0.000	0.952	0.000	0.000	0.250	0.250	0.000	0.500	0.000	0.000	0.957
Lights	4	914	0	918	0	0	1021	10	0	1031	0	0	1	1	0	2	0	0	1951
% Lights	100.0%	98.7%	0.0%	98.7%	0.0%	0.0%	99.5%	100.0%	0.0%	99.5%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	99.1%
HV	0	12	0	12	0	0	5	0	0	5	0	0	0	0	0	0	0	0	17
% HV	0.0%	1.3%	0.0%	1.3%	0.0%	0.0%	0.5%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



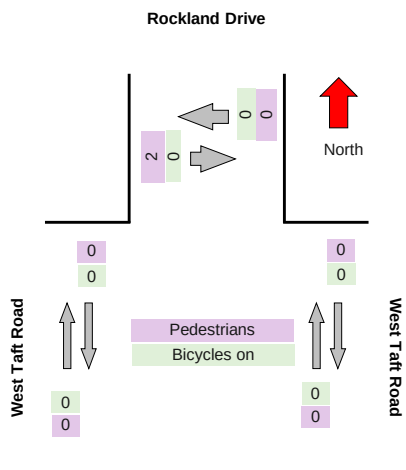
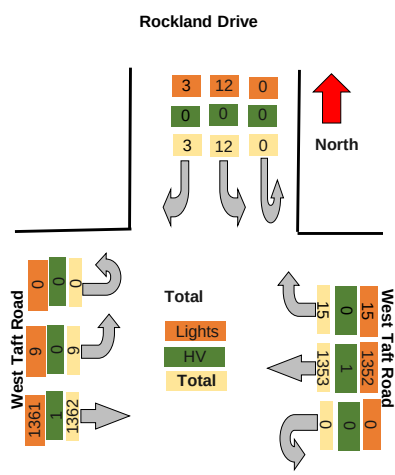
Project	GTS
Project Code	12284
Site Name	12284-8 - West Taft Road & Rockland Dr
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Survey Date	2025/11/15, Saturday
Location	West Taft Road & Rockland Drive
Latitude and Longitude	43.122431, -76.148483

	Start	End	PHF
MID Peak	2025/11/15 11:15:00	2025/11/15 12:15:00	0.95

Turning Movement Data

[illegible]

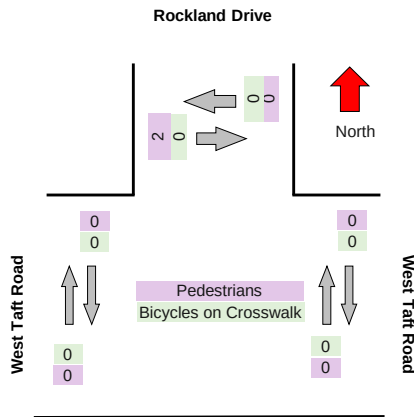
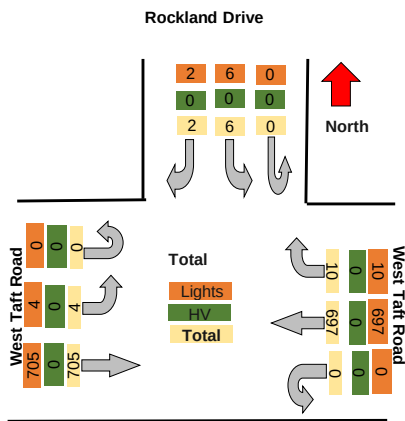
Turning Movement Data Plot



Turning Movement Peak Hour Data (MID)

11:15:00 AM

Leg Direction	West Taft Road						West Taft Road						Rockland Drive						Total
	Eastbound						Westbound						Southbound						
	Left	Thru	U-Turn	App Total	Peds CW	Peds CCW	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Right	U-Turn	App Total	Peds CW	Peds CCW	
Start Time																			
11:15:00 AM	1	178	0	179	0	0	159	1	0	160	0	0	3	0	0	3	0	0	342
11:30:00 AM	0	160	0	160	0	0	177	3	0	180	0	0	2	0	0	2	0	0	342
11:45:00 AM	2	179	0	181	0	0	178	3	0	181	0	0	0	2	0	2	0	0	364
12:00:00 PM	1	188	0	189	0	0	183	3	0	186	0	0	1	0	0	1	2	0	376
Grand Total	4	705	0	709	0	0	697	10	0	707	0	0	6	2	0	8	2	0	1424
% Approach	0.6%	99.4%	0.0%	0.0%	0.0%	0.0%	98.6%	1.4%	0.0%	0.0%	0.0%	0.0%	75.0%	25.0%	0.0%	0.0%	0.0%	0.0%	
% Total	0.3%	49.5%	0.0%	49.8%	0.0%	0.0%	48.9%	0.7%	0.0%	49.6%	0.0%	0.0%	0.4%	0.1%	0.0%	0.6%	0.0%	0.0%	
PHF	0.500	0.938	0.000	0.938	0.000	0.000	0.952	0.833	0.000	0.950	0.000	0.000	0.500	0.250	0.000	0.667	0.000	0.000	0.947
Lights	4	705	0	709	0	0	697	10	0	707	0	0	6	2	0	8	0	0	1424
% Lights	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%
HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



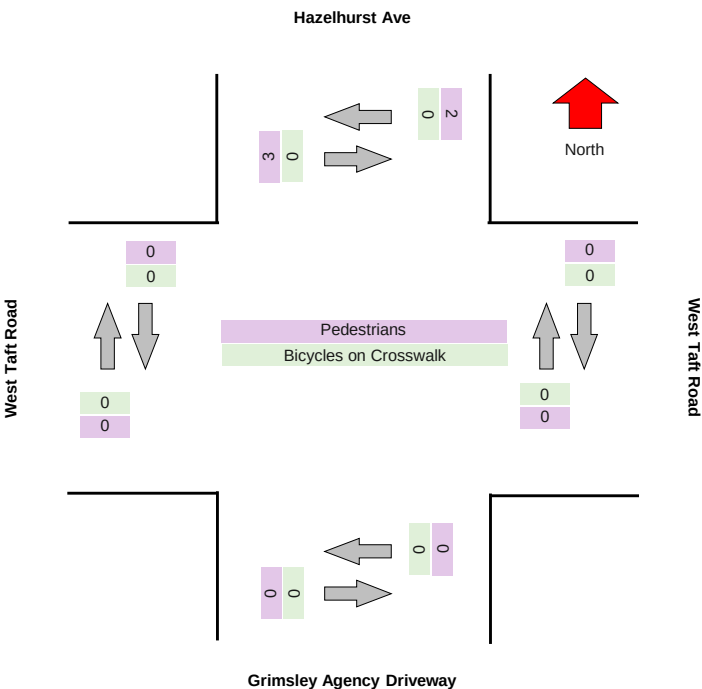
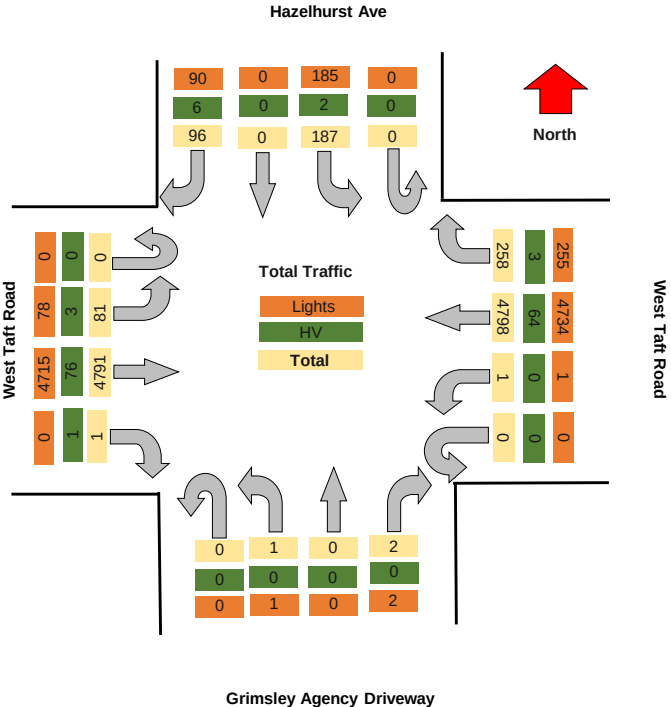
Project	GTS
Project Code	12284
Site Name	12284-9 - West Taft Road
Legs and Movements	All Processed Legs & Mov
Bin Size	15 minutes
Survey Date	2025/11/13, Thursday
Location	West Taft Road & Hazleh
Latitude and Longitude	43.122506, -76.146886

	Start	End	PHF
AM Peak	2025/11/13 07:15:00	2025/11/13 08:15:00	0.91
Mid Peak	2025/11/13 11:45:00	2025/11/13 12:45:00	0.99
PM Peak	2025/11/13 16:15:00	2025/11/13 17:15:00	0.95

Turning Movement Data

Leg	West Taft Road							West Taft Road							Grimsley Agency Driveway							Hazelhurst Ave							
Direction	Eastbound							Westbound							Northbound							Southbound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Total
7:00:00 AM	5	177	0	0	182	0	0	0	108	9	0	117	0	0	0	0	0	0	0	0	0	13	0	2	0	15	1	0	314
7:15:00 AM	2	169	0	0	171	0	0	0	172	2	0	174	0	0	0	0	0	0	0	0	0	17	0	3	0	20	1	0	365
7:30:00 AM	0	224	0	0	224	0	0	0	166	4	0	170	0	0	0	0	0	0	0	0	0	9	0	4	0	13	0	0	407
7:45:00 AM	1	225	0	0	226	0	0	0	190	4	0	194	0	0	0	0	0	0	0	0	0	13	0	7	0	20	0	0	440
Hourly Total	8	795	0	0	803	0	0	0	636	19	0	655	0	0	0	0	0	0	0	0	0	52	0	16	0	68	2	0	1526
8:00:00 AM	4	199	0	0	203	0	0	0	160	5	0	165	0	0	0	0	0	0	0	0	0	16	0	0	0	16	0	0	384
8:15:00 AM	1	172	0	0	173	0	0	0	162	9	0	171	0	0	0	0	0	0	0	0	0	11	0	3	0	14	0	0	358
8:30:00 AM	1	172	0	0	173	0	0	0	178	7	0	185	0	0	0	0	0	0	0	0	0	5	0	5	0	10	0	0	368
8:45:00 AM	2	199	0	0	201	0	0	0	160	4	0	164	0	0	0	0	0	0	0	0	0	9	0	10	0	19	0	0	384
Hourly Total	8	742	0	0	750	0	0	0	660	25	0	685	0	0	0	0	0	0	0	0	0	41	0	18	0	59	0	0	1494
11:00:00 AM	5	171	0	0	176	0	0	0	186	8	0	194	0	0	0	0	0	0	0	0	0	7	0	4	0	11	0	0	381
11:15:00 AM	1	188	0	0	189	0	0	0	180	4	0	184	0	0	0	0	0	0	0	0	0	3	0	1	0	4	0	0	377
11:30:00 AM	3	202	0	0	205	0	0	0	209	11	0	220	0	0	0	0	0	0	0	0	0	4	0	4	0	8	0	0	433
11:45:00 AM	4	211	0	0	215	0	0	0	206	7	0	213	0	0	0	0	0	0	0	0	0	5	0	2	0	7	0	0	435
Hourly Total	13	772	0	0	785	0	0	0	781	30	0	811	0	0	0	0	0	0	0	0	0	19	0	11	0	30	0	0	1626
12:00:00 PM	5	223	0	0	228	0	0	0	204	4	0	208	0	0	0	0	0	0	0	0	0	6	0	2	0	8	0	0	444
12:15:00 PM	1	213	0	0	214	0	0	0	202	7	0	209	0	0	0	0	0	0	0	0	0	6	0	6	0	12	0	0	435
12:30:00 PM	5	191	0	0	196	0	0	0	216	15	0	231	0	0	1	0	0	0	1	0	0	9	0	5	0	14	0	0	442
12:45:00 PM	2	225	0	0	227	0	0	0	203	9	0	212	0	0	0	0	0	0	0	0	0	9	0	5	0	14	0	0	453
Hourly Total	13	852	0	0	865	0	0	0	825	35	0	860	0	0	1	0	0	0	1	0	0	30	0	18	0	48	0	0	1774
4:00:00 PM	9	223	0	0	232	0	0	0	229	13	0	242	0	0	0	1	0	1	0	0	0	5	0	8	0	13	0	0	488
4:15:00 PM	3	215	1	0	219	0	0	0	257	11	0	268	0	0	0	0	0	0	0	0	0	5	0	1	0	6	0	0	493
4:30:00 PM	2	231	0	0	233	0	0	0	264	19	0	283	0	0	0	1	0	1	0	0	0	5	0	1	0	6	0	0	523
4:45:00 PM	5	220	0	0	225	0	0	0	242	20	0	262	0	0	0	0	0	0	0	0	0	7	0	2	0	9	1	0	496
Hourly Total	19	889	1	0	909	0	0	0	992	63	0	1055	0	0	0	2	0	2	0	0	0	22	0	12	0	34	1	0	2000
5:00:00 PM	3	240	0	0	243	0	0	1	265	24	0	290	0	0	0	0	0	0	0	0	0	4	0	4	0	8	0	2	541
5:15:00 PM	6	184	0	0	190	0	0	0	266	27	0	293	0	0	0	0	0	0	0	0	0	6	0	6	0	12	0	0	495
5:30:00 PM	7	167	0	0	174	0	0	0	189	22	0	211	0	0	0	0	0	0	0	0	0	6	0	9	0	15	0	0	400
5:45:00 PM	4	150	0	0	154	0	0	0	184	13	0	197	0	0	0	0	0	0	0	0	0	7	0	2	0	9	0	0	360
Hourly Total	20	741	0	0	761	0	0	1	904	86	0	991	0	0	0	0	0	0	0	0	0	23	0	21	0	44	0	2	1796
Grand Total	81	4791	1	0	4873	0	0	1	4798	258	0	5057	0	0	1	0	2	0	3	0	0	187	0	96	0	283	3	2	10216
% Approach	1.7%	98.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	94.9%	5.1%	0.0%	0.0%	0.0%	0.0%	33.3%	0.0%	66.7%	0.0%	0.0%	0.0%	0.0%	66.1%	0.0%	33.9%	0.0%	0.0%	0.0%	0.0%	
% Total	0.8%	46.9%	0.0%	0.0%	47.7%	0.0%	0.0%	0.0%	47.0%	2.5%	0.0%	49.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	0.0%	0.9%	0.0%	2.8%	0.0%	0.0%	
Lights	78	4715	0	0	4793	0	0	1	4734	255	0	4990	0	0	1	0	2	0	3	0	0	185	0	90	0	275	0	0	10061
% Lights	96.3%	98.4%	0.0%	0.0%	98.4%	0.0%	0.0%	100.0%	98.7%	98.8%	0.0%	98.7%	0.0%	0.0%	100.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	98.9%	0.0%	93.8%	0.0%	97.2%	0.0%	0.0%	98.5%
Hv	3	76	1	0	80	0	0	0	64	3	0	67	0	0	0	0	0	0	0	0	0	2	0	6	0	8	0	0	155
% HV	3.7%	1.6%	100.0%	0.0%	1.6%	0.0%	0.0%	0.0%	1.3%	1.2%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	0.0%	6.3%	0.0%	2.8%	0.0%	0.0%	1.5%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	5
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	100.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

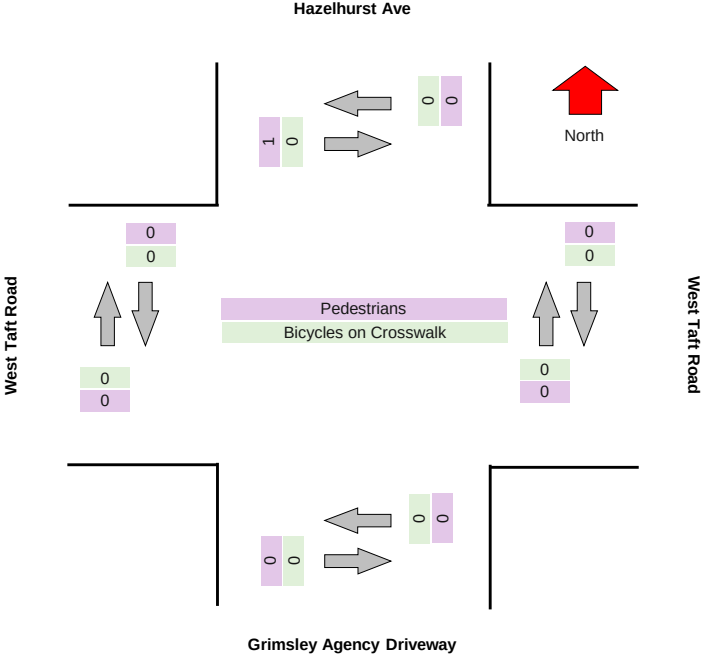
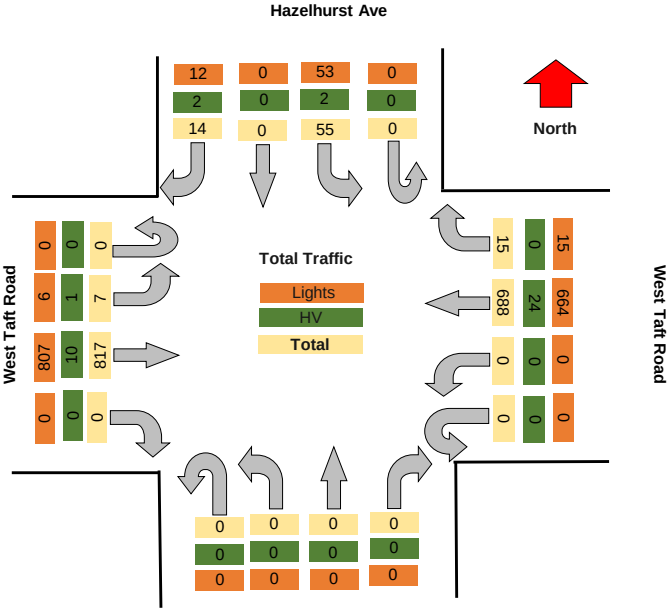
Turning Movement Data Plot



Turning Movement Peak Hour Data (AM)

7:15:00 AM

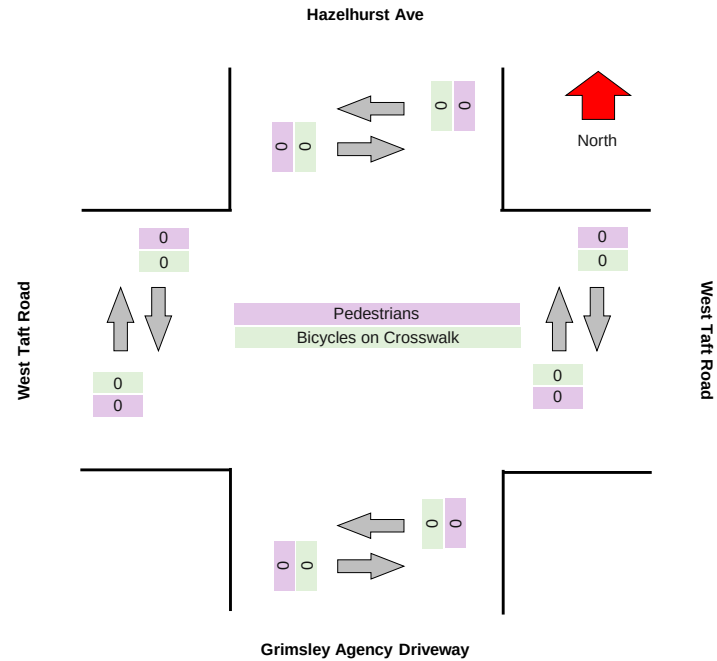
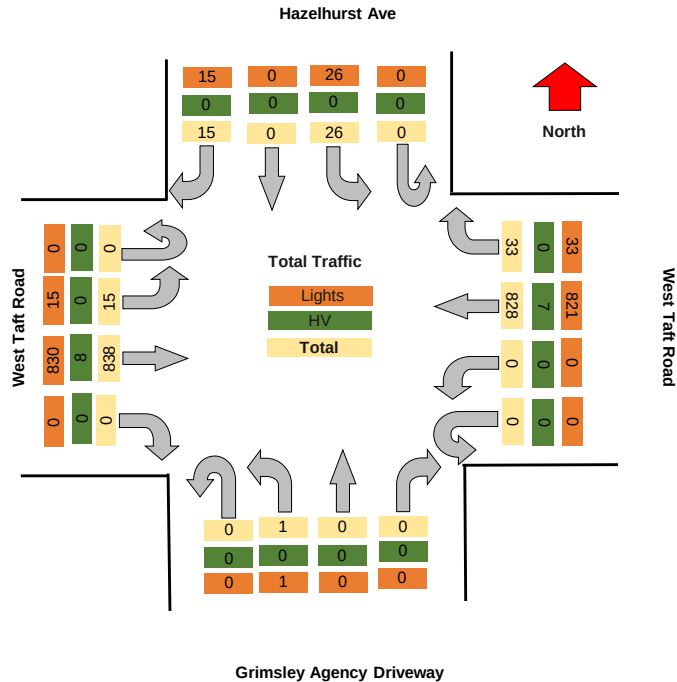
Leg	West Taft Road							West Taft Road							Grimsley Agency Driveway							Hazelhurst Ave							Total
	Eastbound							Westbound							Northbound							Southbound							
	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	
7:15:00 AM	2	169	0	0	171	0	0	0	172	2	0	174	0	0	0	0	0	0	0	0	0	17	0	3	0	20	1	0	365
7:30:00 AM	0	224	0	0	224	0	0	0	166	4	0	170	0	0	0	0	0	0	0	0	0	9	0	4	0	13	0	0	407
7:45:00 AM	1	225	0	0	226	0	0	0	190	4	0	194	0	0	0	0	0	0	0	0	0	13	0	7	0	20	0	0	440
8:00:00 AM	4	199	0	0	203	0	0	0	160	5	0	165	0	0	0	0	0	0	0	0	0	16	0	0	0	16	0	0	384
Grand Total	7	817	0	0	824	0	0	0	688	15	0	703	0	0	0	0	0	0	0	0	0	55	0	14	0	69	1	0	1596
% Approach	0.8%	99.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	97.9%	2.1%	0.0%	0.0%	0.0%	0.0%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	0.0%	0.0%	0.0%	79.7%	0.0%	20.3%	0.0%	0.0%	0.0%	0.0%	0.0%
% Total	0.4%	51.2%	0.0%	0.0%	51.6%	0.0%	0.0%	0.0%	43.1%	0.9%	0.0%	44.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.4%	0.0%	0.9%	0.0%	4.3%	0.0%	0.0%	0.0%
PHF	0.438	0.908	0.000	0.000	0.912	0.000	0.000	0.000	0.905	0.750	0.000	0.906	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.809	0.000	0.500	0.000	0.863	0.000	0.000	0.907
Lights	6	807	0	0	813	0	0	0	664	15	0	679	0	0	0	0	0	0	0	0	0	53	0	12	0	65	0	0	1557
% Lights	85.7%	98.8%	0.0%	0.0%	98.7%	0.0%	0.0%	0.0%	96.5%	100.0%	0.0%	96.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	96.4%	0.0%	85.7%	0.0%	94.2%	0.0%	0.0%	97.6%
HV	1	10	0	0	11	0	0	0	24	0	0	24	0	0	0	0	0	0	0	0	0	2	0	2	0	4	0	0	39
% HV	14.3%	1.2%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	3.5%	0.0%	0.0%	3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	0.0%	14.3%	0.0%	5.8%	0.0%	0.0%	2.4%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



Turning Movement Peak Hour Data (MID)

11:45:00 AM

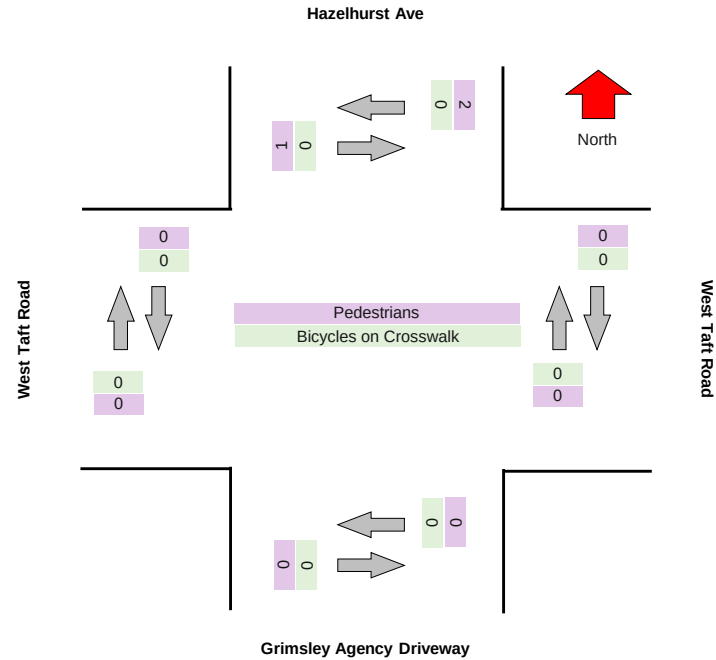
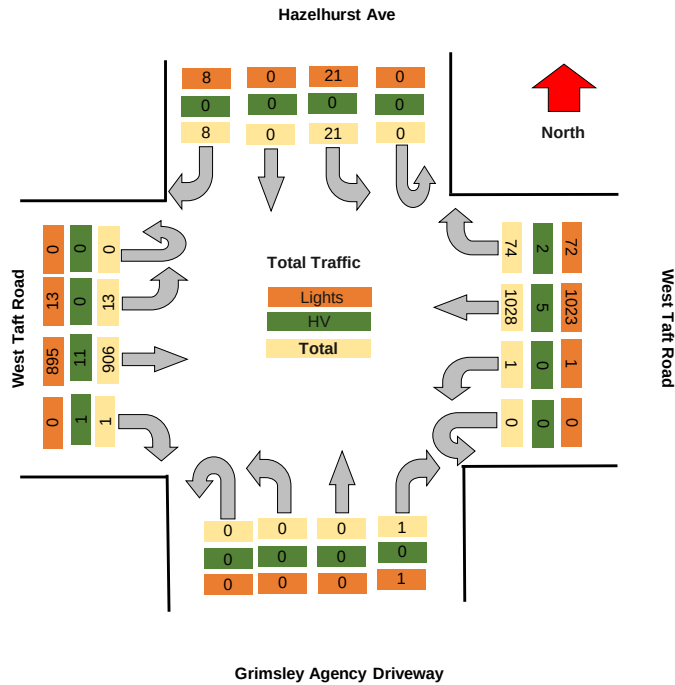
Leg	West Taft Road								West Taft Road								Grimsley Agency Driveway								Hazelhurst Ave								Total
Direction	Eastbound								Westbound								Northbound								Southbound								
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW					
11:45:00 AM	4	211	0	0	215	0	0	0	206	7	0	213	0	0	0	0	0	0	0	0	0	0	5	0	2	0	7	0	0	435			
12:00:00 PM	5	223	0	0	228	0	0	0	204	4	0	208	0	0	0	0	0	0	0	0	0	0	6	0	2	0	8	0	0	444			
12:15:00 PM	1	213	0	0	214	0	0	0	202	7	0	209	0	0	0	0	0	0	0	0	0	0	6	0	6	0	12	0	0	435			
12:30:00 PM	5	191	0	0	196	0	0	0	216	15	0	231	0	0	1	0	0	0	1	0	0	9	0	5	0	14	0	0	442				
Grand Total	15	838	0	0	853	0	0	0	828	33	0	861	0	0	1	0	0	0	1	0	0	26	0	15	0	41	0	0	1756				
% Approach	1.8%	98.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	96.2%	3.8%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	63.4%	0.0%	36.6%	0.0%	0.0%	0.0%	0.0%	0.0%				
% Total	0.9%	47.7%	0.0%	0.0%	48.6%	0.0%	0.0%	0.0%	47.2%	1.9%	0.0%	49.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	1.5%	0.0%	0.9%	0.0%	2.3%	0.0%	0.0%	0.0%				
PHF	0.750	0.939	0.000	0.000	0.935	0.000	0.000	0.000	0.958	0.550	0.000	0.932	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.722	0.000	0.625	0.000	0.732	0.000	0.000	0.989				
Lights	15	830	0	0	845	0	0	0	821	33	0	854	0	0	1	0	0	0	1	0	0	26	0	15	0	41	0	0	1741				
% Lights	100.0%	99.0%	0.0%	0.0%	99.1%	0.0%	0.0%	0.0%	99.2%	100.0%	0.0%	99.2%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	99.1%				
HV	0	8	0	0	8	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15				
% HV	0.0%	1.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%				
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				



Turning Movement Peak Hour Data (PM)

4:15:00 PM

Leg	West Taft Road								West Taft Road								Grimsley Agency Driveway								Hazelhurst Ave								Total
Direction	Eastbound								Westbound								Northbound								Southbound								
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW					
4:15:00 PM	3	215	1	0	219	0	0	0	257	11	0	268	0	0	0	0	0	0	0	0	0	5	0	1	0	6	0	0	493				
4:30:00 PM	2	231	0	0	233	0	0	0	264	19	0	283	0	0	0	0	1	0	1	0	0	5	0	1	0	6	0	0	523				
4:45:00 PM	5	220	0	0	225	0	0	0	242	20	0	262	0	0	0	0	0	0	0	0	0	7	0	2	0	9	1	0	496				
5:00:00 PM	3	240	0	0	243	0	0	1	265	24	0	290	0	0	0	0	0	0	0	0	0	4	0	4	0	8	0	2	541				
Grand Total	13	906	1	0	920	0	0	1	1028	74	0	1103	0	0	0	0	1	0	1	0	0	21	0	8	0	29	1	2	2053				
% Approach	1.4%	98.5%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	93.2%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	72.4%	0.0%	27.6%	0.0%	0.0%	0.0%	0.0%					
% Total	0.6%	44.1%	0.0%	0.0%	44.8%	0.0%	0.0%	0.0%	50.1%	3.6%	0.0%	53.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.4%	0.0%	1.4%	0.0%	0.0%						
PHF	0.650	0.944	0.250	0.000	0.947	0.000	0.000	0.250	0.970	0.771	0.000	0.951	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.750	0.000	0.500	0.000	0.806	0.000	0.000	0.949				
Lights	13	895	0	0	908	0	0	1	1023	72	0	1096	0	0	0	0	1	0	1	0	0	21	0	8	0	29	0	0	2034				
% Lights	100.0%	98.8%	0.0%	0.0%	98.7%	0.0%	0.0%	100.0%	99.5%	97.3%	0.0%	99.4%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	99.1%				
HV	0	11	1	0	12	0	0	0	5	2	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19				
% HV	0.0%	1.2%	100.0%	0.0%	1.3%	0.0%	0.0%	0.0%	0.5%	2.7%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%				
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3				
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	100.0%				
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				



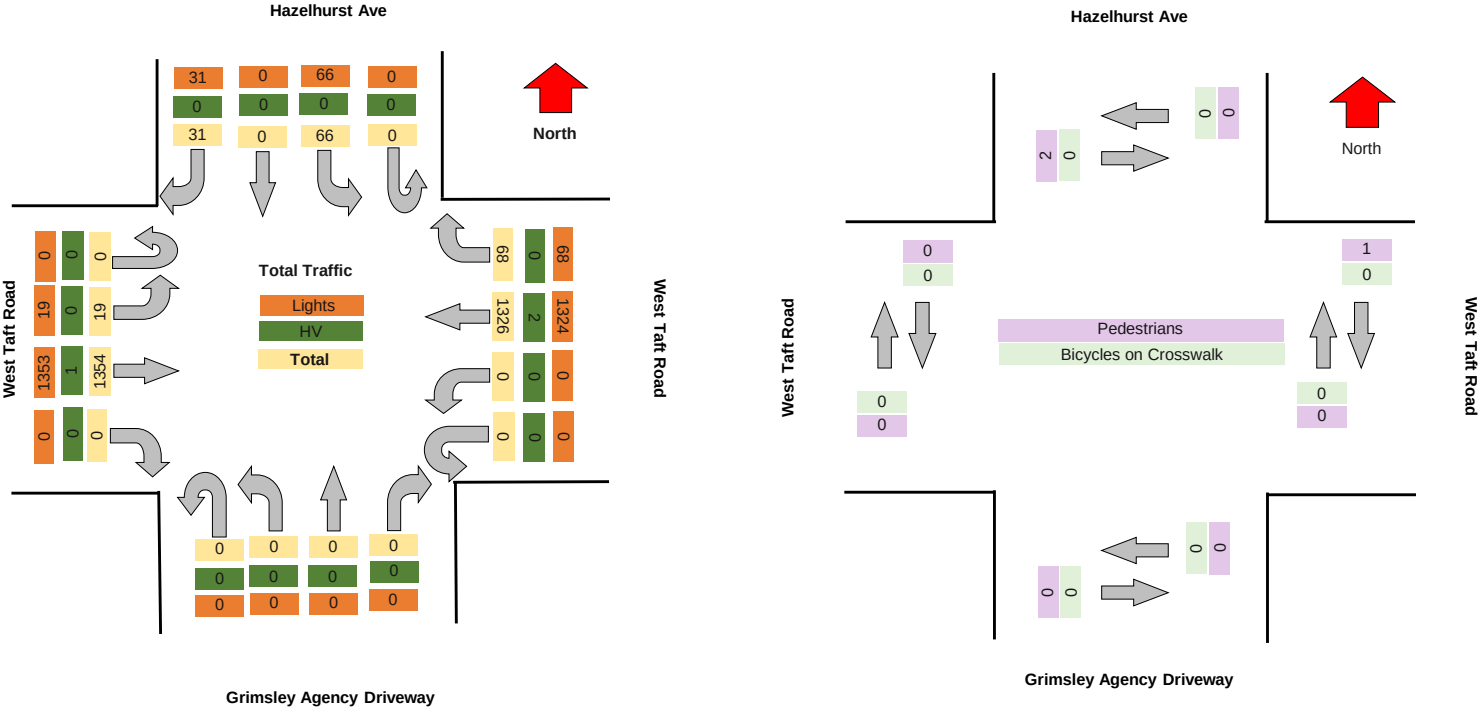
Project	GTS
Project Code	12284
Site Name	12284-9 - West Taft Road
Legs and Movements	All Processed Legs & Mov
Bin Size	15 minutes
Survey Date	2025/11/15, Saturday
Location	West Taft Road & Hazleh
Latitude and Longitude	43.122506, -76.146886

	Start	End	PHF
MID Peak	2025/11/15 11:15:00	2025/11/15 12:15:00	0.96

Turning Movement Data

[illegible]

Turning Movement Data Plot



© 2004 Blackwell Publishing Ltd *Journal of Internal Medicine* 255: 103–110

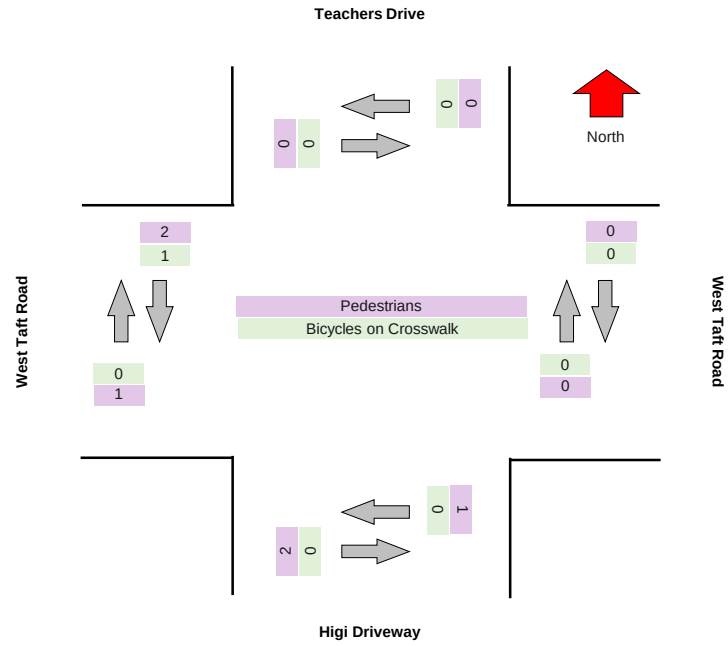
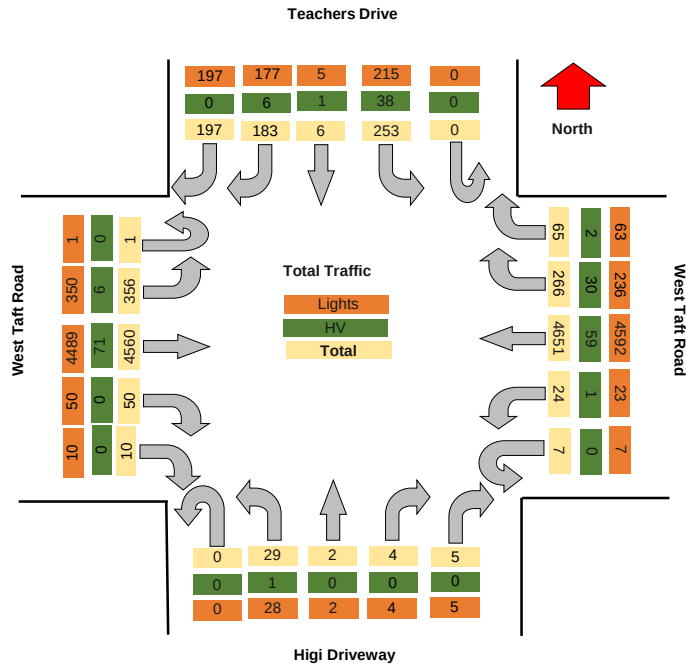
151 Data.com

Project	GTS
Project Code	12284
Site Name	12284-10 - West Taft Road & T
Legs and Movements	All Processed Legs & Move
Bin Size	15 minutes
Survey Date	2025/11/13, Thursday
Location	West Taft Road & Teachers Dr
Latitude and Longitude	43.122647, -76.143919

	Start	End	PHF
AM Peak	2025/11/13 07:15:00	2025/11/13 08:15:00	0.90
MID Peak	2025/11/13 11:45:00	2025/11/13 12:45:00	0.99
PM Peak	2025/11/13 16:15:00	2025/11/13 17:15:00	0.96

Leg	West Taft Road Eastbound									West Taft Road Westbound									Higi Driveway Northbound									Teachers Drive Southbound									
Direction	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Total	
Start Time																																					
7:00:00 AM	37	143	0	1	0	181	0	0		1	94	80	22	0	197	0	0		1	1	0	0	0	2	1	0		49	0	14	3	0	66	0	0	446	
7:15:00 AM	24	166	2	0	0	192	0	0		1	151	26	19	0	197	0	0		1	0	0	0	0	1	0	0		71	2	18	6	0	97	0	0	487	
7:30:00 AM	7	225	0	0	0	232	0	1		0	161	14	0	0	175	0	0		1	0	0	0	0	1	0	0		10	0	1	7	0	18	0	0	426	
7:45:00 AM	5	230	6	0	0	241	0	0		0	189	12	0	0	201	0	0		1	0	0	0	0	1	0	0		3	0	1	5	0	9	0	0	452	
Hourly Total	73	764	8	1	0	846	0	1		2	595	132	41	0	770	0	0		4	1	0	0	0	5	1	0		133	2	34	21	0	190	0	0	1811	
8:00:00 AM	6	200	1	0	0	207	0	0		0	158	6	2	0	166	0	0		0	0	0	0	0	0	0	0		4	0	2	4	0	10	0	0	383	
8:15:00 AM	4	186	0	0	0	190	0	0		1	166	5	1	0	173	0	0		0	0	0	0	0	0	0	0		2	0	1	5	0	8	0	0	371	
8:30:00 AM	4	166	2	1	0	173	0	0		2	176	4	0	0	182	0	0		1	0	0	0	0	1	0	0		4	0	1	5	0	10	0	0	366	
8:45:00 AM	17	185	2	0	0	204	0	0		0	153	6	0	0	159	0	0		3	0	0	0	0	3	0	0		4	0	3	3	0	10	0	0	376	
Hourly Total	31	737	5	1	0	774	0	0		3	653	21	3	0	680	0	0		4	0	0	0	0	4	0	0		14	0	7	17	0	38	0	0	1496	
11:00:00 AM	14	166	3	0	0	183	0	0		1	184	7	0	0	192	0	0		0	0	0	0	0	0	0	0		7	0	5	7	0	19	0	0	394	
11:15:00 AM	9	176	8	0	0	193	0	1		3	184	2	0	0	189	0	0		0	0	0	1	0	1	0	0		2	0	3	6	0	11	0	0	394	
11:30:00 AM	17	189	0	1	0	207	0	0		0	207	2	1	0	210	0	0		1	0	0	1	0	2	0	0		3	1	8	10	0	22	0	0	441	
11:45:00 AM	14	199	3	0	0	216	0	0		2	201	2	1	0	206	0	0		2	0	0	1	0	3	0	0	1		4	0	6	14	0	24	0	0	449
Hourly Total	54	730	14	1	0	799	0	1		6	776	13	2	0	797	0	0		3	0	0	3	0	6	0	1		16	1	22	37	0	76	0	0	1678	
12:00:00 PM	15	199	2	3	0	219	0	0		3	188	7	0	0	198	0	0		2	0	1	0	0	3	0	0		5	0	1	15	0	21	0	0	441	
12:15:00 PM	16	206	3	0	0	225	0	0		4	187	7	1	1	200	0	0		2	0	0	0	0	2	0	0		4	0	3	13	0	20	0	0	447	
12:30:00 PM	10	181	0	0	0	191	0	0		0	209	8	1	1	219	0	0		2	0	0	0	0	2	0	0		11	0	7	7	0	25	0	0	437	
12:45:00 PM	13	219	2	2	0	236	0	0		3	186	3	3	0	195	0	0		2	0	0	0	0	2	0	0		4	1	9	11	0	25	0	0	458	
Hourly Total	54	805	7	5	0	871	0	0		10	770	25	5	2	812	0	0		8	0	1	0	0	9	0	0		24	1	20	46	0	91	0	0	1783	
4:00:00 PM	13	211	5	0	0	229	0	0		1	220	5	0	0	226	0	0		2	0	0	2	0	4	0	0		7	1	8	12	0	28	0	0	487	
4:15:00 PM	26	200	1	0	1	228	0	0		1	236	7	3	2	249	0	0		1	0	1	0	0	2	0	0		8	0	14	5	0	27	0	0	506	
4:30:00 PM	19	199	2	0	0	220	0	0		0	276	16	1	2	295	0	0		2	0	0	0	0	2	0	0		19	0	12	7	0	38	0	0	555	
4:45:00 PM	17	220	3	2	0	242	0	1		0	228	18	5	1	252	0	0		1	1	1	0	0	3	0	1		5	0	21	6	0	32	0	0	529	
Hourly Total	75	830	11	2	1	919	0	1		2	960	46	9	5	1022	0	0		6	1	2	2	0	11	0	1		39	1	55	30	0	125	0	0	2077	
5:00:00 PM	25	220	3	0	0	248	0	0		0	266	10	1	0	277	0	0		2	0	1	0	0	3	0	0		13	1	16	4	0	34	0	0	562	
5:15:00 PM	18	165	1	0	0	184	1	0		0	258	2	1	0	261	0	0		1	0	0	0	0	1	0	0		4	0	8	8	0	20	0	0	466	
5:30:00 PM	16	164	0	0	0	180	0	0		1	197	6	0	0	204	0	0		1	0	0	0	0	1	0	0		1	0	5	16	0	22	0	0	407	
5:45:00 PM	10	145	1	0	0	156	0	0		0	176	11	3	0	190	0	0		0	0	0	0	0	0	0	0		9	0	16	18	0	43	0	0	389	
Hourly Total	69	694	5	0	0	768	1	0		1	897	29	5	0	932	0	0		4	0	1	0	0	5	0	0		27	1	45	46	0	119	0	0	1824	
Grand Total	356	4560	50	10	1	4977	1	3		24	4651	266	65	7	5013	0	0		29	2	4	5	0	40	1	2		253	6	183	197	0	639	0	0	10669	
% Approach	72.9%	91.6%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%		0.5%	92.8%	5.3%	1.3%	0.1%	0.0%	0.0%	0.0%		72.5%	5.0%	10.0%	12.5%	0.0%	0.0%	0.0%	0.0%		39.6%	0.9%	28.6%	30.8%	0.0%	0.0%	0.0%	0.0%		
% Total	3.3%	42.7%	0.5%	0.1%	0.0%	46.6%	0.0%	0.0%		0.2%	43.6%	2.5%	0.6%	0.1%	47.0%	0.0%	0.0%		0.3%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%		2.4%	0.1%	1.7%	1.8%	0.0%	6.0%	0.0%	0.0%		
Lights	350	4489	50	10	1	4990	0	0		23	4592	236	63	7	4921	0	0		28	2	4	5	0	39	0	0		215	5	177	197	0	594	0	0	10454	
% Lights	98.3%	98.4%	100.0%	100.0%	100.0%	98.5%	0.0%	0.0%		95.8%	98.7%	88.7%	96.9%	100.0%	98.2%	0.0%	0.0%		96.6%	100.0%	100.0%	100.0%	0.0%	97.5%	0.0%	0.0%		85.0%	83.3%	96.7%	100.0%	0.0%	93.0%	0.0%	0.0%	98.0%	
Hv	6	71	0	0	0	77	0	0		1	59	30	2	0	92	0	0		1	0	0	0	0	1	0	0		38	1	6	0	0	45	0	0	215	
% HV	1.7%	1.6%	0.0%	0.0%	0.0%	1.5%	0.0%	0.0%		4.2%	1.3%	11.3%	3.1%	0.0%	1.8%	0.0%	0.0%		3.4%	0.0%	0.0%	0.0%	0.0%	2.5%	0.0%	0.0%		15.0%	16.7%	3.3%	0.0%	0.0%	7.0%	0.0%	0.0%	2.0%	
Pedestrians	0	0	0	0	0	0	1	2		0	0	0	0	0	0	0	0		0	0	0	0	0	1	2		0	0	0	0	0	0	0	0	0	6	
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	66.7%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%			0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	85.7%	
Bicycles on Crosswalk	0	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	1		
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%		

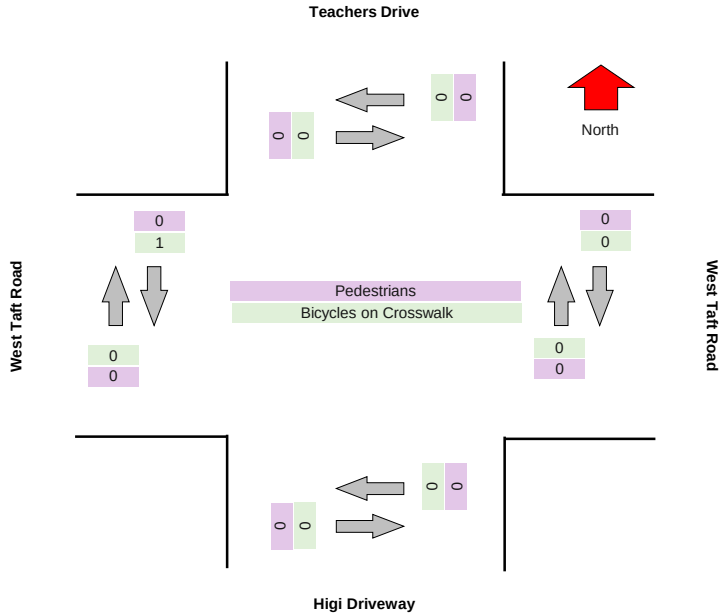
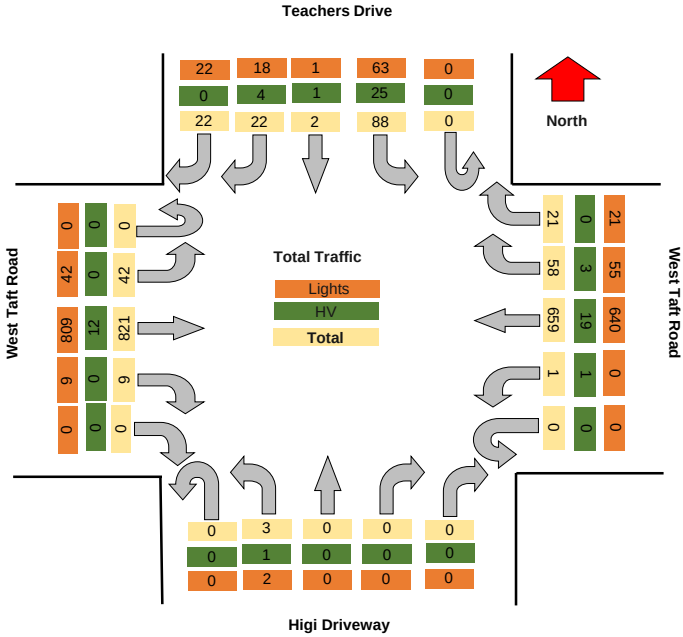
Turning Movement Data Plot



Turning Movement Peak Hour Data (AM)

7:15:00 AM

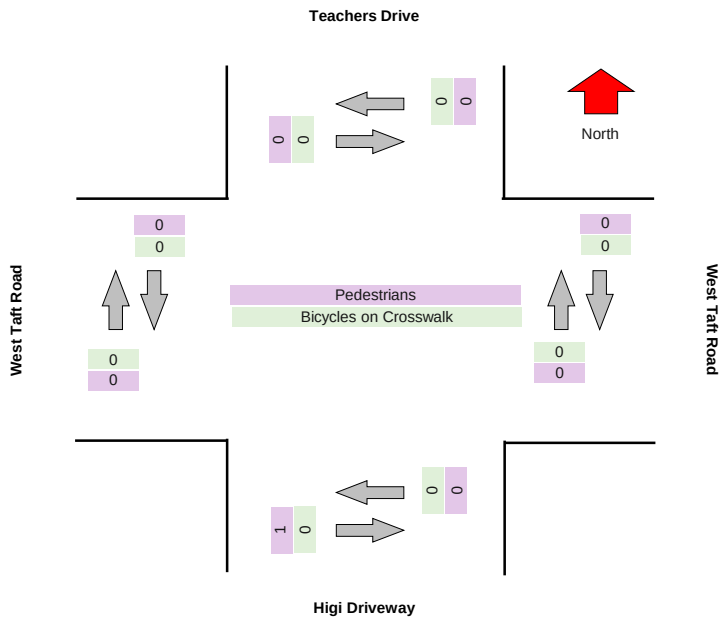
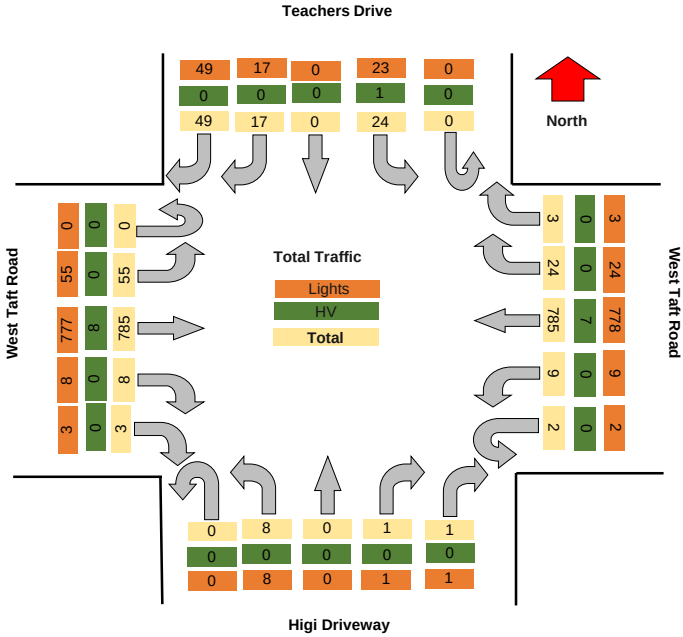
Leg Direction	West Taft Road Eastbound									West Taft Road Westbound									Higi Driveway Northbound									Teachers Drive Southbound									Total
	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		
7:15:00 AM	24	166	2	0	0	192	0	0		1	151	26	19	0	197	0	0		1	0	0	0	0	1	0	0		71	2	18	6	0	97	0	0	487	
7:30:00 AM	7	225	0	0	0	232	0	1		0	161	14	0	0	175	0	0		1	0	0	0	0	1	0	0		10	0	1	7	0	18	0	0	426	
7:45:00 AM	5	230	6	0	0	241	0	0		0	189	12	0	0	201	0	0		1	0	0	0	0	1	0	0		3	0	1	5	0	9	0	0	452	
8:00:00 AM	6	200	1	0	0	207	0	0		0	158	6	2	0	166	0	0		0	0	0	0	0	0	0	0		4	0	2	4	0	10	0	0	383	
Grand Total	42	821	9	0	0	872	0	1		1	659	58	21	0	739	0	0		3	0	0	0	0	3	0	0		88	2	22	22	0	134	0	0	1748	
% Approach	4.8%	94.2%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.1%	89.2%	7.8%	2.8%	0.0%	0.0%	0.0%	0.0%		100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		65.7%	1.5%	16.4%	16.4%	0.0%	0.0%	0.0%	0.0%		
% Total	2.4%	47.0%	0.5%	0.0%	0.0%	49.9%	0.0%	0.0%		0.1%	37.7%	3.3%	1.2%	0.0%	42.3%	0.0%	0.0%		0.2%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%		5.0%	0.1%	1.3%	1.3%	0.0%	7.7%	0.0%	0.0%		
PHF	0.438	0.892	0.375	0.000	0.000	0.905	0.000	0.000		0.250	0.872	0.558	0.276	0.000	0.919	0.000	0.000		0.750	0.000	0.000	0.000	0.000	0.750	0.000	0.000		0.310	0.250	0.306	0.786	0.000	0.345	0.000	0.000	0.897	
Lights	42	809	9	0	0	860	0	0		0	640	55	21	0	716	0	0		2	0	0	0	0	2	0	0		63	1	18	22	0	104	0	0	1682	
% Lights	100.0%	98.5%	100.0%	0.0%	0.0%	98.6%	0.0%	0.0%		0.0%	97.1%	94.8%	100.0%	0.0%	96.9%	0.0%	0.0%		66.7%	0.0%	0.0%	0.0%	0.0%	66.7%	0.0%	0.0%		71.6%	50.0%	81.8%	100.0%	0.0%	77.6%	0.0%	0.0%	96.2%	
HV	0	12	0	0	0	12	0	0		1	19	3	0	0	23	0	0		1	0	0	0	0	1	0	0		25	1	4	0	0	30	0	0	66	
% HV	0.0%	1.5%	0.0%	0.0%	0.0%	1.4%	0.0%	0.0%		100.0%	2.9%	5.2%	0.0%	0.0%	3.1%	0.0%	0.0%		33.3%	0.0%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%		28.4%	50.0%	18.2%	0.0%	0.0%	22.4%	0.0%	0.0%	3.8%	
Pedestrians	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Bicycles on Crosswalk	0	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	1	
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	



Turning Movement Peak Hour Data (MID)

11:45:00 AM

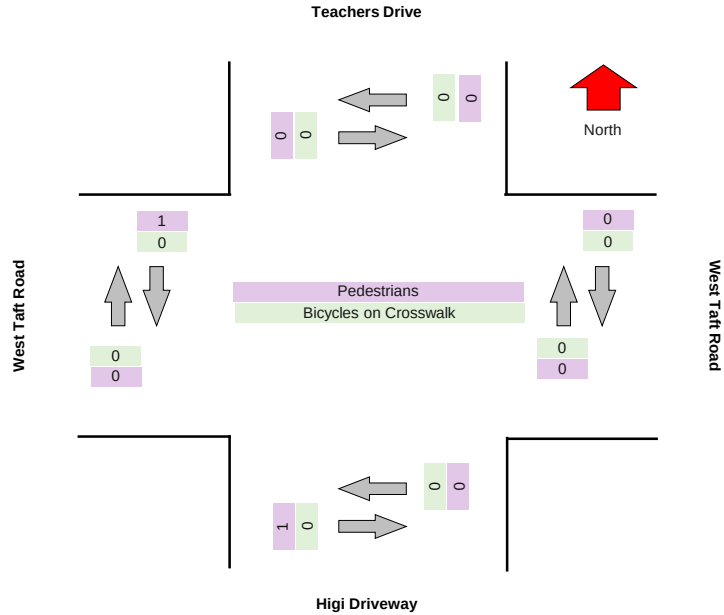
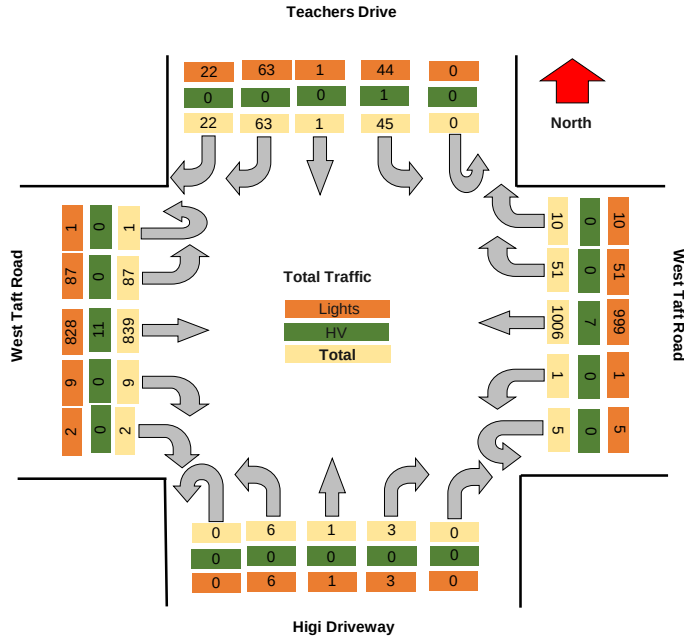
Leg Direction	West Taft Road Eastbound									West Taft Road Westbound									Higi Driveway Northbound									Teachers Drive Southbound									Total
	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		
Start Time																																					
11:45:00 AM	14	199	3	0	0	216	0	0		2	201	2	1	0	206	0	0		2	0	0	1	0	3	0	1		4	0	6	14	0	24	0	0	449	
12:00:00 PM	15	199	2	3	0	219	0	0		3	188	7	0	0	198	0	0		2	0	1	0	0	3	0	0		5	0	1	15	0	21	0	0	441	
12:15:00 PM	16	206	3	0	0	225	0	0		4	187	7	1	1	200	0	0		2	0	0	0	0	2	0	0		4	0	3	13	0	20	0	0	447	
12:30:00 PM	10	181	0	0	0	191	0	0		0	209	8	1	1	219	0	0		2	0	0	0	0	2	0	0		11	0	7	7	0	25	0	0	437	
Grand Total	55	785	8	3	0	851	0	0		9	785	24	3	2	823	0	0		8	0	1	1	0	10	0	1		24	0	17	49	0	90	0	0	1774	
% Approach	6.5%	92.2%	0.9%	0.4%	0.0%	0.0%	0.0%	0.0%		1.1%	95.4%	2.9%	0.4%	0.2%	0.0%	0.0%	0.0%		80.0%	0.0%	10.0%	10.0%	0.0%	0.0%	0.0%	0.0%		26.7%	0.0%	18.9%	54.4%	0.0%	0.0%	0.0%	0.0%		
% Total	3.1%	44.3%	0.5%	0.2%	0.0%	48.0%	0.0%	0.0%		0.5%	44.3%	1.4%	0.2%	0.1%	46.4%	0.0%	0.0%		0.5%	0.0%	0.1%	0.1%	0.0%	0.6%	0.0%	0.0%		1.4%	0.0%	1.0%	2.8%	0.0%	5.1%	0.0%	0.0%		
PHF	0.859	0.953	0.667	0.250	0.000	0.946	0.000	0.000		0.563	0.939	0.750	0.750	0.500	0.939	0.000	0.000		1.000	0.000	0.250	0.250	0.000	0.833	0.000	0.000		0.545	0.000	0.607	0.817	0.000	0.900	0.000	0.000	0.988	
Lights	55	777	8	3	0	843	0	0		9	778	24	3	2	816	0	0		8	0	1	1	0	10	0	0		23	0	17	49	0	89	0	0	1758	
% Lights	100.0%	99.0%	100.0%	100.0%	0.0%	99.1%	0.0%	0.0%		100.0%	99.1%	100.0%	100.0%	100.0%	99.1%	0.0%	0.0%		100.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%		95.8%	0.0%	100.0%	100.0%	0.0%	98.9%	0.0%	0.0%	99.1%	
HV	0	8	0	0	0	8	0	0		0	7	0	0	0	7	0	0		0	0	0	0	0	0	0	0		1	0	0	0	0	1	0	0	16	
% HV	0.0%	1.0%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%		0.0%	0.9%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		4.2%	0.0%	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%	0.9%	
Pedestrians	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	1	0		0	0	0	0	0	0	0	0	1	
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	
Bicycles on Crosswalk	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	



Turning Movement Peak Hour Data (PM)

4:15:00 PM

Leg	West Taft Road										West Taft Road										Higi Driveway										Teachers Drive										Total
Direction	Eastbound										Westbound										Northbound										Southbound										
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW							
4:15:00 PM	26	200	1	0	1	228	0	0		1	236	7	3	2	249	0	0		1	0	1	0	0	2	0	0	8	0	14	5	0	27	0	0	506						
4:30:00 PM	19	199	2	0	0	220	0	0		0	276	16	1	2	295	0	0		2	0	1	0	0	2	0	0	19	0	12	7	0	38	0	0	555						
4:45:00 PM	17	220	3	2	0	242	0	1		0	228	18	5	1	252	0	0		1	1	1	0	0	3	0	1	5	0	21	6	0	32	0	0	529						
5:00:00 PM	25	220	3	0	0	248	0	0		0	266	10	1	0	277	0	0		2	0	1	0	0	3	0	0	13	1	16	4	0	34	0	0	562						
Grand Total	87	839	9	2	1	938	0	1		1	1006	51	10	5	1073	0	0		6	1	3	0	0	10	0	1	45	1	63	22	0	131	0	0	2152						
% Approach	9.3%	89.4%	1.0%	0.2%	0.1%	0.0%	0.0%	0.0%		0.1%	93.8%	4.8%	0.9%	0.5%	0.0%	0.0%	0.0%		60.0%	10.0%	30.0%	0.0%	0.0%	0.0%	0.0%	0.0%	34.4%	0.8%	48.1%	16.8%	0.0%	0.0%	0.0%	0.0%	0.0%						
% Total	4.0%	39.0%	0.4%	0.1%	0.0%	43.6%	0.0%	0.0%		0.0%	46.7%	2.4%	0.5%	0.2%	49.9%	0.0%	0.0%		0.3%	0.0%	0.1%	0.0%	0.0%	0.5%	0.0%	0.0%	2.1%	0.0%	2.9%	1.0%	0.0%	6.1%	0.0%	0.0%	0.0%						
PHF	0.837	0.953	0.750	0.250	0.250	0.946	0.000	0.000		0.250	0.911	0.708	0.500	0.625	0.909	0.000	0.000		0.750	0.250	0.750	0.000	0.000	0.833	0.000	0.000	0.592	0.250	0.750	0.786	0.000	0.862	0.000	0.000	0.957						
Lights	87	828	9	2	1	927	0	0		1	999	51	10	5	1066	0	0		6	1	3	0	0	10	0	0	44	1	63	22	0	130	0	0	2133						
% Lights	100.0%	98.7%	100.0%	100.0%	100.0%	98.8%	0.0%	0.0%		100.0%	99.3%	100.0%	100.0%	100.0%	99.3%	0.0%	0.0%		100.0%	100.0%	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%	97.8%	100.0%	100.0%	100.0%	0.0%	99.2%	0.0%	0.0%	99.1%						
HV	0	11	0	0	0	11	0	0		0	7	0	0	0	7	0	0		0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	19						
% HV	0.0%	1.3%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%		0.0%	0.7%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.2%	0.0%	0.0%	0.0%	0.0%	0.8%	0.0%	0.0%	0.9%						
Pedestrians	0	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2						
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%						
Bicycles on Crosswalk	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%						





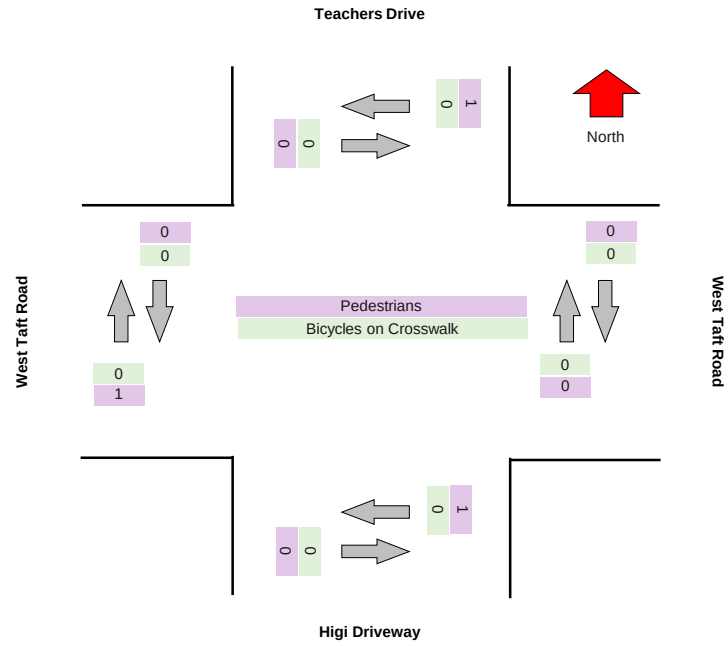
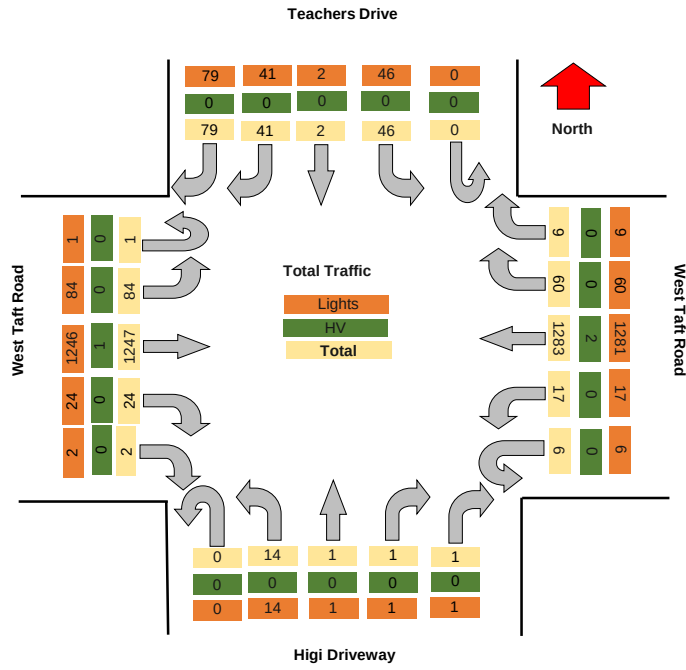
Project	GTS
Project Code	12284
Site Name	12284-10 - West Taft Road & Teachers Dr
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Survey Date	2025/11/15, Saturday
Location	West Taft Road & Teachers Dr
Latitude and Longitude	43.122647, -76.143919

	Start	End	PHF
MID Peak	2025/11/15 11:15:00	2025/11/15 12:15:00	0.95

Turning Movement Data

Leg	West Taft Road Eastbound									West Taft Road Westbound									Hgi Driveway Northbound									Teachers Drive Southbound									
Direction	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Total	
Start Time																																					
11:00:00 AM	6	139	4	0	0	149	0	0		2	165	6	1	1	175	0	0		1	0	1	1	0	3	0	0		2	1	0	14	0	17	0	0	344	
11:15:00 AM	9	165	3	0	0	177	0	0		0	145	5	1	0	151	0	0		3	0	0	0	0	3	0	0		2	0	2	10	0	14	0	0	345	
11:30:00 AM	18	150	2	0	0	170	0	0		2	169	9	2	1	183	0	0		4	0	0	0	0	4	0	0		4	0	6	12	0	22	0	0	379	
11:45:00 AM	21	159	3	1	0	184	1	0		1	174	9	1	1	186	0	0		1	0	0	0	0	1	1	0		13	0	8	10	0	31	0	0	402	
Hourly Total	54	613	12	1	0	680	1	0		5	653	29	5	3	695	0	0		9	0	1	1	0	11	1	0		21	1	16	46	0	84	0	0	1470	
12:00:00 PM	18	160	6	1	0	185	0	0		6	171	8	0	0	185	0	0		1	0	0	0	0	1	0	0		10	0	6	11	0	27	0	0	398	
12:15:00 PM	8	152	4	0	0	164	0	0		1	155	4	2	2	164	0	0		1	0	0	0	0	1	0	0		4	0	2	9	0	15	0	0	344	
12:30:00 PM	4	164	0	0	1	169	0	0		2	154	7	2	0	165	0	0		1	0	0	0	0	1	0	0		5	0	9	7	0	21	0	1	356	
12:45:00 PM	0	158	2	0	0	160	0	0		3	150	12	0	1	166	0	0		2	1	0	0	0	3	0	0		6	1	8	6	0	21	0	0	350	
Hourly Total	30	634	12	1	1	678	0	0		12	630	31	4	3	680	0	0		5	1	0	0	0	6	0	0		25	1	25	33	0	84	0	1	1448	
Grand Total	84	1247	24	2	1	1358	1	0		17	1283	60	9	6	1375	0	0		14	1	1	1	0	17	1	0		46	2	41	79	0	168	0	1	2918	
% Approach	6.2%	91.8%	1.8%	0.1%	0.1%	0.0%	0.0%	0.0%		1.2%	93.3%	4.4%	0.7%	0.4%	0.0%	0.0%	0.0%		82.4%	5.9%	5.9%	5.9%	0.0%	0.0%	0.0%	0.0%		27.4%	1.2%	24.4%	47.0%	0.0%	0.0%	0.0%	0.0%		
% Total	2.9%	42.7%	0.8%	0.1%	0.0%	46.5%	0.0%	0.0%		0.6%	44.0%	2.1%	0.3%	0.2%	47.1%	0.0%	0.0%		0.5%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%		1.6%	0.1%	1.4%	2.7%	0.0%	5.8%	0.0%	0.0%		
Lights	84	1246	24	2	1	1357	0	0		17	1281	60	9	6	1373	0	0		14	1	1	1	0	17	0	0		46	2	41	79	0	168	0	0	2915	
% Lights	100.0%	99.9%	100.0%	100.0%	100.0%	99.9%	0.0%	0.0%		100.0%	99.8%	100.0%	100.0%	100.0%	99.9%	0.0%	0.0%		100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%		100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	99.9%	
Hv	0	1	0	0	0	1	0	0		0	2	0	0	0	2	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	3	
% HV	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%		0.0%	0.2%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	
Pedestrians	0	0	0	0	0	0	1	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	1	0		0	0	0	0	0	0	1	3		
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%		
Bicycles on Crosswalk	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

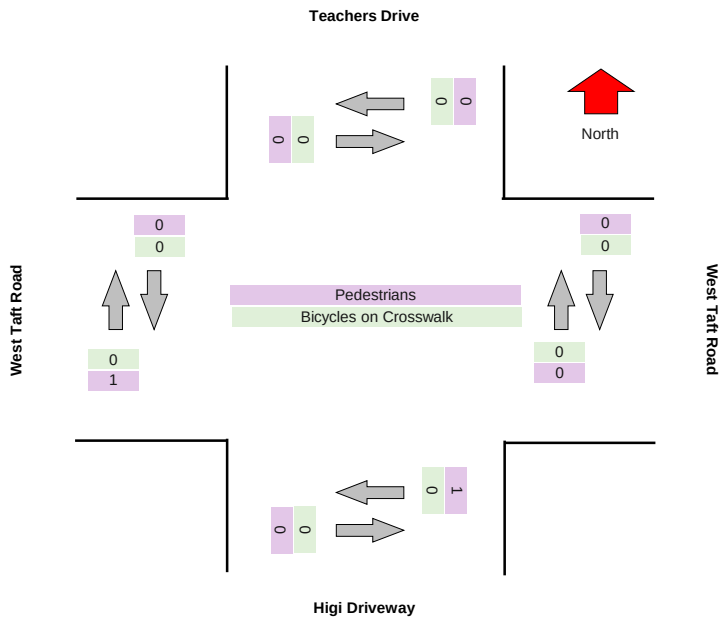
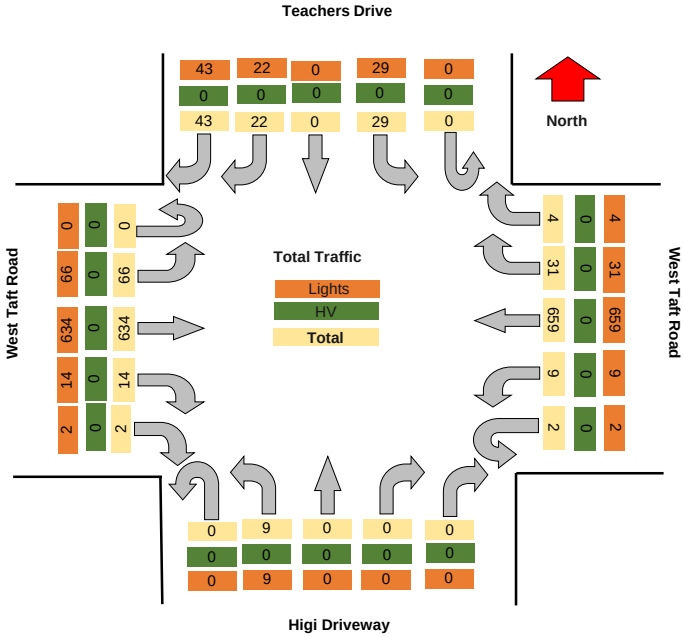
Turning Movement Data Plot



Turning Movement Peak Hour Data (MID)

11:15:00 AM

Leg Direction	West Taft Road Eastbound								West Taft Road Westbound								Higi Driveway Northbound								Teachers Drive Southbound								Total
	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	
11:15:00 AM	9	185	3	0	0	177	0	0	0	145	5	1	0	151	0	0	3	0	0	0	0	3	0	0	2	0	2	10	0	14	0	0	345
11:30:00 AM	18	150	2	0	0	170	0	0	2	169	9	2	1	183	0	0	4	0	0	0	0	4	0	0	4	0	6	12	0	22	0	0	379
11:45:00 AM	21	159	3	1	0	184	1	0	1	174	9	1	1	186	0	0	1	0	0	0	0	1	1	0	13	0	8	10	0	31	0	0	402
12:00:00 PM	18	160	6	1	0	185	0	0	6	171	8	0	0	185	0	0	1	0	0	0	0	1	0	0	10	0	6	11	0	27	0	0	398
Grand Total	66	634	14	2	0	716	1	0	9	659	31	4	2	705	0	0	9	0	0	0	0	9	1	0	29	0	22	43	0	94	0	0	1524
% Approach	9.2%	88.5%	2.0%	0.3%	0.0%	0.0%	0.0%	0.0%	1.3%	93.5%	4.4%	0.6%	0.3%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30.9%	0.0%	23.4%	45.7%	0.0%	0.0%	0.0%	0.0%	
% Total	4.3%	41.6%	0.9%	0.1%	0.0%	47.0%	0.0%	0.0%	0.6%	43.2%	2.0%	0.3%	0.1%	46.3%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	1.9%	0.0%	1.4%	2.8%	0.0%	6.2%	0.0%	0.0%	
PHF	0.786	0.961	0.583	0.500	0.000	0.968	0.000	0.000	0.375	0.947	0.861	0.500	0.500	0.948	0.000	0.000	0.563	0.000	0.000	0.000	0.000	0.563	0.000	0.000	0.558	0.000	0.688	0.896	0.000	0.758	0.000	0.000	0.948
Lights	66	634	14	2	0	716	0	0	9	659	31	4	2	705	0	0	9	0	0	0	0	9	0	0	29	0	22	43	0	94	0	0	1524
% Lights	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%
HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Pedestrians	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%





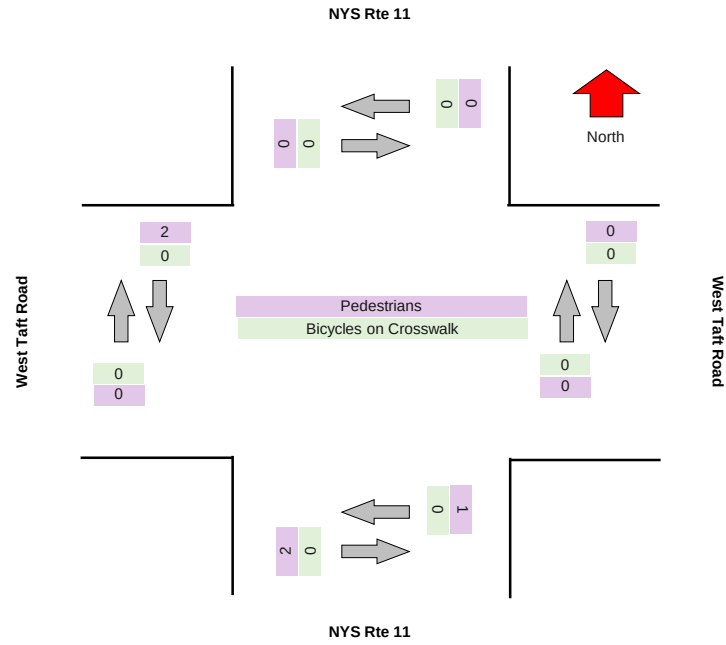
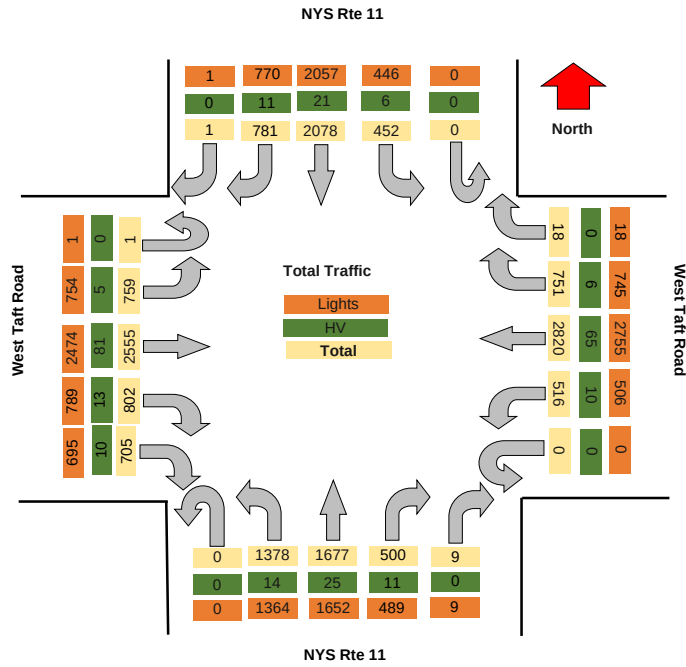
Project	GTS
Project Code	12284
Site Name	12284-11 - West Taft Road & NYS Rte 11
Legs and Movements	All Processed Legs & Movements
Bin Size	15 minutes
Survey Date	2025/11/13, Thursday
Location	West Taft Road & NYS Rte 11
Latitude and Longitude	43.122756, -76.141850

	Start	End	PHF
AM Peak	2025/11/13 07:15:00	2025/11/13 08:15:00	0.95
MID Peak	2025/11/13 11:45:00	2025/11/13 12:45:00	0.98
PM Peak	2025/11/13 16:15:00	2025/11/13 17:15:00	0.95

Turning Movement Data

Leg	West Taft Road Eastbound								West Taft Road Westbound								NYS Rte 11 Northbound								NYS Rte 11 Southbound								
Direction	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Total
Start Time																																	
7:00:00 AM	13	94	43	37	0	187	0	1	10	126	8	1	0	145	0	0	54	26	8	0	0	88	0	0	10	64	22	0	0	96	0	0	516
7:15:00 AM	14	140	49	33	0	236	0	0	15	121	5	1	0	142	0	0	48	36	16	0	0	100	0	0	16	81	16	0	0	113	0	0	591
7:30:00 AM	19	134	53	28	0	234	0	0	14	122	13	2	0	151	0	0	28	39	12	2	0	81	0	0	14	81	23	0	0	118	0	0	584
7:45:00 AM	19	136	42	40	0	237	0	0	14	138	13	0	0	165	0	0	38	43	15	0	0	96	0	0	11	84	24	0	0	119	0	0	617
Hourly Total	65	504	187	138	0	894	0	1	53	507	39	4	0	603	0	0	168	144	51	2	0	365	0	0	51	310	85	0	0	446	0	0	2308
8:00:00 AM	16	114	41	35	1	207	0	0	19	109	17	0	0	145	0	0	42	45	13	1	0	101	0	0	13	78	17	0	0	108	0	0	561
8:15:00 AM	34	92	40	27	0	193	0	0	26	113	18	0	0	157	0	0	37	36	13	0	0	86	0	0	14	73	24	0	0	111	0	0	547
8:30:00 AM	18	85	34	29	0	166	0	0	15	113	20	0	0	148	0	0	33	57	15	0	0	105	0	0	22	79	29	0	0	130	0	0	549
8:45:00 AM	32	117	31	22	0	202	0	0	14	101	18	1	0	134	0	0	44	47	21	1	0	113	0	0	12	63	28	0	0	103	0	0	552
Hourly Total	100	408	146	113	1	768	0	0	74	436	73	1	0	584	0	0	156	185	62	2	0	405	0	0	61	293	98	0	0	452	0	0	2209
11:00:00 AM	37	81	25	34	0	177	0	1	30	96	18	5	0	149	0	0	40	78	23	0	0	141	0	0	16	88	47	0	0	151	0	0	618
11:15:00 AM	26	93	16	30	0	165	0	0	27	101	42	0	0	170	0	0	42	78	17	0	0	137	0	0	15	81	46	0	0	142	0	0	614
11:30:00 AM	41	86	34	31	0	192	0	0	28	119	37	2	0	186	0	0	45	85	24	1	0	155	0	0	27	90	45	0	0	162	0	0	695
11:45:00 AM	44	105	30	31	0	210	0	0	31	99	28	0	0	158	0	0	60	88	31	0	0	179	0	0	25	93	39	0	0	157	0	0	704
Hourly Total	148	365	105	126	0	744	0	1	116	415	125	7	0	663	0	0	187	329	95	1	0	612	0	0	83	352	177	0	0	612	0	0	2631
12:00:00 PM	44	101	28	37	0	210	0	0	32	98	37	1	0	168	0	0	58	77	22	1	0	158	0	0	19	104	41	1	0	165	0	0	701
12:15:00 PM	44	101	33	28	0	206	0	0	29	106	44	0	0	179	0	0	65	65	36	0	0	166	1	1	20	92	34	0	0	146	0	0	697
12:30:00 PM	36	99	30	53	0	218	0	0	25	104	34	2	0	165	0	0	74	81	22	1	0	178	0	0	29	97	37	0	0	163	0	0	724
12:45:00 PM	38	109	28	36	0	211	0	0	32	94	31	0	0	157	0	0	54	79	21	0	0	154	0	1	27	83	39	0	0	149	0	0	671
Hourly Total	162	410	119	154	0	845	0	0	118	402	146	3	0	669	0	0	251	302	101	2	0	656	1	2	95	376	151	1	0	623	0	0	2793
4:00:00 PM	45	127	26	21	0	219	0	0	24	117	32	1	0	174	0	0	66	105	31	0	0	202	0	0	19	84	38	0	0	141	0	0	736
4:15:00 PM	38	127	34	21	0	220	0	0	23	119	52	1	0	195	0	0	80	102	20	0	0	202	0	0	25	87	40	0	0	152	0	0	769
4:30:00 PM	35	123	32	18	0	208	0	0	23	168	29	0	0	220	0	0	85	81	19	0	0	185	0	0	18	110	33	0	0	161	0	0	774
4:45:00 PM	46	114	31	28	0	219	0	0	14	137	50	0	0	201	0	0	92	69	23	2	0	186	0	0	18	83	28	0	0	129	0	0	735
Hourly Total	164	491	123	88	0	866	0	0	84	541	163	2	0	790	0	0	323	357	93	2	0	775	0	0	80	364	139	0	0	583	0	0	3014
5:00:00 PM	32	126	32	24	0	214	0	0	23	146	48	0	0	217	0	0	82	100	26	0	0	208	0	0	24	105	41	0	0	170	0	0	809
5:15:00 PM	34	100	27	25	0	186	0	0	16	149	56	0	0	221	0	0	86	92	22	0	0	200	0	0	20	90	30	0	0	140	0	0	747
5:30:00 PM	26	76	34	17	0	153	0	0	18	122	50	1	0	191	0	0	65	79	22	0	0	166	0	0	18	88	26	0	0	132	0	0	642
5:45:00 PM	28	75	29	20	0	152	0	0	14	102	51	0	0	167	0	0	60	89	28	0	0	177	0	0	20	100	34	0	0	154	0	0	650
Hourly Total	120	377	122	86	0	705	0	0	71	519	205	1	0	796	0	0	293	360	98	0	0	751	0	0	82	383	131	0	0	596	0	0	2848
Grand Total	759	2555	802	705	1	4822	0	2	516	2820	751	18	0	4105	0	0	1378	1677	500	9	0	3564	1	2	452	2078	781	1	0	3312	0	0	15803
% Approach	15.7%	53.0%	16.6%	14.6%	0.0%	0.0%	0.0%	0.0%	12.6%	68.7%	18.3%	0.4%	0.0%	0.0%	0.0%	0.0%	38.7%	47.1%	14.0%	0.3%	0.0%	0.0%	0.0%	0.0%	13.6%	62.7%	23.6%	0.0%	0.0%	0.0%	0.0%	0.0%	
% Total	4.5%	16.2%	5.1%	4.5%	0.0%	30.5%	0.0%	0.0%	3.3%	17.8%	4.8%	0.1%	0.0%	26.0%	0.0%	0.0%	8.7%	10.6%	3.2%	0.1%	0.0%	22.6%	0.0%	0.0%	2.9%	13.1%	4.9%	0.0%	0.0%	21.0%	0.0%	0.0%	
Lights	754	2474	789	695	1	4713	0	0	506	2755	745	18	0	4024	0	0	1364	1652	489	9	0	3514	0	0	446	2057	770	1	0	3274	0	0	15525
% Lights	99.3%	96.8%	98.4%	98.6%	100.0%	97.7%	0.0%	0.0%	98.1%	97.7%	99.2%	100.0%	0.0%	98.0%	0.0%	0.0%	99.0%	98.5%	97.8%	100.0%	0.0%	98.6%	0.0%	0.0%	98.7%	99.0%	98.6%	100.0%	0.0%	98.9%	0.0%	0.0%	98.2%
Hv	5	81	13	10	0	109	0	0	10	65	6	0	0	81	0	0	14	25	11	0	0	50	0	0	6	21	11	0	0	38	0	0	278
% HV	0.7%	3.2%	1.6%	1.4%	0.0%	2.3%	0.0%	0.0%	1.9%	2.3%	0.8%	0.0%	0.0%	2.0%	0.0%	0.0%	1.0%	1.5%	2.2%	0.0%	0.0%	1.4%	0.0%	0.0%	1.3%	1.0%	1.4%	0.0%	0.0%	1.1%	0.0%	0.0%	1.8%
Pedestrians	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	5
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

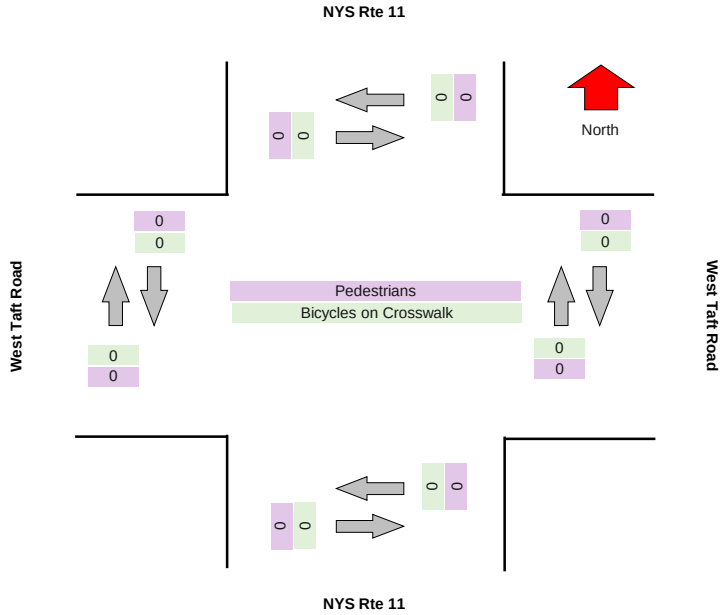
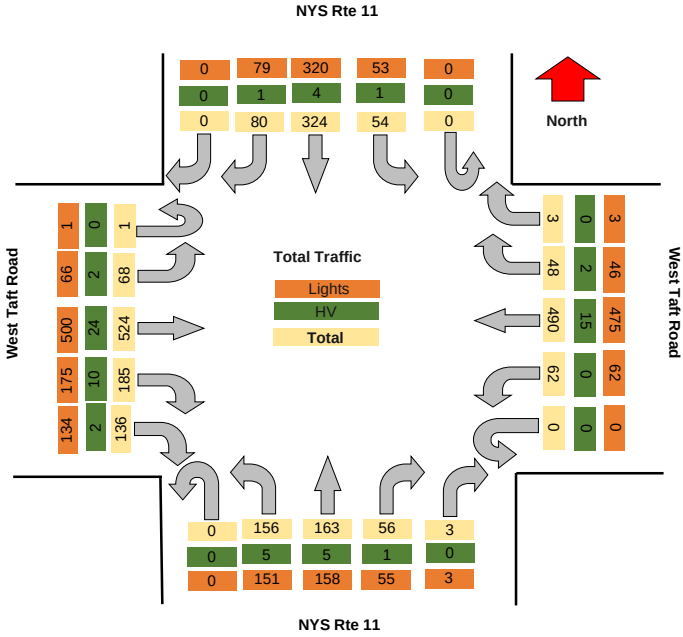
Turning Movement Data Plot



Turning Movement Peak Hour Data (AM)

7:15:00 AM

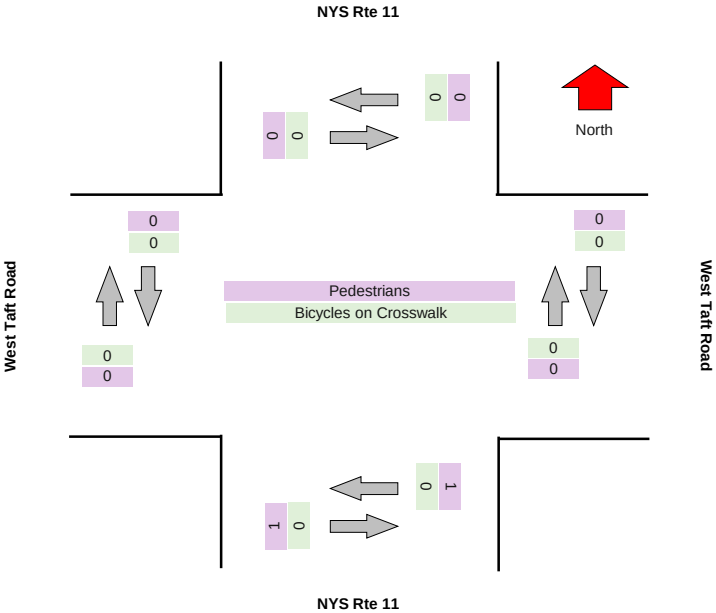
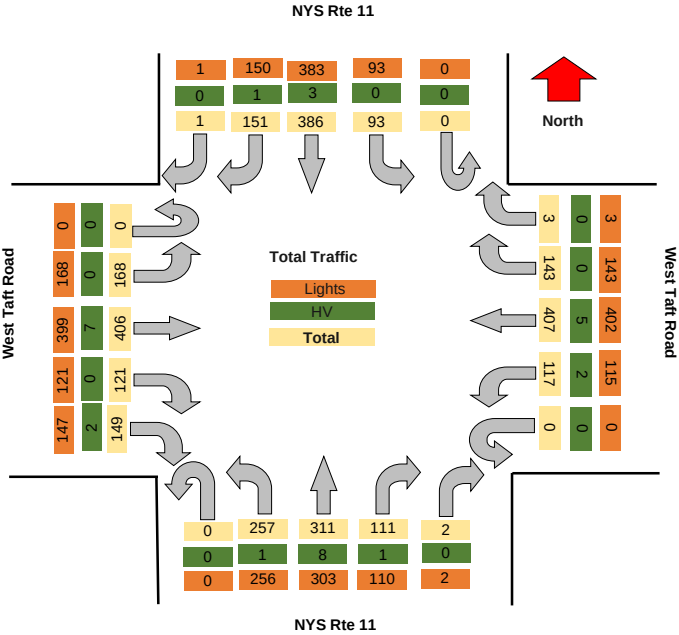
Leg Direction	West Taft Road									West Taft Road									NYS Rte 11									NYS Rte 11									Total
	Eastbound									Westbound									Northbound									Southbound									
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		
7:15:00 AM	14	140	49	33	0	236	0	0		15	121	5	1	0	142	0	0		48	36	16	0	0	100	0	0		16	81	16	0	0	113	0	0		591
7:30:00 AM	19	134	53	28	0	234	0	0		14	122	13	2	0	151	0	0		28	39	12	2	0	81	0	0		14	81	23	0	0	118	0	0		584
7:45:00 AM	19	136	42	40	0	237	0	0		14	138	13	0	0	165	0	0		38	43	15	0	0	96	0	0		11	84	24	0	0	119	0	0		617
8:00:00 AM	16	114	41	35	1	207	0	0		19	109	17	0	0	145	0	0		42	45	13	1	0	101	0	0		13	78	17	0	0	108	0	0		561
Grand Total	68	524	185	136	1	914	0	0		62	490	48	3	0	603	0	0		156	163	56	3	0	378	0	0		54	324	80	0	0	458	0	0		2353
% Approach	7.4%	57.3%	20.2%	14.9%	0.1%	0.0%	0.0%	0.0%		10.3%	81.3%	8.0%	0.5%	0.0%	0.0%	0.0%	0.0%		41.3%	43.1%	14.8%	0.8%	0.0%	0.0%	0.0%	0.0%		11.8%	70.7%	17.5%	0.0%	0.0%	0.0%	0.0%	0.0%		
% Total	2.9%	22.3%	7.9%	5.8%	0.0%	38.8%	0.0%	0.0%		2.6%	20.8%	2.0%	0.1%	0.0%	25.6%	0.0%	0.0%		6.6%	6.9%	2.4%	0.1%	0.0%	16.1%	0.0%	0.0%		2.3%	13.8%	3.4%	0.0%	0.0%	19.5%	0.0%	0.0%		
PHF	0.895	0.936	0.873	0.850	0.250	0.964	0.000	0.000		0.816	0.888	0.706	0.375	0.000	0.914	0.000	0.000		0.813	0.906	0.875	0.375	0.000	0.936	0.000	0.000		0.844	0.964	0.833	0.000	0.000	0.962	0.000	0.000		0.953
Lights	66	500	175	134	1	876	0	0		62	475	46	3	0	586	0	0		151	158	55	3	0	367	0	0		53	320	79	0	0	452	0	0		2281
% Lights	97.1%	95.4%	94.6%	98.5%	100.0%	95.8%	0.0%	0.0%		100.0%	96.9%	95.8%	100.0%	0.0%	97.2%	0.0%	0.0%		96.8%	96.9%	98.2%	100.0%	0.0%	97.1%	0.0%	0.0%		98.1%	98.8%	98.8%	0.0%	0.0%	98.7%	0.0%	0.0%		96.9%
HV	2	24	10	2	0	38	0	0		0	15	2	0	0	17	0	0		5	5	1	0	0	11	0	0		1	4	1	0	0	6	0	0		72
% HV	2.9%	4.6%	5.4%	1.5%	0.0%	4.2%	0.0%	0.0%		0.0%	3.1%	4.2%	0.0%	0.0%	2.8%	0.0%	0.0%		3.2%	3.1%	1.8%	0.0%	0.0%	2.9%	0.0%	0.0%		1.9%	1.2%	1.3%	0.0%	0.0%	1.3%	0.0%	0.0%		3.1%
Pedestrians	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%



Turning Movement Peak Hour Data (MID)

11:45:00 AM

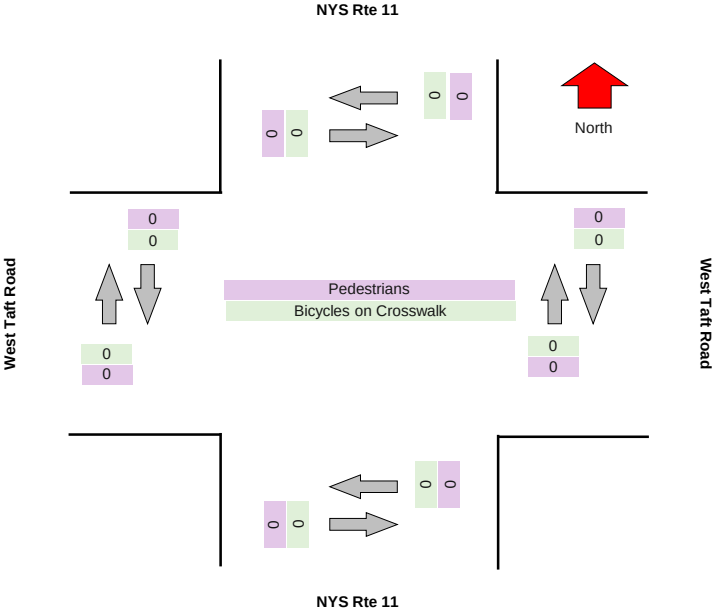
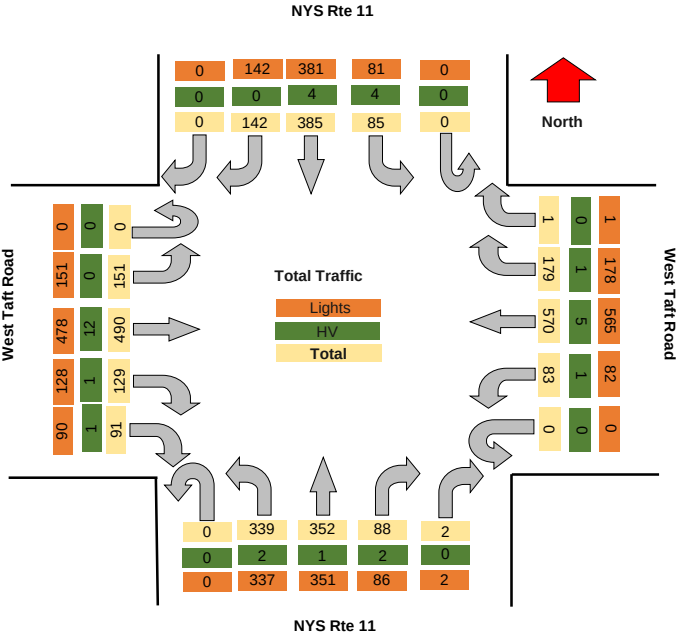
Leg Direction	West Taft Road									West Taft Road									NYS Rte 11									NYS Rte 11									Total
	Eastbound									Westbound									Northbound									Southbound									
	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		
Start Time																																					
11:45:00 AM	44	105	30	31	0	210	0	0		31	99	28	0	0	158	0	0		60	88	31	0	0	179	0	0		25	93	39	0	0	157	0	0		704
12:00:00 PM	44	101	28	37	0	210	0	0		32	98	37	1	0	168	0	0		58	77	22	1	0	158	0	0		19	104	41	1	0	165	0	0		701
12:15:00 PM	44	101	33	28	0	206	0	0		29	106	44	0	0	179	0	0		65	65	36	0	0	166	1	1		20	92	34	0	0	146	0	0		697
12:30:00 PM	36	99	30	53	0	218	0	0		25	104	34	2	0	165	0	0		74	81	22	1	0	178	0	0		29	97	37	0	0	163	0	0		724
Grand Total	168	406	121	149	0	844	0	0		117	407	143	3	0	670	0	0		257	311	111	2	0	681	1	1		93	386	151	1	0	631	0	0		2826
% Approach	19.9%	48.1%	14.3%	17.7%	0.0%	0.0%	0.0%	0.0%		17.5%	60.7%	21.3%	0.4%	0.0%	0.0%	0.0%	0.0%		37.7%	45.7%	16.3%	0.3%	0.0%	0.0%	0.0%	0.0%		14.7%	61.2%	23.9%	0.2%	0.0%	0.0%	0.0%	0.0%		
% Total	5.9%	14.4%	4.3%	5.3%	0.0%	29.9%	0.0%	0.0%		4.1%	14.4%	5.1%	0.1%	0.0%	23.7%	0.0%	0.0%		9.1%	11.0%	3.9%	0.1%	0.0%	24.1%	0.0%	0.0%		3.3%	13.7%	5.3%	0.0%	0.0%	22.3%	0.0%	0.0%		
PHF	0.955	0.967	0.917	0.703	0.000	0.968	0.000	0.000		0.914	0.960	0.813	0.375	0.000	0.936	0.000	0.000		0.868	0.884	0.771	0.500	0.000	0.951	0.000	0.000		0.802	0.928	0.921	0.250	0.000	0.956	0.000	0.000		0.976
Lights	168	399	121	147	0	835	0	0		115	402	143	3	0	663	0	0		256	303	110	2	0	671	0	0		93	383	150	1	0	627	0	0		2796
% Lights	100.0%	98.3%	100.0%	98.7%	0.0%	98.9%	0.0%	0.0%		98.3%	98.8%	100.0%	100.0%	0.0%	99.0%	0.0%	0.0%		99.6%	97.4%	99.1%	100.0%	0.0%	98.5%	0.0%	0.0%		100.0%	99.2%	99.3%	100.0%	0.0%	99.4%	0.0%	0.0%		98.9%
HV	0	7	0	2	0	9	0	0		2	5	0	0	0	7	0	0		1	8	1	0	0	10	0	0		0	3	1	0	0	4	0	0		30
% HV	0.0%	1.7%	0.0%	1.3%	0.0%	1.1%	0.0%	0.0%		1.7%	1.2%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%		0.4%	2.6%	0.9%	0.0%	0.0%	1.5%	0.0%	0.0%		0.0%	0.8%	0.7%	0.0%	0.0%	0.6%	0.0%	0.0%		1.1%
Pedestrians	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	1	1		0	0	0	0	0	0	0	0		2
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		100.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%



Turning Movement Peak Hour Data (PM)

4:15:00 PM

Leg Direction	West Taft Road								West Taft Road								NYS Rte 11								NYS Rte 11								Total	
	Eastbound								Westbound								Northbound								Southbound									
	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		
4:15:00 PM	38	127	34	21	0	220	0	0	23	119	52	1	0	195	0	0	80	102	20	0	0	202	0	0	25	87	40	0	0	152	0	0	769	
4:30:00 PM	35	123	32	18	0	208	0	0	23	168	29	0	0	220	0	0	85	81	19	0	0	185	0	0	18	110	33	0	0	161	0	0	774	
4:45:00 PM	46	114	31	28	0	219	0	0	14	137	50	0	0	201	0	0	92	69	23	2	0	186	0	0	18	83	28	0	0	129	0	0	735	
5:00:00 PM	32	126	32	24	0	214	0	0	23	146	48	0	0	217	0	0	82	100	26	0	0	208	0	0	24	105	41	0	0	170	0	0	809	
Grand Total	151	490	129	91	0	861	0	0	83	570	179	1	0	833	0	0	339	352	88	2	0	781	0	0	85	385	142	0	0	612	0	0	3087	
% Approach	17.5%	56.9%	15.0%	10.6%	0.0%	0.0%	0.0%	0.0%	10.0%	68.4%	21.5%	0.1%	0.0%	0.0%	0.0%	0.0%	43.4%	45.1%	11.3%	0.3%	0.0%	0.0%	0.0%	0.0%	13.9%	62.9%	23.2%	0.0%	0.0%	0.0%	0.0%	0.0%		
% Total	4.9%	15.9%	4.2%	2.9%	0.0%	27.9%	0.0%	0.0%	2.7%	18.5%	5.8%	0.0%	0.0%	27.0%	0.0%	0.0%	11.0%	11.4%	2.9%	0.1%	0.0%	25.3%	0.0%	0.0%	2.8%	12.5%	4.6%	0.0%	0.0%	19.8%	0.0%	0.0%		
PHF	0.821	0.965	0.949	0.813	0.000	0.978	0.000	0.000	0.902	0.848	0.861	0.250	0.000	0.947	0.000	0.000	0.921	0.863	0.846	0.250	0.000	0.939	0.000	0.000	0.850	0.875	0.866	0.000	0.000	0.900	0.000	0.000	0.954	
Lights	151	478	128	90	0	847	0	0	82	565	178	1	0	826	0	0	337	351	86	2	0	776	0	0	81	381	142	0	0	604	0	0	3053	
% Lights	100.0%	97.6%	99.2%	98.9%	0.0%	98.4%	0.0%	0.0%	98.8%	99.1%	99.4%	100.0%	0.0%	99.2%	0.0%	0.0%	99.4%	99.7%	97.7%	100.0%	0.0%	0.0%	99.4%	0.0%	0.0%	95.3%	99.0%	100.0%	0.0%	0.0%	98.7%	0.0%	0.0%	98.9%
HV	0	12	1	1	0	14	0	0	1	5	1	0	0	7	0	0	2	1	2	0	0	5	0	0	4	4	0	0	0	8	0	0	34	
% HV	0.0%	2.4%	0.8%	1.1%	0.0%	1.6%	0.0%	0.0%	1.2%	0.9%	0.6%	0.0%	0.0%	0.8%	0.0%	0.0%	0.6%	0.3%	2.3%	0.0%	0.0%	0.6%	0.0%	0.0%	4.7%	1.0%	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%	1.1%	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	





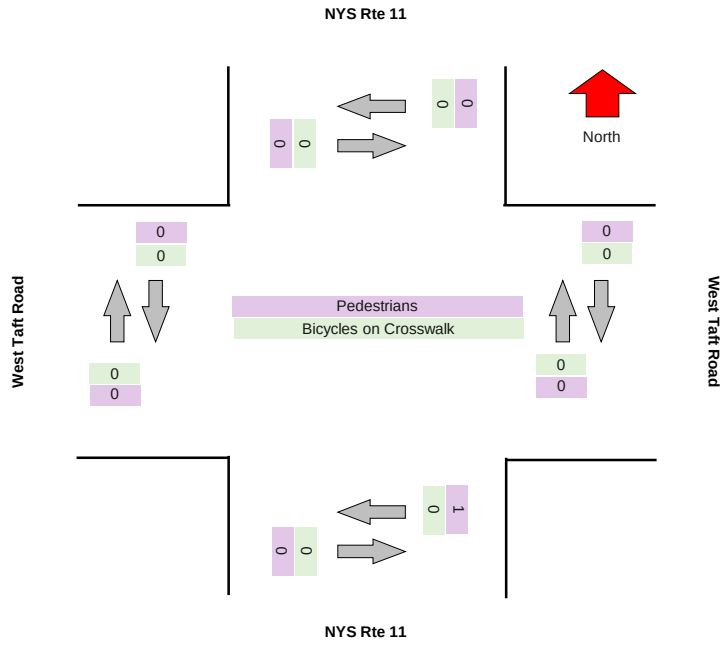
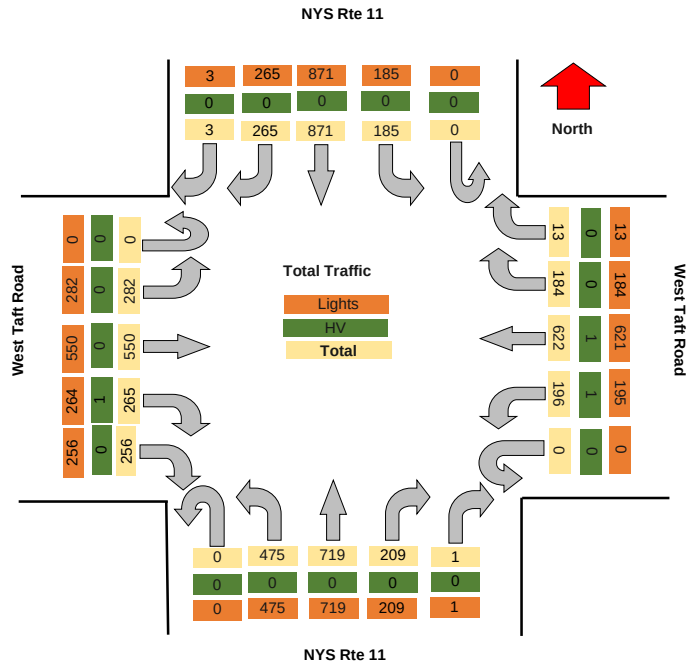
Project	GTS
Project Code	12284
Site Name	12284-11 - West Taft Road & N
Legs and Movements	All Processed Legs & Move
Bin Size	15 minutes
Survey Date	2025/11/15, Saturday
Location	West Taft Road & NYS Rte 11
Latitude and Longitude	43.122756, -76.141850

	Start	End	PHF
MID Peak	2025/11/15 11:15:00	2025/11/15 12:15:00	0.96

Turning Movement Data

Leg	West Taft Road Eastbound									West Taft Road Westbound									NYS Rte 11 Northbound									NYS Rte 11 Southbound										
Direction	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Total	
Start Time																																						
11:00:00 AM	34	57	30	40	0	161	0	0		21	79	26	2	0	128	0	0		62	84	16	1	0	163	0	0		21	106	31	0	0	158	0	0		610	
11:15:00 AM	39	69	36	37	0	181	0	0		23	72	27	1	0	123	0	0		46	74	17	0	0	137	0	0		24	114	37	0	0	175	0	0		616	
11:30:00 AM	35	71	36	26	0	168	0	0		26	91	21	3	0	141	0	0		59	80	27	0	0	166	1	0		25	95	34	1	0	155	0	0		630	
11:45:00 AM	40	75	34	26	0	175	0	0		23	74	24	3	0	124	0	0		71	94	38	0	0	203	0	0		25	110	36	0	0	171	0	0		673	
Hourly Total	148	272	136	129	0	685	0	0		93	316	98	9	0	516	0	0		238	332	98	1	0	669	1	0		95	425	138	1	0	659	0	0		2529	
12:00:00 PM	35	84	40	27	0	186	0	0		29	84	19	2	0	134	0	0		66	91	34	0	0	191	0	0		24	101	35	1	0	161	0	0		672	
12:15:00 PM	29	60	34	31	0	154	0	0		25	69	26	0	0	120	0	0		65	114	22	0	0	201	0	0		27	122	29	1	0	179	0	0		654	
12:30:00 PM	36	64	27	37	0	164	0	0		27	69	24	2	0	122	0	0		54	100	21	0	0	175	0	0		19	120	38	0	0	177	0	0		638	
12:45:00 PM	34	70	28	32	0	164	0	0		22	84	17	0	0	123	0	0		52	82	34	0	0	168	0	0		20	103	25	0	0	148	0	0		603	
Hourly Total	134	278	129	127	0	668	0	0		103	306	86	4	0	499	0	0		237	387	111	0	0	735	0	0		90	446	127	2	0	665	0	0		2567	
Grand Total	282	550	265	256	0	1353	0	0		196	622	184	13	0	1015	0	0		475	719	209	1	0	1404	1	0		185	871	265	3	0	1324	0	0		5096	
% Approach	20.8%	40.7%	19.6%	18.9%	0.0%	0.0%	0.0%	0.0%		19.3%	61.3%	18.1%	1.3%	0.0%	0.0%	0.0%	0.0%		33.8%	51.2%	14.9%	0.1%	0.0%	0.0%	0.0%	0.0%		14.0%	65.8%	20.0%	0.2%	0.0%	0.0%	0.0%	0.0%			
% Total	5.5%	10.8%	5.2%	5.0%	0.0%	26.6%	0.0%	0.0%		3.8%	12.2%	3.6%	0.3%	0.0%	19.9%	0.0%	0.0%		9.3%	14.1%	4.1%	0.0%	0.0%	27.6%	0.0%	0.0%		3.6%	17.1%	5.2%	0.1%	0.0%	26.0%	0.0%	0.0%			
Lights	282	550	264	256	0	1352	0	0		195	621	184	13	0	1013	0	0		475	719	209	1	0	1404	0	0		185	871	265	3	0	1324	0	0		5093	
% Lights	100.0%	100.0%	99.6%	100.0%	0.0%	99.9%	0.0%	0.0%		99.5%	99.8%	100.0%	100.0%	0.0%	99.8%	0.0%	0.0%		100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%		100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%		99.9%	
Hv	0	0	1	0	0	1	0	0		1	1	0	0	0	2	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		3	
% Hv	0.0%	0.0%	0.4%	0.0%	0.0%	0.1%	0.0%	0.0%		0.5%	0.2%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.1%	
Pedestrians	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	1	0		0	0	0	0	0	0	0	0		1	
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		100.0%	
Bicycles on Crosswalk	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	

Turning Movement Data Plot



— — — — —

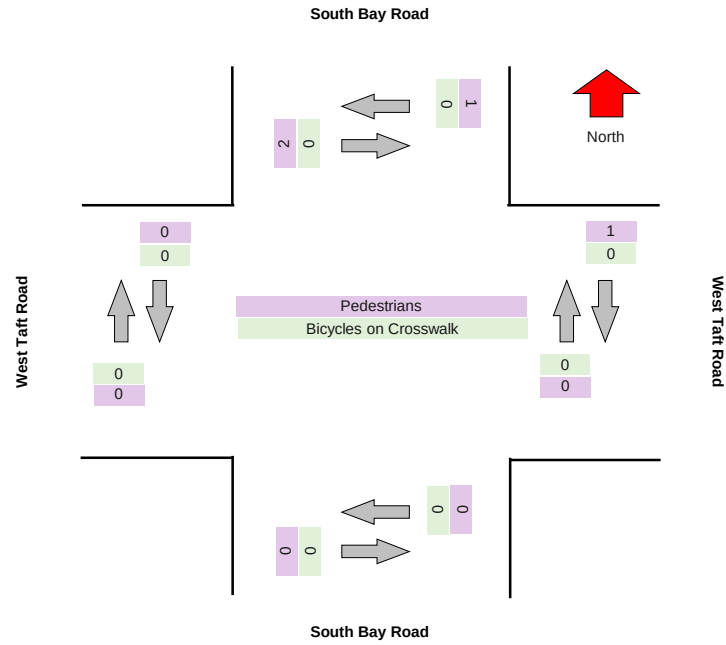
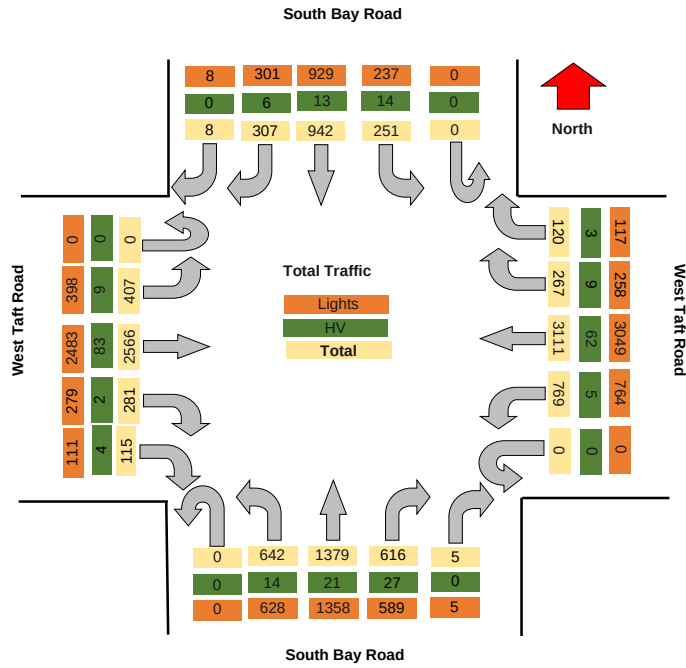


Project	GTS
Project Code	12284
Site Name	12284-12 - West Taft Road & S
Legs and Movements	All Processed Legs & Move
Bin Size	15 minutes
Survey Date	2025/11/13, Thursday
Location	West Taft Road & South Bay R
Latitude and Longitude	43.122814, -76.140008

	Start	End	PHF
AM Peak	2025/11/13 07:15:00	2025/11/13 08:15:00	0.89
MID Peak	2025/11/13 11:45:00	2025/11/13 12:45:00	0.92
PM Peak	2025/11/13 16:15:00	2025/11/13 17:15:00	0.96

Leg	West Taft Road Eastbound									West Taft Road Westbound									South Bay Road Northbound									South Bay Road Southbound										
Direction	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Total	
Start Time																																						
7:00:00 AM	6	83	8	2	0	99	0	0		27	125	1	2	0	155	0	0		12	21	8	0	0	0	41	0	0		2	24	9	2	0	37	0	0		332
7:15:00 AM	15	140	13	5	0	173	0	0		34	123	11	1	0	169	0	0		5	30	22	0	0	0	57	0	0		3	27	11	1	0	42	0	1		441
7:30:00 AM	14	131	9	2	0	156	0	0		34	132	4	3	0	173	0	0		11	31	23	0	0	0	65	0	0		4	39	12	0	0	55	0	0		449
7:45:00 AM	17	117	27	5	0	166	0	0		41	132	7	2	0	182	0	0		20	43	31	0	0	0	94	0	0		16	58	5	0	0	79	0	0		521
Hourly Total	52	471	57	14	0	594	0	0		136	512	23	8	0	679	0	0		48	125	84	0	0	0	257	0	0		25	148	37	3	0	213	0	1		1743
8:00:00 AM	12	113	9	4	0	138	0	0		28	107	10	6	0	151	0	0		8	43	22	0	0	0	73	0	0		9	51	18	0	0	78	0	0		440
8:15:00 AM	16	85	12	5	0	118	0	0		30	107	9	6	0	152	1	0		17	46	28	0	0	0	91	0	0		8	38	14	1	0	61	0	0		422
8:30:00 AM	12	90	6	3	0	111	0	0		29	120	6	5	0	160	0	0		25	33	13	0	0	0	71	0	0		11	27	6	0	0	44	0	0		386
8:45:00 AM	19	106	10	2	0	137	0	0		41	119	8	5	0	173	0	0		13	65	20	0	0	0	98	0	0		6	28	8	0	0	42	0	0		450
Hourly Total	59	394	37	14	0	504	0	0		128	453	33	22	0	636	1	0		63	187	83	0	0	0	333	0	0		34	144	46	1	0	224	0	0		1698
11:00:00 AM	10	98	5	5	0	118	0	0		27	111	13	5	0	156	0	0		19	37	18	0	0	0	74	0	0		6	32	16	0	0	54	0	0		402
11:15:00 AM	16	88	11	1	0	116	0	0		29	118	20	2	0	169	0	0		27	50	21	0	0	0	98	0	0		10	35	14	0	0	59	2	0		442
11:30:00 AM	18	95	13	6	0	132	0	0		36	136	13	5	0	190	0	0		36	41	29	2	0	0	108	0	0		10	43	14	0	0	67	0	0		497
11:45:00 AM	16	117	24	6	0	163	0	0		26	135	11	3	0	175	0	0		15	51	29	1	0	0	96	0	0		11	41	9	0	0	61	0	0		495
Hourly Total	60	398	53	18	0	529	0	0		118	500	57	15	0	690	0	0		97	179	97	3	0	0	376	0	0		37	151	53	0	0	241	2	0		1836
12:00:00 PM	22	98	15	1	0	136	0	0		27	132	8	3	0	170	0	0		30	56	38	0	0	0	124	0	0		18	37	7	0	0	62	0	0		492
12:15:00 PM	10	114	21	3	0	148	0	0		38	136	23	3	0	200	0	0		40	42	34	0	0	0	116	0	0		16	42	10	0	0	68	0	0		532
12:30:00 PM	19	105	9	4	0	137	0	0		23	116	12	2	0	153	0	0		28	51	21	1	0	0	101	0	0		16	27	6	0	0	49	0	0		440
12:45:00 PM	12	118	7	4	0	141	0	0		25	119	17	5	0	166	0	0		27	44	26	0	0	0	97	0	0		19	35	16	1	0	71	0	0		475
Hourly Total	63	435	52	12	0	562	0	0		113	503	60	13	0	689	0	0		125	193	119	1	0	0	438	0	0		69	141	39	1	0	250	0	0		1939
4:00:00 PM	22	134	5	7	0	168	0	0		38	123	5	8	0	174	0	0		48	82	32	0	0	0	162	0	0		10	31	16	0	0	57	0	0		961
4:15:00 PM	21	130	10	7	0	168	0	0		38	146	16	4	0	204	0	0		37	92	38	0	0	0	167	0	0		11	44	18	2	0	75	0	0		614
4:30:00 PM	17	128	11	2	0	158	0	0		37	164	9	9	0	219	0	0		37	96	34	1	0	0	168	0	0		10	41	23	0	0	74	0	0		619
4:45:00 PM	18	106	10	9	0	143	0	0		28	136	14	12	0	190	0	0		55	102	33	0	0	0	190	0	0		14	33	20	0	0	67	0	0		590
Hourly Total	78	498	36	25	0	637	0	0		141	569	44	33	0	787	0	0		177	372	137	1	0	0	687	0	0		45	149	77	2	0	273	0	0		2384
5:00:00 PM	28	135	11	9	0	183	0	0		47	151	9	6	0	213	0	0		37	106	34	0	0	0	177	0	0		11	42	18	0	0	71	0	0		644
5:15:00 PM	29	82	11	9	0	131	0	0		31	151	7	6	0	195	0	0		39	75	31	0	0	0	145	0	0		6	35	16	0	0	57	0	0		528
5:30:00 PM	17	74	11	7	0	109	0	0		33	144	14	7	0	198	0	0		31	73	14	0	0	0	118	0	0		7	34	9	1	0	51	0	0		476
5:45:00 PM	21	79	13	7	0	120	0	0		22	128	20	10	0	180	0	0		25	69	17	0	0	0	111	0	0		17	98	12	0	0	127	0	0		538
Hourly Total	95	370	46	32	0	543	0	0		133	574	50	29	0	786	0	0		132	323	96	0	0	0	551	0	0		41	209	55	1	0	306	0	0		2186
Grand Total	407	2566	281	115	0	3369	0	0		769	3111	267	120	0	4267	1	0		642	1379	616	5	0	0	2642	0	0		251	942	307	8	0	1508	2	1		11786
% Approach	12.1%	76.2%	8.3%	3.4%	0.0%	0.0%	0.0%	0.0%		18.0%	72.9%	6.3%	2.8%	0.0%	0.0%	0.0%	0.0%		24.3%	52.2%	23.3%	0.2%	0.0%	0.0%	0.0%	0.0%		16.6%	62.5%	20.4%	0.5%	0.0%	0.0%	0.0%	0.0%		0.0%	
% Total	3.5%	21.8%	2.4%	1.0%	0.0%	28.6%	0.0%	0.0%		6.5%	26.4%	2.3%	1.0%	0.0%	36.2%	0.0%	0.0%		5.4%	11.7%	5.2%	0.0%	0.0%	0.0%	22.4%	0.0%	0.0%		2.1%	8.0%	2.6%	0.1%	0.0%	12.8%	0.0%	0.0%		0.0%
Lights	398	2483	279	111	0	3271	0	0		764	3049	258	117	0	4188	0	0		628	1358	589	5	0	0	2580	0	0		237	929	301	8	0	1475	0	0		11514
% Lights	97.8%	96.8%	99.3%	96.5%	0.0%	97.1%	0.0%	0.0%		99.3%	98.0%	96.6%	97.5%	0.0%	98.1%	0.0%	0.0%		97.8%	98.5%	95.6%	100.0%	0.0%	97.7%	0.0%	0.0%		94.4%	98.6%	98.0%	100.0%	0.0%	97.8%	0.0%	0.0%		97.7%	
Hv	9	83	2	4	0	98	0	0		5	62	9	3	0	79	0	0		14	21	27	0	0	0	62	0	0		14	13	6	0	0	33	0	0		272
% HV	2.2%	3.2%	0.7%	3.5%	0.0%	2.9%	0.0%	0.0%		0.7%	2.0%	3.4%	2.5%	0.0%	1.9%	0.0%	0.0%		2.2%	1.5%	4.4%	0.0%	0.0%	2.3%	0.0%	0.0%		5.6%	1.4%	2.0%	0.0%	0.0%	2.2%	0.0%	0.0%		2.3%	
Pedestrians	0	0	0	0	0	0	0	0		0	0	0	0	0	0	1	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	2	1		4	
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%		100.0%	
Bicycles on Crosswalk	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	

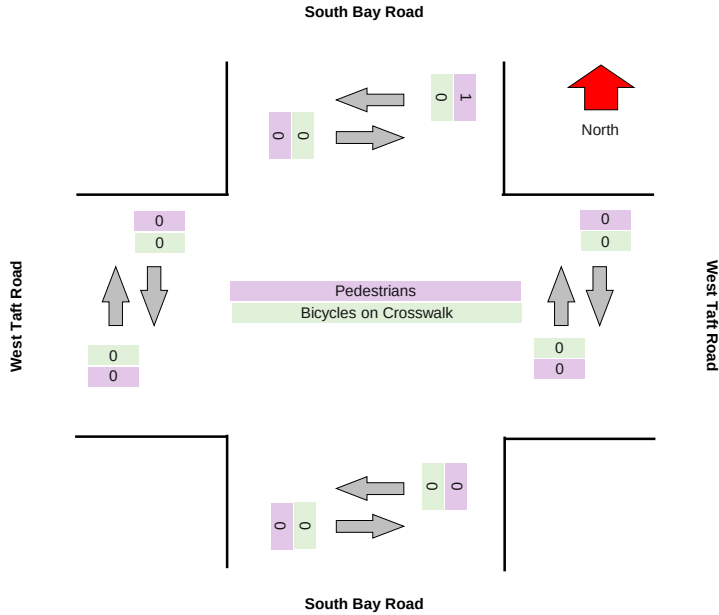
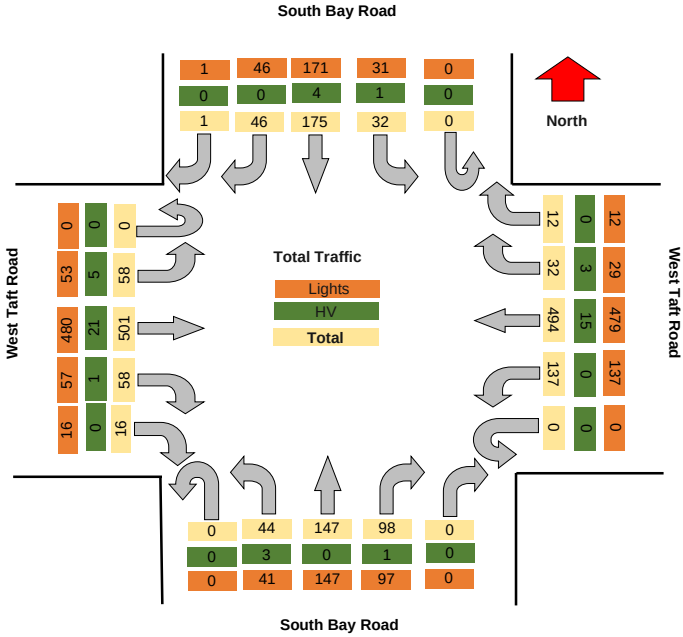
Turning Movement Data Plot



Turning Movement Peak Hour Data (AM)

7:15:00 AM

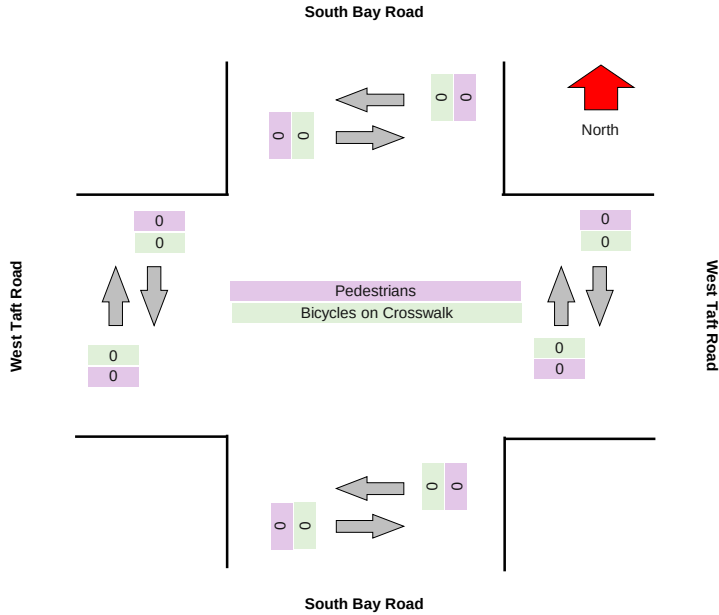
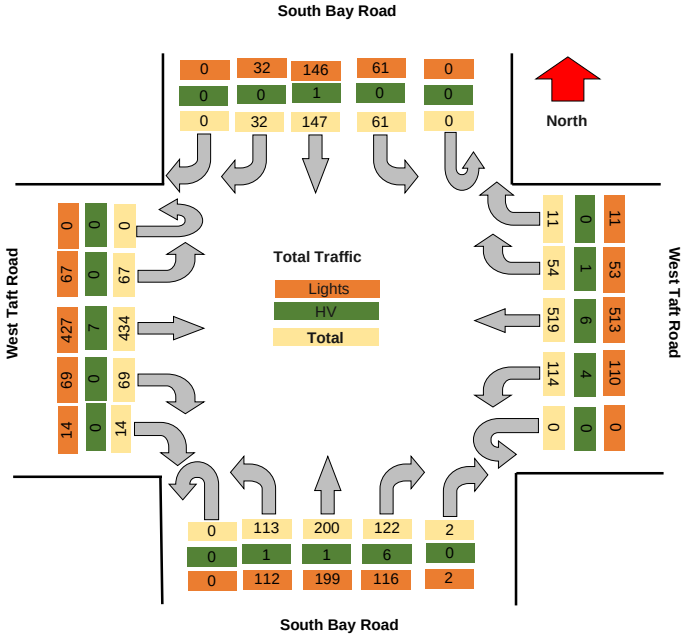
Leg Direction	West Taft Road									West Taft Road									South Bay Road									South Bay Road									Total
	Eastbound									Westbound									Northbound									Southbound									
	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW					
Start Time																																					
7:15:00 AM	15	140	13	5	0	173	0	0	34	123	11	1	0	169	0	0	5	30	22	0	0	57	0	0	3	27	11	1	0	42	0	1			441		
7:30:00 AM	14	131	9	2	0	156	0	0	34	132	4	3	0	173	0	0	11	31	23	0	0	65	0	0	4	39	12	0	0	55	0	0			449		
7:45:00 AM	17	117	27	5	0	166	0	0	41	132	7	2	0	182	0	0	20	43	31	0	0	94	0	0	16	58	5	0	0	79	0	0			521		
8:00:00 AM	12	113	9	4	0	138	0	0	28	107	10	6	0	151	0	0	8	43	22	0	0	73	0	0	9	51	18	0	0	78	0	0			440		
Grand Total	58	501	58	16	0	633	0	0	137	494	32	12	0	675	0	0	44	147	98	0	0	289	0	0	32	175	46	1	0	254	0	1			1851		
% Approach	9.2%	79.1%	9.2%	2.5%	0.0%	0.0%	0.0%	0.0%	20.3%	73.2%	4.7%	1.8%	0.0%	0.0%	0.0%	0.0%	15.2%	50.9%	33.9%	0.0%	0.0%	0.0%	0.0%	0.0%	12.6%	68.9%	18.1%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%				
% Total	3.1%	27.1%	3.1%	0.9%	0.0%	34.2%	0.0%	0.0%	7.4%	26.7%	1.7%	0.6%	0.0%	36.5%	0.0%	0.0%	2.4%	7.9%	5.3%	0.0%	0.0%	15.6%	0.0%	0.0%	1.7%	9.5%	2.5%	0.1%	0.0%	13.7%	0.0%	0.0%					
PHF	0.853	0.895	0.537	0.800	0.000	0.915	0.000	0.000	0.835	0.936	0.727	0.500	0.000	0.927	0.000	0.000	0.550	0.855	0.790	0.000	0.000	0.769	0.000	0.000	0.500	0.754	0.639	0.250	0.000	0.804	0.000	0.000			0.888		
Lights	53	480	57	16	0	606	0	0	137	479	29	12	0	657	0	0	41	147	97	0	0	285	0	0	31	171	46	1	0	249	0	0			1797		
% Lights	91.4%	95.8%	98.3%	100.0%	0.0%	95.7%	0.0%	0.0%	100.0%	97.0%	90.6%	100.0%	0.0%	97.3%	0.0%	0.0%	93.2%	100.0%	99.0%	0.0%	0.0%	98.6%	0.0%	0.0%	96.9%	97.7%	100.0%	100.0%	0.0%	98.0%	0.0%	0.0%			97.1%		
HV	5	21	1	0	0	27	0	0	0	15	3	0	0	18	0	0	3	0	1	0	0	4	0	0	1	4	0	0	0	5	0	0			54		
% HV	8.6%	4.2%	1.7%	0.0%	0.0%	4.3%	0.0%	0.0%	0.0%	3.0%	9.4%	0.0%	0.0%	2.7%	0.0%	0.0%	6.8%	0.0%	1.0%	0.0%	0.0%	1.4%	0.0%	0.0%	3.1%	2.3%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%			2.9%		
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1			1		
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%			100.0%			
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	



Turning Movement Peak Hour Data (MID)

11:45:00 AM

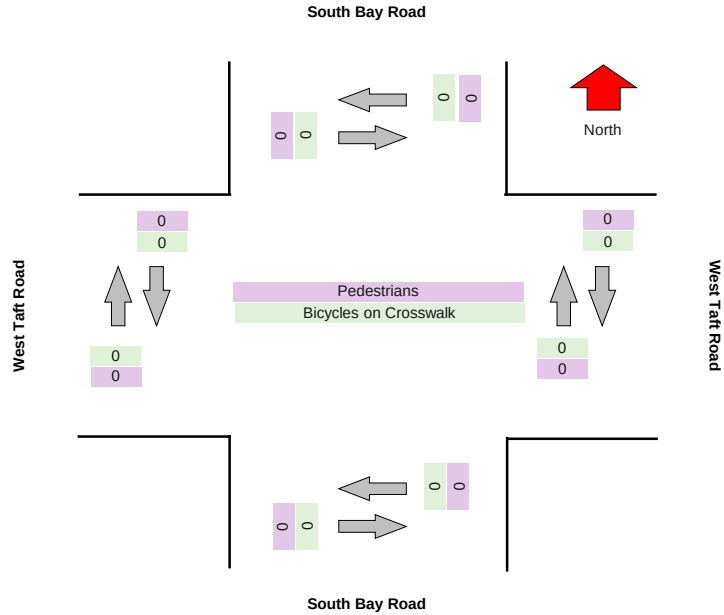
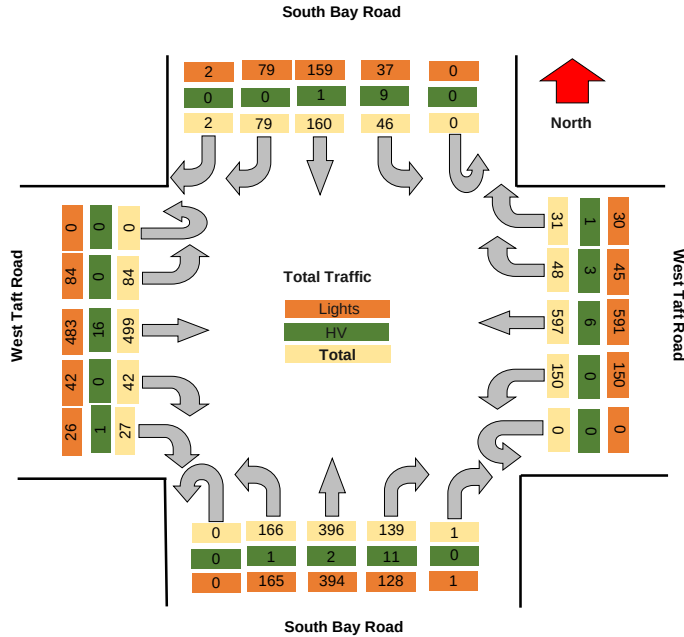
Leg Direction	West Taft Road									West Taft Road									South Bay Road									South Bay Road									Total
	Eastbound									Westbound									Northbound									Southbound									
	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		
11:45:00 AM	16	117	24	6	0	163	0	0		26	135	11	3	0	175	0	0		15	51	29	1	0	96	0	0		11	41	9	0	0	61	0	0		495
12:00:00 PM	22	98	15	1	0	136	0	0		27	132	8	3	0	170	0	0		30	56	38	0	0	124	0	0		18	37	7	0	0	62	0	0		492
12:15:00 PM	10	114	21	3	0	148	0	0		38	136	23	3	0	200	0	0		40	42	34	0	0	116	0	0		16	42	10	0	0	68	0	0		532
12:30:00 PM	19	105	9	4	0	137	0	0		23	116	12	2	0	153	0	0		28	51	21	1	0	101	0	0		16	27	6	0	0	49	0	0		440
Grand Total	67	434	69	14	0	584	0	0		113	519	54	11	0	698	0	0		113	200	122	2	0	437	0	0		61	147	32	0	0	240	0	0		1959
% Approach	11.5%	74.3%	11.8%	2.4%	0.0%	0.0%	0.0%	0.0%		16.3%	74.4%	7.7%	1.6%	0.0%	0.0%	0.0%	0.0%		25.9%	45.8%	27.9%	0.5%	0.0%	0.0%	0.0%	0.0%		25.4%	61.3%	13.3%	0.0%	0.0%	0.0%	0.0%	0.0%		
% Total	3.4%	22.2%	3.5%	0.7%	0.0%	29.8%	0.0%	0.0%		5.8%	26.5%	2.8%	0.6%	0.0%	35.6%	0.0%	0.0%		5.8%	10.2%	6.2%	0.1%	0.0%	22.3%	0.0%	0.0%		3.1%	7.5%	1.6%	0.0%	0.0%	12.3%	0.0%	0.0%		
PHF	0.761	0.927	0.719	0.583	0.000	0.896	0.000	0.000		0.750	0.954	0.587	0.917	0.000	0.873	0.000	0.000		0.706	0.893	0.803	0.500	0.000	0.881	0.000	0.000		0.847	0.875	0.800	0.000	0.000	0.882	0.000	0.000		0.921
Lights	67	427	69	14	0	577	0	0		110	513	53	11	0	687	0	0		112	199	116	2	0	429	0	0		61	146	32	0	0	239	0	0		1932
% Lights	100.0%	98.4%	100.0%	100.0%	0.0%	98.8%	0.0%	0.0%		96.5%	98.8%	98.1%	100.0%	0.0%	98.4%	0.0%	0.0%		99.1%	99.5%	95.1%	100.0%	0.0%	98.2%	0.0%	0.0%		100.0%	99.3%	100.0%	0.0%	0.0%	99.6%	0.0%	0.0%		98.6%
HV	0	7	0	0	0	7	0	0		4	6	1	0	0	11	0	0		1	1	6	0	0	8	0	0		0	1	0	0	0	1	0	0		27
% HV	0.0%	1.6%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%		3.5%	1.2%	1.9%	0.0%	0.0%	1.6%	0.0%	0.0%		0.9%	0.5%	4.9%	0.0%	0.0%	1.8%	0.0%	0.0%		0.0%	0.7%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%		1.4%
Pedestrians	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%



Turning Movement Peak Hour Data (PM)

4:15:00 PM

Leg	West Taft Road								West Taft Road								South Bay Road								South Bay Road								Total
Direction	Eastbound								Westbound								Northbound								Southbound								
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	
4:15:00 PM	21	130	10	7	0	168	0	0	38	146	16	4	0	204	0	0	37	92	38	0	0	167	0	0	11	44	18	2	0	75	0	0	614
4:30:00 PM	17	128	11	2	0	158	0	0	37	164	9	9	0	219	0	0	37	96	34	1	0	168	0	0	10	41	23	0	0	74	0	0	619
4:45:00 PM	18	106	10	9	0	143	0	0	28	136	14	12	0	190	0	0	55	102	33	0	0	190	0	0	14	33	20	0	0	67	0	0	590
5:00:00 PM	28	135	11	9	0	183	0	0	47	151	9	6	0	213	0	0	37	106	34	0	0	177	0	0	11	42	18	0	0	71	0	0	644
Grand Total	84	499	42	27	0	652	0	0	150	597	48	31	0	826	0	0	166	396	139	1	0	702	0	0	46	160	79	2	0	287	0	0	2467
% Approach	12.9%	76.5%	6.4%	4.1%	0.0%	0.0%	0.0%	0.0%	18.2%	72.3%	5.8%	3.8%	0.0%	0.0%	0.0%	0.0%	23.6%	56.4%	19.8%	0.1%	0.0%	0.0%	0.0%	0.0%	16.0%	55.7%	27.5%	0.7%	0.0%	0.0%	0.0%	0.0%	
% Total	3.4%	20.2%	1.7%	1.1%	0.0%	26.4%	0.0%	0.0%	6.1%	24.2%	1.9%	1.3%	0.0%	33.5%	0.0%	0.0%	6.7%	16.1%	5.6%	0.0%	0.0%	28.5%	0.0%	0.0%	1.9%	6.5%	3.2%	0.1%	0.0%	11.6%	0.0%	0.0%	
PHF	0.750	0.924	0.955	0.750	0.000	0.891	0.000	0.000	0.798	0.910	0.750	0.646	0.000	0.943	0.000	0.000	0.755	0.934	0.914	0.250	0.000	0.924	0.000	0.000	0.821	0.909	0.859	0.250	0.000	0.957	0.000	0.000	0.958
Lights	84	483	42	26	0	635	0	0	150	591	45	30	0	816	0	0	165	394	128	1	0	688	0	0	37	159	79	2	0	277	0	0	2416
% Lights	100.0%	96.8%	100.0%	96.3%	0.0%	97.4%	0.0%	0.0%	100.0%	99.0%	93.8%	96.8%	0.0%	98.8%	0.0%	0.0%	99.4%	99.5%	92.1%	100.0%	0.0%	98.0%	0.0%	0.0%	80.4%	99.4%	100.0%	100.0%	0.0%	96.5%	0.0%	0.0%	97.9%
HV	0	16	0	1	0	17	0	0	0	6	3	1	0	10	0	0	1	2	11	0	0	14	0	0	9	1	0	0	0	10	0	0	51
% HV	0.0%	3.2%	0.0%	3.7%	0.0%	2.6%	0.0%	0.0%	0.0%	1.0%	6.3%	3.2%	0.0%	1.2%	0.0%	0.0%	0.6%	0.5%	7.9%	0.0%	0.0%	2.0%	0.0%	0.0%	19.6%	0.6%	0.0%	0.0%	0.0%	3.5%	0.0%	0.0%	2.1%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%





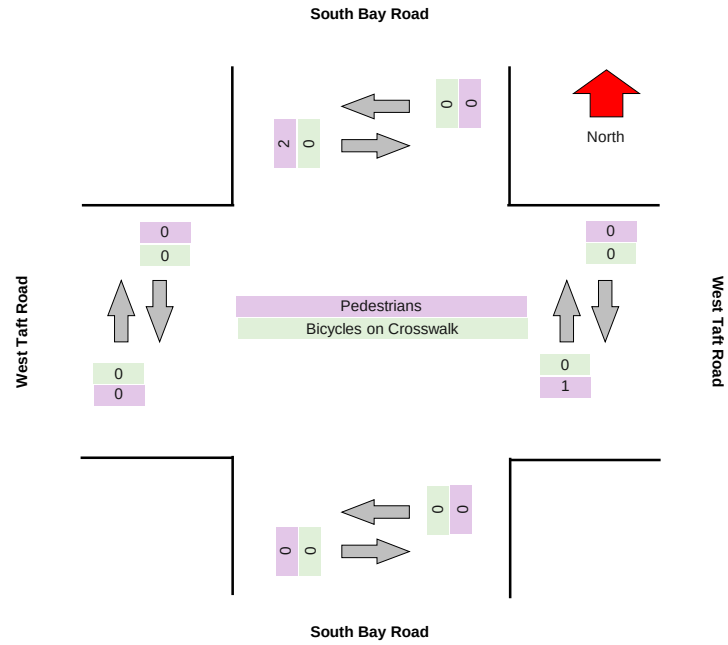
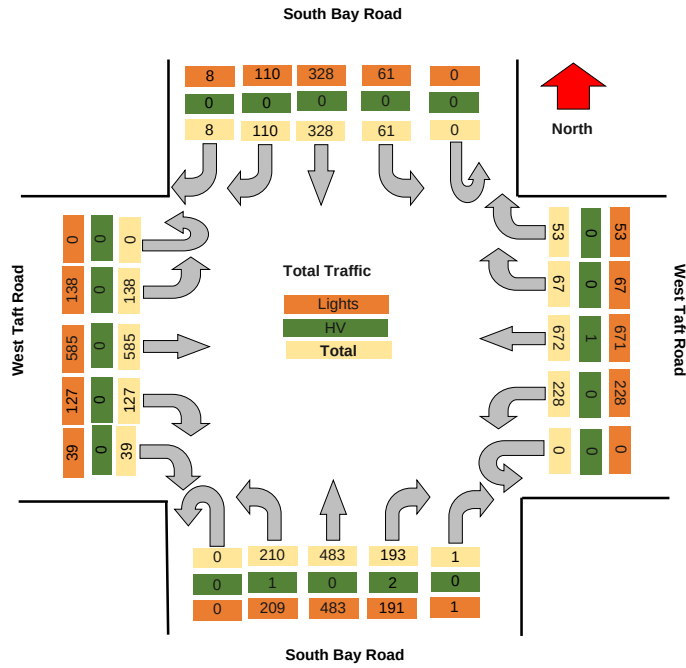
Project	GTS
Project Code	12284
Site Name	12284-12 - West Taft Road & S
Legs and Movements	All Processed Legs & Moveme
Bin Size	15 minutes
Survey Date	2025/11/15, Saturday
Location	West Taft Road & South Bay R
Latitude and Longitude	43.122814, -76.140008

	Start	End	PHF
MID Peak	2025/11/15 11:15:00	2025/11/15 12:15:00	0.94

Turning Movement Data

Leg	West Taft Road									West Taft Road									South Bay Road									South Bay Road									
Direction	Eastbound									Westbound									Northbound									Southbound									
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW		Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Total	
11:00:00 AM	13	55	14	7	0	89	0	0		37	94	6	5	0	142	0	0		26	42	35	1	0	104	0	0		10	53	11	1	0	75	2	0	410	
11:15:00 AM	12	68	20	5	0	105	0	0		33	83	8	7	0	131	0	0		27	56	17	0	0	100	0	0		6	32	10	1	0	49	0	0	385	
11:30:00 AM	22	64	15	5	0	106	0	0		33	88	7	9	0	137	0	0		27	59	24	0	0	110	0	0		4	47	16	1	0	68	0	0	421	
11:45:00 AM	31	81	18	5	0	135	0	0		31	95	5	6	0	137	0	0		22	55	21	0	0	98	0	0		10	42	15	2	0	69	0	0	439	
Hourly Total	78	268	67	22	0	435	0	0		134	360	26	27	0	547	0	0		102	212	97	1	0	412	0	0		30	174	52	5	0	261	2	0	1655	
12:00:00 PM	19	88	21	4	0	132	0	0		30	79	9	10	0	128	0	0		32	64	18	0	0	114	0	0		12	44	17	1	0	74	0	0	448	
12:15:00 PM	17	82	11	5	0	115	0	0		23	70	18	2	0	113	0	0		23	62	33	0	0	118	0	0		4	41	11	1	0	57	0	0	403	
12:30:00 PM	11	73	12	3	0	99	0	0		23	91	9	11	0	134	0	1		22	79	20	0	0	121	0	0		12	31	15	0	0	58	0	0	412	
12:45:00 PM	13	74	16	5	0	108	0	0		18	72	5	3	0	98	0	0		31	66	25	0	0	122	0	0		3	38	15	1	0	57	0	0	385	
Hourly Total	60	317	60	17	0	454	0	0		94	312	41	26	0	473	0	1		108	271	96	0	0	475	0	0		31	154	58	3	0	246	0	0	1648	
Grand Total	138	505	127	39	0	889	0	0		228	672	67	53	0	1020	0	1		210	493	193	1	0	887	0	0		61	328	110	8	0	507	2	0	3303	
% Approach	15.5%	65.8%	14.3%	4.4%	0.0%	0.0%	0.0%	0.0%		22.4%	65.9%	6.6%	5.2%	0.0%	0.0%	0.0%	0.0%		23.7%	54.5%	21.8%	0.1%	0.0%	0.0%	0.0%	0.0%		12.0%	64.7%	21.7%	1.6%	0.0%	0.0%	0.0%	0.0%		
% Total	4.2%	17.7%	3.8%	1.2%	0.0%	26.9%	0.0%	0.0%		6.9%	20.3%	2.0%	1.6%	0.0%	30.9%	0.0%	0.0%		6.4%	14.6%	5.8%	0.0%	0.0%	26.9%	0.0%	0.0%		1.8%	9.9%	3.3%	0.2%	0.0%	15.3%	0.0%	0.0%		
Lights	138	585	127	39	0	889	0	0		228	671	67	53	0	1019	0	0		209	483	191	1	0	884	0	0		61	328	110	8	0	507	0	0	3299	
% Lights	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%		100.0%	99.9%	100.0%	100.0%	0.0%	99.9%	0.0%	0.0%		99.5%	100.0%	99.0%	100.0%	0.0%	99.7%	0.0%	0.0%		100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	99.9%	
Hv	0	0	0	0	0	0	0	0		0	1	0	0	0	1	0	0		1	0	2	0	0	3	0	0		0	0	0	0	0	0	0	0	4	
% HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%		0.5%	0.0%	1.0%	0.0%	0.0%	0.3%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	
Pedestrians	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	1		0	0	0	0	0	0	0	0		0	0	0	0	0	2	0	3		
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	100.0%		
Bicycles on Crosswalk	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

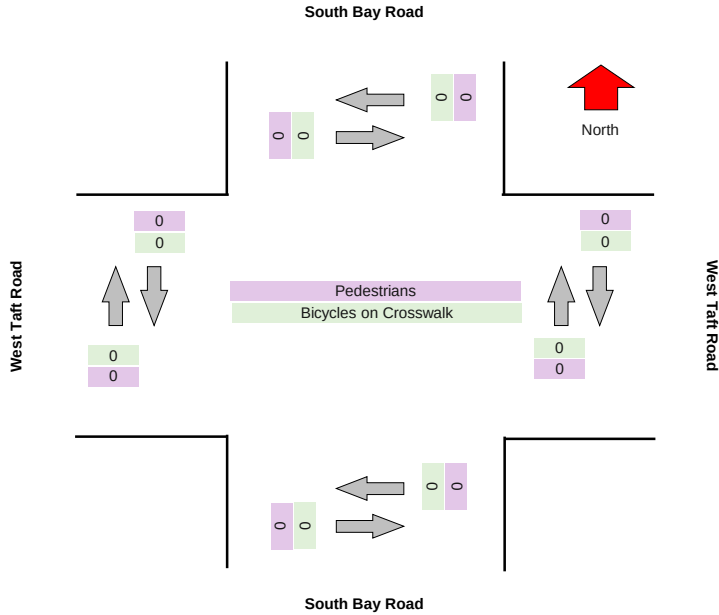
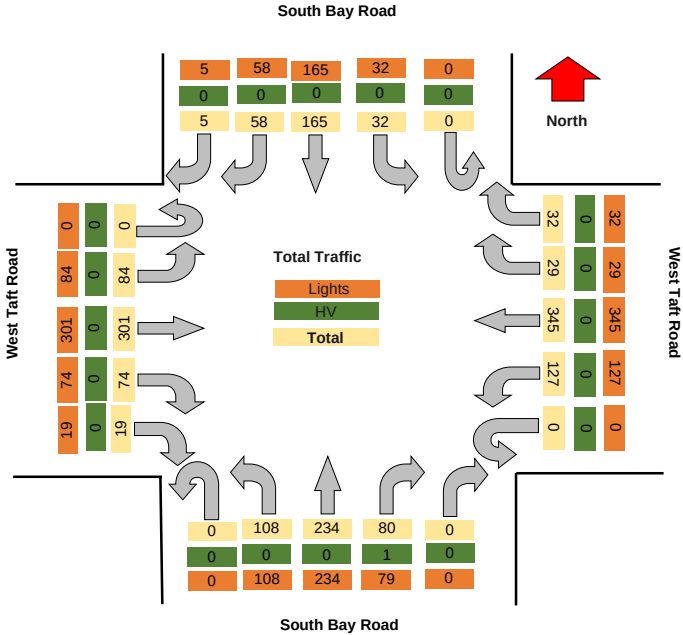
Turning Movement Data Plot



Turning Movement Peak Hour Data (MID)

11:15:00 AM

Leg	West Taft Road									West Taft Road									South Bay Road									South Bay Road									Total
Direction	Eastbound									Westbound									Northbound									Southbound									
Start Time	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	RTOR	U-Turn	App Total	Peds CW	Peds CCW					
11:15:00 AM	12	68	20	5	0	105	0	0	33	83	8	7	0	131	0	0	27	56	17	0	0	100	0	0	6	32	10	1	0	49	0	0	385				
11:30:00 AM	22	64	15	5	0	106	0	0	33	88	7	9	0	137	0	0	27	59	24	0	0	110	0	0	6	47	16	1	0	69	0	0	421				
11:45:00 AM	31	81	18	5	0	135	0	0	31	95	5	6	0	137	0	0	22	55	21	0	0	98	0	0	10	42	15	2	0	68	0	0	439				
12:00:00 PM	19	88	21	4	0	132	0	0	30	79	9	10	0	128	0	0	32	64	18	0	0	114	0	0	12	44	17	1	0	74	0	0	448				
Grand Total	84	301	74	19	0	478	0	0	127	345	29	32	0	533	0	0	108	234	80	0	0	422	0	0	32	165	58	5	0	260	0	0	1693				
% Approach	17.6%	63.0%	15.5%	4.0%	0.0%	0.0%	0.0%	0.0%	23.8%	64.7%	5.4%	6.0%	0.0%	0.0%	0.0%	0.0%	25.6%	55.5%	19.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.3%	63.5%	22.3%	1.9%	0.0%	0.0%	0.0%	0.0%					
% Total	5.0%	17.8%	4.4%	1.1%	0.0%	28.2%	0.0%	0.0%	7.5%	20.4%	1.7%	1.9%	0.0%	31.5%	0.0%	0.0%	6.4%	13.8%	4.7%	0.0%	0.0%	24.9%	0.0%	0.0%	1.9%	9.7%	3.4%	0.3%	0.0%	15.4%	0.0%	0.0%					
PHF	0.677	0.855	0.881	0.950	0.000	0.885	0.000	0.000	0.962	0.908	0.806	0.800	0.000	0.973	0.000	0.000	0.844	0.914	0.833	0.000	0.000	0.925	0.000	0.000	0.667	0.878	0.853	0.625	0.000	0.878	0.000	0.000	0.945				
Lights	84	301	74	19	0	478	0	0	127	345	29	32	0	533	0	0	108	234	79	0	0	421	0	0	32	165	58	5	0	260	0	0	1692				
% Lights	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	98.8%	0.0%	0.0%	99.8%	0.0%	0.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	99.9%				
HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1					
% HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%					
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%					



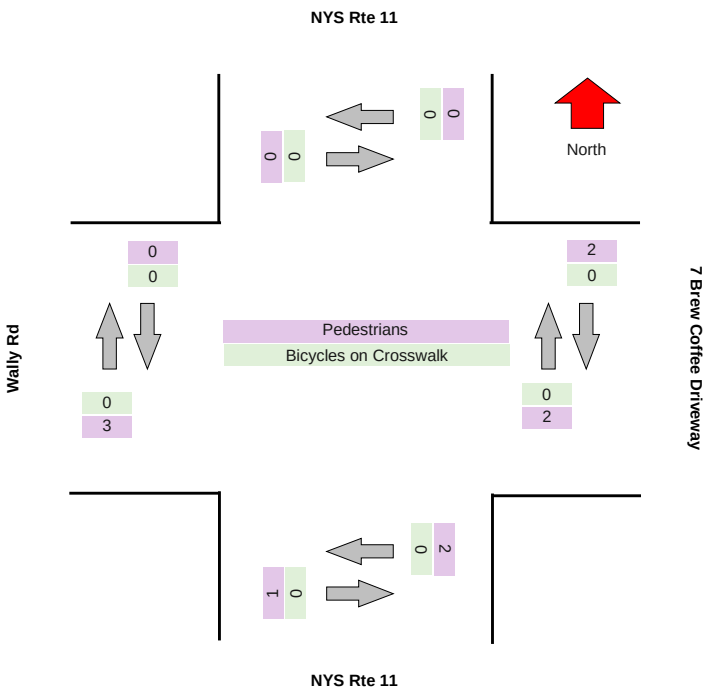
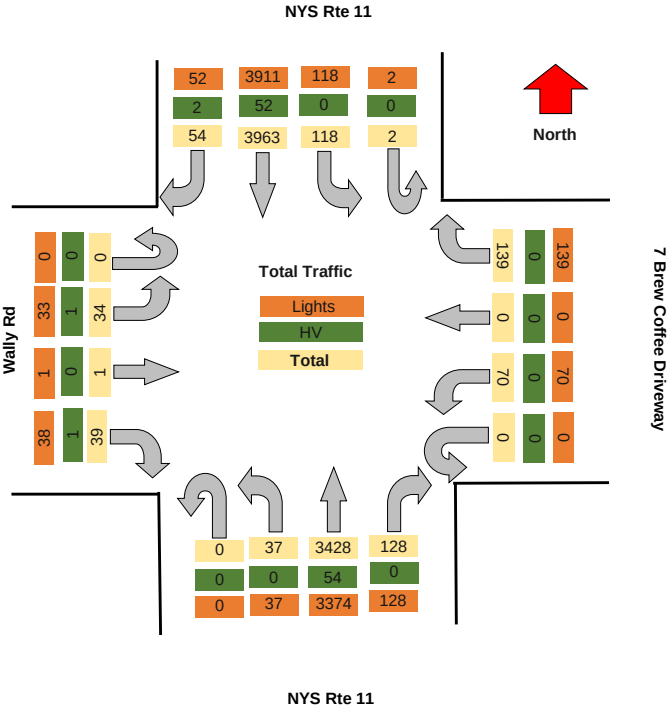
Project	GTS
Project Code	12284
Site Name	12284-13 - NYS Route 11
Legs and Movements	All Processed Legs & Mov
Bin Size	15 minutes
Survey Date	2025/11/13, Thursday
Location	NYS Route 11 & Wally Rd
Latitude and Longitude	43.120994, -76.142881

	Start	End	PHF
AM Peak	2025/11/13 07:15:00	2025/11/13 08:15:00	0.96
MID Peak	2025/11/13 11:45:00	2025/11/13 12:45:00	0.96
PM Peak	2025/11/13 16:15:00	2025/11/13 17:15:00	0.96

Turning Movement Data

Leg	Wally Rd							7 Brew Coffee Driveway							NYS Rte 11							NYS Rte 11							
Direction	Eastbound							Westbound							Northbound							Southbound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Total
7:00:00 AM	0	0	3	0	3	0	0	3	0	4	0	7	0	0	0	95	3	0	98	0	0	8	143	1	0	152	0	0	260
7:15:00 AM	0	0	1	0	1	0	0	3	0	10	0	13	0	0	1	76	5	0	82	0	0	10	171	0	0	181	0	0	277
7:30:00 AM	1	0	2	0	3	0	0	7	0	5	0	12	0	0	0	72	9	0	81	0	0	9	166	1	0	176	0	0	272
7:45:00 AM	0	0	5	0	5	0	0	6	0	8	0	14	0	0	0	91	3	0	94	0	0	5	174	1	0	180	0	0	293
Hourly Total	1	0	11	0	12	0	0	19	0	27	0	46	0	0	1	334	20	0	355	0	0	32	654	3	0	689	0	0	1102
8:00:00 AM	0	0	0	0	0	0	0	6	0	5	0	11	0	0	2	99	6	0	107	0	0	4	162	2	0	168	0	0	286
8:15:00 AM	0	0	1	0	1	0	0	1	0	3	0	4	0	0	3	81	8	0	92	0	0	8	151	3	0	162	0	0	259
8:30:00 AM	1	0	2	0	3	0	0	1	0	8	0	9	0	0	2	105	1	0	108	0	0	7	150	3	0	160	0	0	280
8:45:00 AM	1	0	3	0	4	0	0	5	0	4	0	9	0	0	0	109	3	0	112	0	0	3	130	0	0	133	0	0	258
Hourly Total	2	0	6	0	8	0	0	13	0	20	0	33	0	0	7	394	18	0	419	0	0	22	593	8	0	623	0	0	1083
11:00:00 AM	2	0	0	0	2	0	0	5	0	7	0	12	1	1	0	134	3	0	137	0	0	4	174	1	0	179	0	0	330
11:15:00 AM	2	0	1	0	3	0	0	3	0	2	0	5	1	0	2	131	8	0	141	1	0	6	148	3	0	157	0	0	306
11:30:00 AM	1	0	0	0	1	1	0	1	0	3	0	5	0	0	1	150	7	0	158	0	0	3	176	2	0	181	0	0	345
11:45:00 AM	2	1	5	0	8	0	0	3	0	7	0	10	0	1	4	164	4	0	172	0	0	0	180	2	0	182	0	0	372
Hourly Total	7	1	6	0	14	1	0	13	0	19	0	32	2	2	7	579	22	0	608	1	0	13	678	8	0	699	0	0	1353
12:00:00 PM	2	0	1	0	3	1	0	1	0	5	0	6	0	0	0	154	4	0	158	1	0	7	187	3	0	197	0	0	364
12:15:00 PM	2	0	1	0	3	0	0	0	0	6	0	6	0	0	0	167	7	0	174	0	1	5	170	5	0	180	0	0	363
12:30:00 PM	2	0	2	0	4	0	0	5	0	7	0	12	0	0	3	156	8	0	167	0	0	7	195	3	0	205	0	0	388
12:45:00 PM	3	0	2	0	5	0	0	3	0	5	0	8	0	0	1	159	8	0	168	0	0	6	176	4	0	186	0	0	367
Hourly Total	9	0	6	0	15	1	0	9	0	23	0	32	0	0	4	636	27	0	667	1	1	25	728	15	0	768	0	0	1482
4:00:00 PM	0	0	0	0	0	0	0	1	0	12	0	13	0	0	3	203	7	0	213	0	0	2	157	2	0	161	0	0	387
4:15:00 PM	4	0	0	0	4	0	0	2	0	5	0	7	0	0	3	193	3	0	199	0	0	6	163	2	0	171	0	0	381
4:30:00 PM	4	0	1	0	5	0	0	1	0	6	0	7	0	0	7	181	9	0	197	0	0	6	186	1	0	193	0	0	402
4:45:00 PM	0	0	1	0	1	0	0	1	0	2	0	3	0	0	0	185	7	0	192	0	0	3	159	4	0	166	0	0	362
Hourly Total	8	0	2	0	10	0	0	5	0	25	0	30	0	0	13	762	26	0	801	0	0	17	665	9	0	691	0	0	1532
5:00:00 PM	4	0	2	0	6	1	0	2	0	5	0	7	0	0	1	193	4	0	198	0	0	1	186	1	1	189	0	0	400
5:15:00 PM	2	0	0	0	2	0	0	3	0	5	0	8	0	0	2	199	5	0	206	0	0	1	146	2	1	150	0	0	366
5:30:00 PM	1	0	4	0	5	0	0	4	0	5	0	9	0	0	1	160	3	0	164	0	0	4	150	3	0	157	0	0	335
5:45:00 PM	0	0	2	0	2	0	0	2	0	10	0	12	0	0	1	171	3	0	175	0	0	3	163	5	0	171	0	0	360
Hourly Total	7	0	8	0	15	1	0	11	0	25	0	36	0	0	5	723	15	0	743	0	0	9	645	11	2	667	0	0	1461
Grand Total	34	1	39	0	74	3	0	70	0	139	0	209	2	2	37	3428	128	0	3593	2	1	118	3963	54	2	4137	0	0	8013
% Approach	45.9%	1.4%	52.7%	0.0%	0.0%	0.0%	0.0%	33.5%	0.0%	66.5%	0.0%	0.0%	0.0%	0.0%	1.0%	95.4%	3.6%	0.0%	0.0%	0.0%	0.0%	2.9%	95.8%	1.3%	0.0%	0.0%	0.0%	0.0%	
% Total	0.4%	0.0%	0.5%	0.0%	0.9%	0.0%	0.0%	0.9%	0.0%	1.7%	0.0%	2.6%	0.0%	0.0%	0.5%	42.8%	1.6%	0.0%	44.8%	0.0%	0.0%	1.5%	49.5%	0.7%	0.0%	51.6%	0.0%	0.0%	
Lights	33	1	38	0	72	0	0	70	0	139	0	209	0	0	37	3374	128	0	3539	0	0	118	3911	52	2	4083	0	0	7903
% Lights	97.1%	100.0%	97.4%	0.0%	97.3%	0.0%	0.0%	100.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	98.4%	100.0%	0.0%	98.5%	0.0%	0.0%	100.0%	98.7%	96.3%	100.0%	98.7%	0.0%	0.0%	98.6%
Hv	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	54	0	0	54	0	0	0	52	2	0	54	0	0	110
% HV	2.9%	0.0%	2.6%	0.0%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%	0.0%	0.0%	1.5%	0.0%	0.0%	0.0%	1.3%	3.7%	0.0%	1.3%	0.0%	0.0%	1.4%
Pedestrians	0	0	0	0	0	3	0	0	0	0	0	0	2	2	0	0	0	0	0	2	1	0	0	0	0	0	0	0	10
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

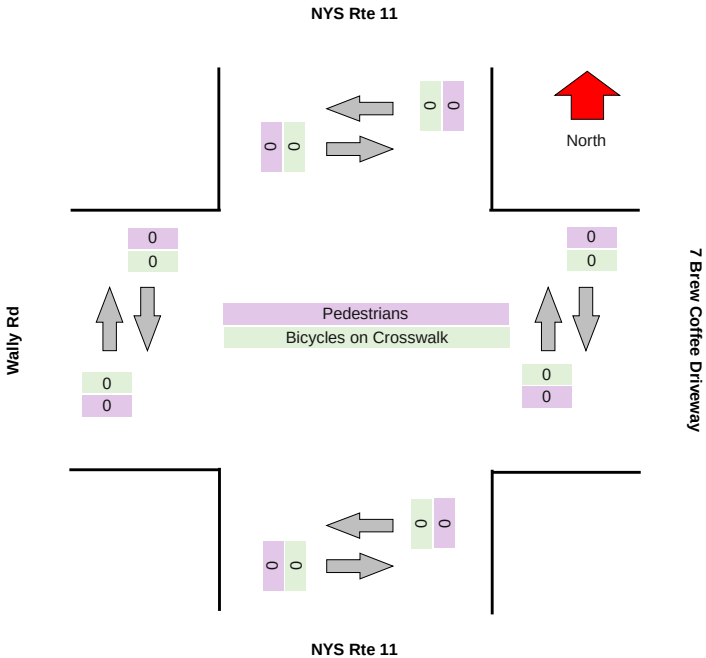
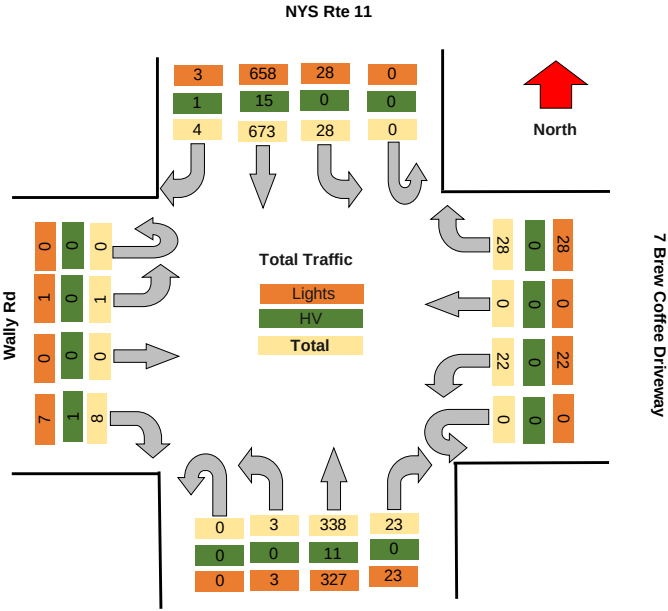
Turning Movement Data Plot



Turning Movement Peak Hour Data (AM)

7:15:00 AM

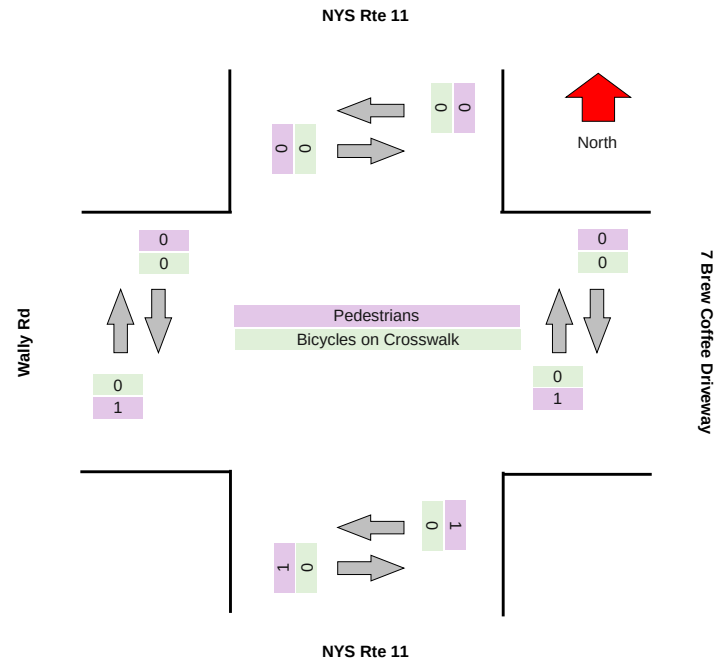
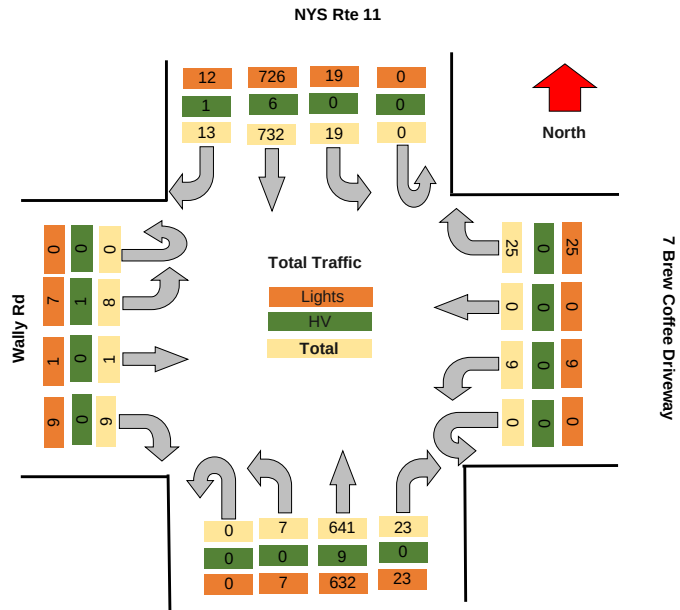
Leg	Wally Rd							7 Brew Coffee Driveway							NYS Rte 11							NYS Rte 11							Total
Direction	Eastbound							Westbound							Northbound							Southbound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	
7:15:00 AM	0	0	1	0	1	0	0	3	0	10	0	13	0	0	1	76	5	0	82	0	0	10	171	0	0	181	0	0	277
7:30:00 AM	1	0	2	0	3	0	0	7	0	5	0	12	0	0	0	72	9	0	81	0	0	9	166	1	0	176	0	0	272
7:45:00 AM	0	0	5	0	5	0	0	6	0	8	0	14	0	0	0	91	3	0	94	0	0	5	174	1	0	180	0	0	293
8:00:00 AM	0	0	0	0	0	0	0	6	0	5	0	11	0	0	2	99	6	0	107	0	0	4	162	2	0	168	0	0	286
Grand Total	1	0	8	0	9	0	0	22	0	28	0	50	0	0	3	338	23	0	364	0	0	28	673	4	0	705	0	0	1128
% Approach	11.1%	0.0%	88.9%	0.0%	0.0%	0.0%	0.0%	44.0%	0.0%	56.0%	0.0%	0.0%	0.0%	0.0%	0.8%	92.9%	6.3%	0.0%	0.0%	0.0%	0.0%	4.0%	95.5%	0.6%	0.0%	0.0%	0.0%	0.0%	
% Total	0.1%	0.0%	0.7%	0.0%	0.8%	0.0%	0.0%	2.0%	0.0%	2.5%	0.0%	4.4%	0.0%	0.0%	0.3%	30.0%	2.0%	0.0%	32.3%	0.0%	0.0%	2.5%	59.7%	0.4%	0.0%	62.5%	0.0%	0.0%	
PHF	0.250	0.000	0.400	0.000	0.450	0.000	0.000	0.786	0.000	0.700	0.000	0.893	0.000	0.000	0.375	0.854	0.639	0.000	0.850	0.000	0.000	0.700	0.967	0.500	0.000	0.974	0.000	0.000	0.962
Lights	1	0	7	0	8	0	0	22	0	28	0	50	0	0	3	327	23	0	353	0	0	28	658	3	0	689	0	0	1100
% Lights	100.0%	0.0%	87.5%	0.0%	88.9%	0.0%	0.0%	100.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	96.7%	100.0%	0.0%	97.0%	0.0%	0.0%	100.0%	97.8%	75.0%	0.0%	97.7%	0.0%	0.0%	97.5%
HV	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	11	0	0	11	0	0	0	15	1	0	16	0	0	28
% HV	0.0%	0.0%	12.5%	0.0%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	0.0%	0.0%	3.0%	0.0%	0.0%	0.0%	2.2%	25.0%	0.0%	2.3%	0.0%	0.0%	2.5%
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



Turning Movement Peak Hour Data (MID)

11:45:00 AM

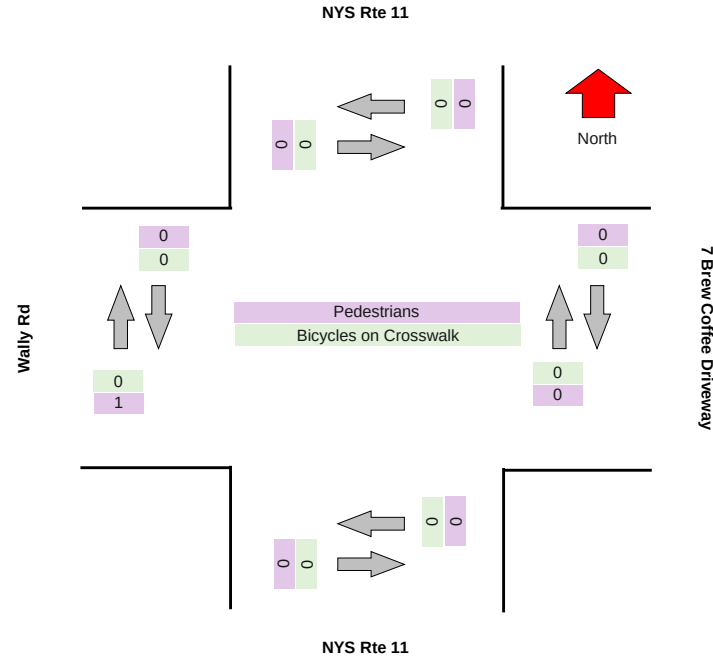
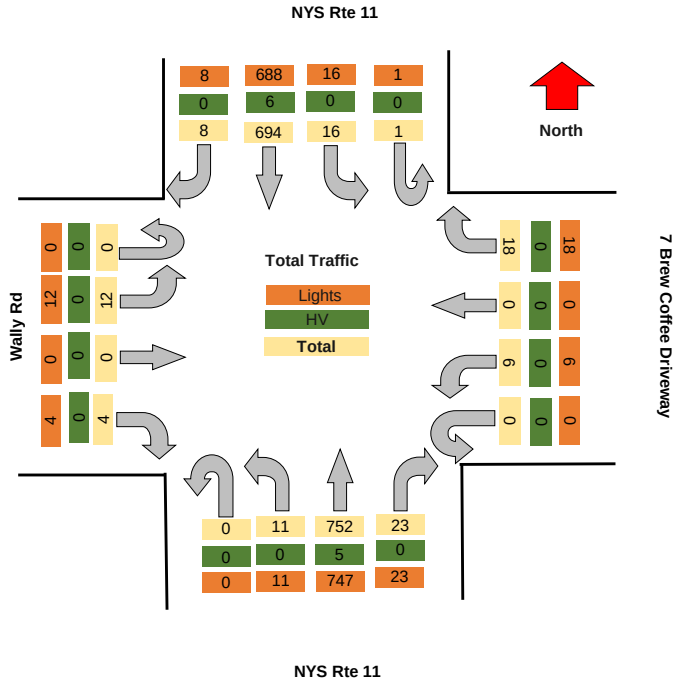
Leg	Wally Rd								7 Brew Coffee Driveway								NYS Rte 11								NYS Rte 11								Total
Direction	Eastbound								Westbound								Northbound								Southbound								
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW					
11:45:00 AM	2	1	5	0	8	0	0	3	0	7	0	10	0	1	4	164	4	0	172	0	0	0	180	2	0	182	0	0	372				
12:00:00 PM	2	0	1	0	3	1	0	1	0	5	0	6	0	0	0	154	4	0	158	1	0	0	7	187	3	0	197	0	0	364			
12:15:00 PM	2	0	1	0	3	0	0	0	0	6	0	6	0	0	0	167	7	0	174	0	1	0	5	170	5	0	180	0	0	363			
12:30:00 PM	2	0	2	0	4	0	0	5	0	7	0	12	0	0	3	156	8	0	167	0	0	0	7	195	3	0	205	0	0	388			
Grand Total	8	1	9	0	18	1	0	9	0	25	0	34	0	1	7	641	23	0	671	1	1	0	19	732	13	0	764	0	0	1487			
% Approach	44.4%	5.6%	50.0%	0.0%	0.0%	0.0%	0.0%	26.5%	0.0%	73.5%	0.0%	0.0%	0.0%	0.0%	1.0%	95.5%	3.4%	0.0%	0.0%	0.0%	0.0%	2.5%	95.8%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%				
% Total	0.5%	0.1%	0.6%	0.0%	1.2%	0.0%	0.0%	0.6%	0.0%	1.7%	0.0%	2.3%	0.0%	0.0%	0.5%	43.1%	1.5%	0.0%	45.1%	0.0%	0.0%	1.3%	49.2%	0.9%	0.0%	51.4%	0.0%	0.0%	0.0%				
PHF	1.000	0.250	0.450	0.000	0.563	0.000	0.000	0.450	0.000	0.893	0.000	0.708	0.000	0.000	0.438	0.960	0.719	0.000	0.964	0.000	0.000	0.679	0.938	0.650	0.000	0.932	0.000	0.000	0.958				
Lights	7	1	9	0	17	0	0	9	0	25	0	34	0	0	7	632	23	0	662	0	0	0	19	726	12	0	757	0	0	1470			
% Lights	87.5%	100.0%	100.0%	0.0%	94.4%	0.0%	0.0%	100.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	98.6%	100.0%	0.0%	98.7%	0.0%	0.0%	100.0%	99.2%	92.3%	0.0%	99.1%	0.0%	0.0%	98.9%				
HV	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	0	0	6	1	0	7	0	0	17				
% HV	12.5%	0.0%	0.0%	0.0%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	0.0%	0.0%	1.3%	0.0%	0.0%	0.0%	0.8%	7.7%	0.0%	0.9%	0.0%	0.0%	1.1%				
Pedestrians	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	4				
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%				
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				



Turning Movement Peak Hour Data (PM)

4:15:00 PM

Leg	Wally Rd							7 Brew Coffee Driveway							NYS Rte 11							NYS Rte 11							Total
Direction	Eastbound							Westbound							Northbound							Southbound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	
4:15:00 PM	4	0	0	0	4	0	0	2	0	5	0	7	0	0	3	193	3	0	199	0	0	6	163	2	0	171	0	0	381
4:30:00 PM	4	0	1	0	5	0	0	1	0	6	0	7	0	0	7	181	9	0	197	0	0	6	186	1	0	193	0	0	402
4:45:00 PM	0	0	1	0	1	0	0	1	0	2	0	3	0	0	0	185	7	0	192	0	0	3	159	4	0	166	0	0	362
5:00:00 PM	4	0	2	0	6	1	0	2	0	5	0	7	0	0	1	193	4	0	198	0	0	1	186	1	1	189	0	0	400
Grand Total	12	0	4	0	16	1	0	6	0	18	0	24	0	0	11	752	23	0	786	0	0	16	694	8	1	719	0	0	1545
% Approach	75.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	25.0%	0.0%	75.0%	0.0%	0.0%	0.0%	0.0%	1.4%	95.7%	2.9%	0.0%	0.0%	0.0%	0.0%	2.2%	96.5%	1.1%	0.1%	0.0%	0.0%	0.0%	0.961
% Total	0.8%	0.0%	0.3%	0.0%	1.0%	0.0%	0.0%	0.4%	0.0%	1.2%	0.0%	1.6%	0.0%	0.0%	0.7%	48.7%	1.5%	0.0%	50.9%	0.0%	0.0%	1.0%	44.9%	0.5%	0.1%	46.5%	0.0%	0.0%	
PHF	0.750	0.000	0.500	0.000	0.667	0.000	0.000	0.750	0.000	0.750	0.000	0.857	0.000	0.000	0.393	0.974	0.639	0.000	0.987	0.000	0.000	0.667	0.933	0.500	0.250	0.931	0.000	0.000	
Lights	12	0	4	0	16	0	0	6	0	18	0	24	0	0	11	747	23	0	781	0	0	16	688	8	1	713	0	0	1534
% Lights	100.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	99.3%	100.0%	0.0%	99.4%	0.0%	0.0%	100.0%	99.1%	100.0%	100.0%	99.2%	0.0%	0.0%	99.3%
HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	6	0	0	6	0	0	11
% HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.8%	0.0%	0.0%	0.7%
Pedestrians	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%



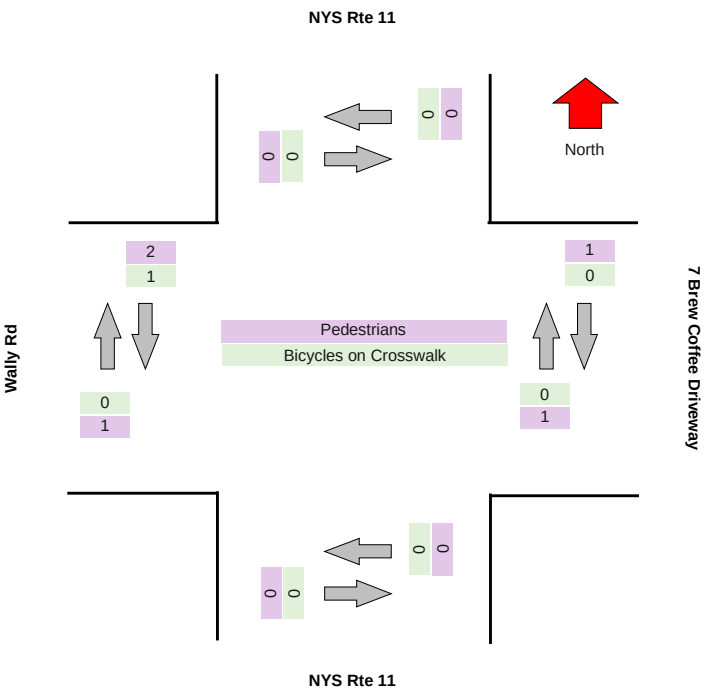
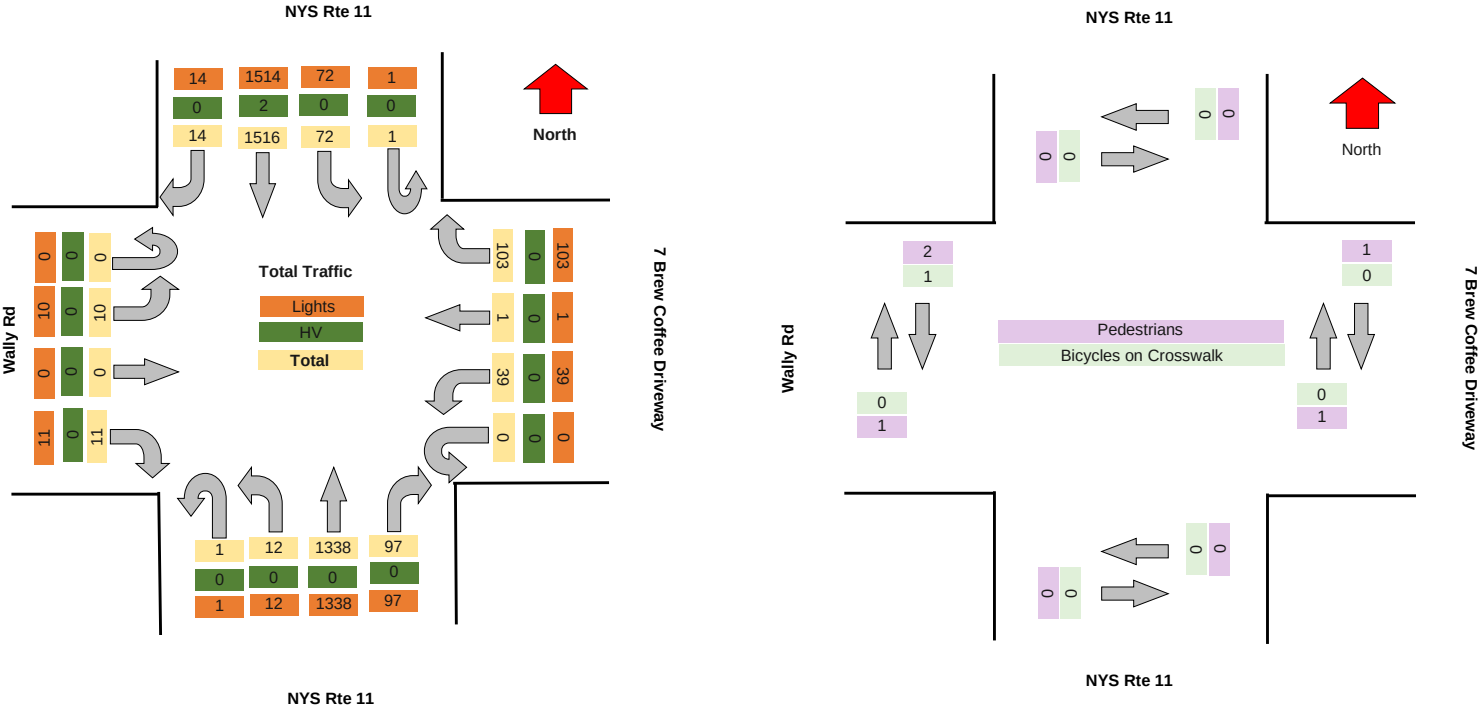
Project	GTS
Project Code	12284
Site Name	12284-13 - NYS Route 11
Legs and Movements	All Processed Legs & Mov
Bin Size	15 minutes
Survey Date	2025/11/15, Saturday
Location	NYS Route 11 & Wally Rd
Latitude and Longitude	43.120994 , -76.142881

	Start	End	PHF
MID Peak	2025/11/15 11:15:00	2025/11/15 12:15:00	0.95

Turning Movement Data

Leg	Wally Rd							7 Brew Coffee Driveway							NYS Rte 11							NYS Rte 11							
Direction	Eastbound							Westbound							Northbound							Southbound							
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Total
11:00:00 AM	1	0	1	0	2	0	1	2	0	14	0	16	0	0	1	158	11	1	171	0	0	5	187	2	1	195	0	0	384
11:15:00 AM	0	0	1	0	1	0	0	4	0	8	0	12	0	1	2	143	8	0	153	0	0	13	200	5	0	218	0	0	384
11:30:00 AM	4	0	2	0	6	0	1	6	0	12	0	18	1	0	1	161	14	0	176	0	0	9	172	1	0	182	0	0	382
11:45:00 AM	1	0	1	0	2	0	0	4	0	15	0	19	0	0	1	195	13	0	209	0	0	8	182	1	0	191	0	0	421
Hourly Total	6	0	5	0	11	0	2	16	0	49	0	65	1	1	5	657	46	1	709	0	0	35	741	9	1	786	0	0	1571
12:00:00 PM	2	0	1	0	3	1	0	5	1	13	0	19	0	0	3	187	13	0	203	0	0	12	186	0	0	198	0	0	423
12:15:00 PM	1	0	1	0	2	0	0	6	0	14	0	20	0	0	3	162	18	0	183	0	0	7	207	1	0	215	0	0	420
12:30:00 PM	1	0	2	0	3	0	0	8	0	10	0	18	0	0	1	170	7	0	178	0	0	10	195	2	0	207	0	0	406
12:45:00 PM	0	0	2	0	2	0	1	4	0	17	0	21	0	0	0	162	13	0	175	0	0	8	187	2	0	197	0	0	395
Hourly Total	4	0	6	0	10	1	1	23	1	54	0	78	0	0	7	681	51	0	739	0	0	37	775	5	0	817	0	0	1644
Grand Total	10	0	11	0	21	1	3	39	1	103	0	143	1	1	12	1338	97	1	1448	0	0	72	1516	14	1	1603	0	0	3215
% Approach	47.6%	0.0%	52.4%	0.0%	0.0%	0.0%	0.0%	27.3%	0.7%	72.0%	0.0%	0.0%	0.0%	0.0%	0.8%	92.4%	6.7%	0.1%	0.0%	0.0%	0.0%	4.5%	94.6%	0.9%	0.1%	0.0%	0.0%	0.0%	
% Total	0.3%	0.0%	0.3%	0.0%	0.7%	0.0%	0.0%	1.2%	0.0%	3.2%	0.0%	4.4%	0.0%	0.0%	0.4%	41.6%	3.0%	0.0%	45.0%	0.0%	0.0%	2.2%	47.2%	0.4%	0.0%	49.9%	0.0%	0.0%	
Lights	10	0	11	0	21	0	0	39	1	103	0	143	0	0	12	1338	97	1	1448	0	0	72	1514	14	1	1601	0	0	3213
% Lights	100.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	100.0%	100.0%	100.0%	0.0%	0.0%	100.0%	99.9%	100.0%	100.0%	99.9%	0.0%	0.0%	99.9%
Hv	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
% HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%
Pedestrians	0	0	0	0	0	1	2	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	83.3%
Bicycles on Crosswalk	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%

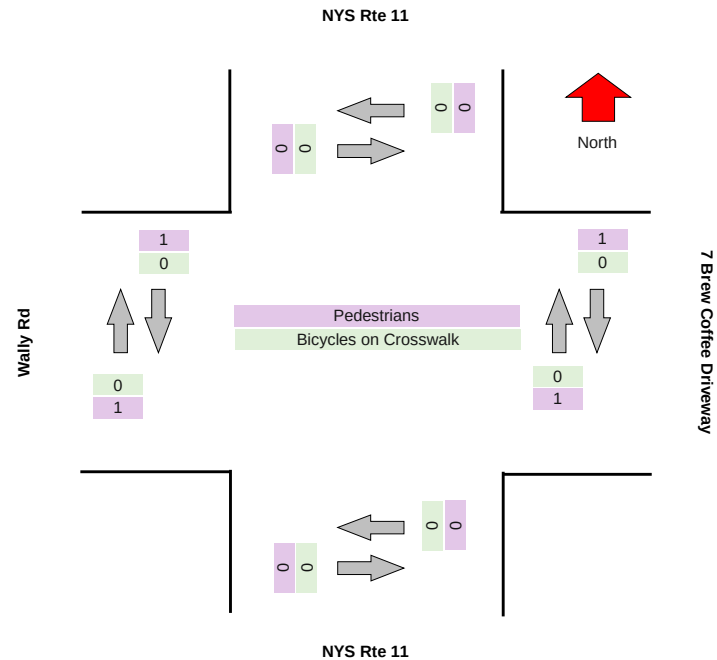
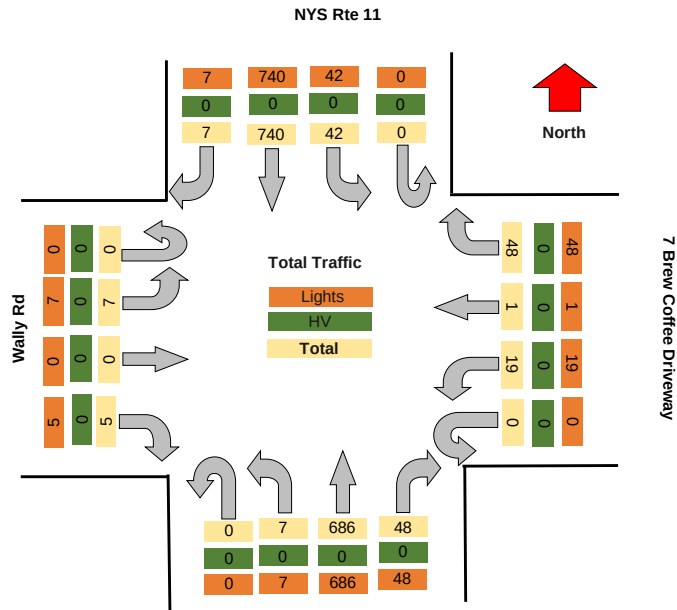
Turning Movement Data Plot



Turning Movement Peak Hour Data (MID)

11:15:00 AM

Leg	Wally Rd								7 Brew Coffee Driveway								NYS Rte 11								NYS Rte 11								Total
Direction	Eastbound								Westbound								Northbound								Southbound								
Start Time	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW	Left	Thru	Right	U-Turn	App Total	Peds CW	Peds CCW					
11:15:00 AM	0	0	1	0	1	0	0	4	0	8	0	12	0	1	2	143	8	0	153	0	0	13	200	5	0	218	0	0	384				
11:30:00 AM	4	0	2	0	6	0	1	6	0	12	0	18	1	0	1	161	14	0	176	0	0	9	172	1	0	182	0	0	382				
11:45:00 AM	1	0	1	0	2	0	0	4	0	15	0	19	0	0	1	195	13	0	209	0	0	8	182	1	0	191	0	0	421				
12:00:00 PM	2	0	1	0	3	1	0	5	1	13	0	19	0	0	3	187	13	0	203	0	0	12	186	0	0	198	0	0	423				
Grand Total	7	0	5	0	12	1	1	19	1	48	0	68	1	1	7	686	48	0	741	0	0	42	740	7	0	789	0	0	1610				
% Approach	58.3%	0.0%	41.7%	0.0%	0.0%	0.0%	0.0%	27.9%	1.5%	70.6%	0.0%	0.0%	0.0%	0.0%	0.9%	92.6%	6.5%	0.0%	0.0%	0.0%	0.0%	5.3%	93.8%	0.9%	0.0%	0.0%	0.0%	0.0%					
% Total	0.4%	0.0%	0.3%	0.0%	0.7%	0.0%	0.0%	1.2%	0.1%	3.0%	0.0%	4.2%	0.0%	0.0%	0.4%	42.6%	3.0%	0.0%	46.0%	0.0%	0.0%	2.6%	46.0%	0.4%	0.0%	49.0%	0.0%	0.0%					
PHF	0.438	0.000	0.625	0.000	0.500	0.000	0.000	0.792	0.250	0.800	0.000	0.895	0.000	0.000	0.583	0.879	0.857	0.000	0.886	0.000	0.000	0.808	0.925	0.350	0.000	0.905	0.000	0.000	0.952				
Lights	7	0	5	0	12	0	0	19	1	48	0	68	0	0	7	686	48	0	741	0	0	42	740	7	0	789	0	0	1610				
% Lights	100.0%	0.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%	100.0%	0.0%	0.0%	100.0%				
HV	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
% HV	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				
Pedestrians	0	0	0	0	0	1	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4				
% Pedestrians	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%				
Bicycles on Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
% Bicycles on Crosswalk	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%				



Lanes, Volumes, Timings

1: Buckley Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	324	172	183	455	113	153	131	118	199	351	54
Future Volume (vph)	13	324	172	183	455	113	153	131	118	199	351	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		340	540		0	0		0	480		480
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3574	1599	1770	3424	0	1787	3300	0	1770	3462	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1786	3574	1579	1767	3424	0	1785	3300	0	1767	3462	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			149		21			136			11	
Link Speed (mph)		40			35			35			35	
Link Distance (ft)		780			971			472			774	
Travel Time (s)		13.3			18.9			9.2			15.1	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Peak Hour Factor	0.80	0.80	0.80	0.83	0.83	0.83	0.87	0.87	0.87	0.91	0.91	0.91
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	405	215	220	684	0	176	287	0	219	445	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6	3	5	2		3	8		7	4	
Permitted Phases			6									
Detector Phase	1	6	3	5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	8.0	15.0	8.0	8.0	15.0		8.0	15.0		8.0	15.0	
Minimum Split (s)	14.0	21.0	14.0	14.0	21.0		14.0	21.0		14.0	21.0	
Total Split (s)	25.0	45.0	30.0	25.0	45.0		30.0	50.0		25.0	45.0	
Total Split (%)	17.2%	31.0%	20.7%	17.2%	31.0%		20.7%	34.5%		17.2%	31.0%	
Maximum Green (s)	19.0	39.0	24.0	19.0	39.0		24.0	44.0		19.0	39.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Min	None	None	Min		None	None		None	None	
Act Effct Green (s)	8.1	16.9	31.3	18.0	35.9		14.4	17.6		17.9	21.2	
Actuated g/C Ratio	0.09	0.18	0.33	0.19	0.38		0.15	0.19		0.19	0.22	
v/c Ratio	0.11	0.63	0.34	0.65	0.52		0.65	0.40		0.66	0.57	

2025 Existing Conditions - Morning Peak Hour
GTS Consulting

Synchro 12 Report
Page 1

Lanes, Volumes, Timings

1: Buckley Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	45.9	41.8	8.1	47.4	26.0		50.1	19.4		47.5	36.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	45.9	41.8	8.1	47.4	26.0		50.1	19.4		47.5	36.4	
LOS	D	D	A	D	C		D	B		D	D	
Approach Delay (s/veh)		30.5			31.2			31.1			40.1	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	9	119	25	120	141		99	41		119	122	
Queue Length 95th (ft)	30	166	56	216	257		178	78		#255	203	
Internal Link Dist (ft)		700			891			392			694	
Turn Bay Length (ft)	310		340	540						480		
Base Capacity (vph)	361	1484	775	357	1444		456	1618		357	1444	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.04	0.27	0.28	0.62	0.47		0.39	0.18		0.61	0.31	

Intersection Summary

Area Type: Other

Cycle Length: 145

Actuated Cycle Length: 94.7

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay (s/veh): 33.2

Intersection LOS: C

Intersection Capacity Utilization 66.4%

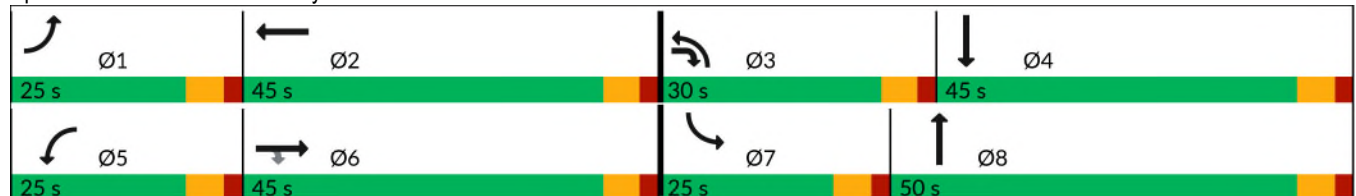
ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Buckley Road & West Taft Road



Lanes, Volumes, Timings

5: Jake Hafners/Allen Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	586	0	1	628	61	2	0	0	194	1	121
Future Volume (vph)	55	586	0	1	628	61	2	0	0	194	1	121
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	0		0	0		0	0		170
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3574	0	0	3459	0	0	1787	0	0	1775	1583
Flt Permitted	0.210				0.954			0.566			0.725	
Satd. Flow (perm)	395	3574	0	0	3300	0	0	1065	0	0	1350	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					20							72
Link Speed (mph)		35			35			30			35	
Link Distance (ft)		971			948			245			583	
Travel Time (s)		18.9			18.5			5.6			11.4	
Peak Hour Factor	0.90	0.90	0.90	0.88	0.88	0.88	0.50	0.50	0.50	0.80	0.80	0.80
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	651	0	0	784	0	0	4	0	0	244	151
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	1	6			2			8			4	1
Permitted Phases	6			2			8			4		4
Detector Phase	1	6		2	2		8	8		4	4	1
Switch Phase												
Minimum Initial (s)	5.0	15.0		15.0	15.0		5.0	5.0		8.0	8.0	5.0
Minimum Split (s)	11.0	20.0		20.0	20.0		9.5	9.5		13.0	13.0	11.0
Total Split (s)	12.0	37.0		25.0	25.0		20.0	20.0		20.0	20.0	12.0
Total Split (%)	21.1%	64.9%		43.9%	43.9%		35.1%	35.1%		35.1%	35.1%	21.1%
Maximum Green (s)	7.0	32.0		20.0	20.0		15.5	15.5		15.0	15.0	7.0
Yellow Time (s)	3.0	3.0		3.0	3.0		2.5	2.5		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0			4.5			5.0	5.0
Lead/Lag	Lead			Lag	Lag							Lead
Lead-Lag Optimize?	Yes			Yes	Yes							Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Min		Min	Min		None	None		None	None	None
Act Effct Green (s)	26.4	26.4			18.2			13.0			12.5	23.4
Actuated g/C Ratio	0.54	0.54			0.37			0.26			0.25	0.48
v/c Ratio	0.16	0.34			0.63			0.01			0.71	0.19
Control Delay (s/veh)	6.8	7.2			16.6			15.0			31.8	5.7

2025 Existing Conditions - Morning Peak Hour
GTS Consulting

Synchro 12 Report
Page 3

Lanes, Volumes, Timings

5: Jake Hafners/Allen Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay (s/veh)	6.8	7.2			16.6			15.0			31.8	5.7
LOS	A	A			B			B			C	A
Approach Delay (s/veh)		7.1			16.6			15.0			21.8	
Approach LOS		A			B			B			C	
Queue Length 50th (ft)	8	53			107			1			67	13
Queue Length 95th (ft)	21	82			164			4			#125	34
Internal Link Dist (ft)		891			868			165			503	
Turn Bay Length (ft)	250											170
Base Capacity (vph)	415	2398			1395			346			424	836
Starvation Cap Reductn	0	0			0			0			0	0
Spillback Cap Reductn	0	0			0			0			0	0
Storage Cap Reductn	0	0			0			0			0	0
Reduced v/c Ratio	0.15	0.27			0.56			0.01			0.58	0.18

Intersection Summary

Area Type: Other

Cycle Length: 57

Actuated Cycle Length: 49.2

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay (s/veh): 14.1

Intersection LOS: B

Intersection Capacity Utilization 58.1%

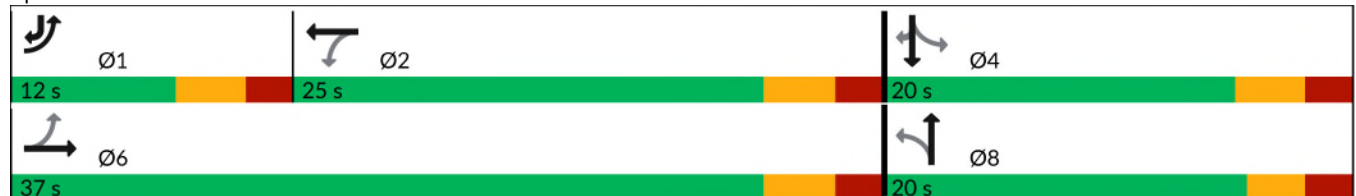
ICU Level of Service B

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 5: Jake Hafners/Allen Road & West Taft Road



Lanes, Volumes, Timings

8: West Taft Road & Pine Tree Drive

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	1	779	685	2	10	5
Future Volume (vph)	1	779	685	2	10	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3505	0	1741	0
Flt Permitted					0.967	
Satd. Flow (perm)	0	3574	3505	0	1741	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		948	105		502	
Travel Time (s)		18.5	2.0		11.4	
Peak Hour Factor	0.87	0.87	0.90	0.90	0.54	0.54
Heavy Vehicles (%)	1%	1%	3%	3%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	896	763	0	28	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 32.2%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	779	685	2	10	5
Future Vol, veh/h	1	779	685	2	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	90	90	54	54
Heavy Vehicles, %	1	1	3	3	1	1
Mvmt Flow	1	895	761	2	19	9

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	763	0	0 1212 382
Stage 1	-	-	- 762 -
Stage 2	-	-	- 450 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	852	-	- 176 619
Stage 1	-	-	- 424 -
Stage 2	-	-	- 612 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	852	-	- 176 619
Mov Cap-2 Maneuver	-	-	- 176 -
Stage 1	-	-	- 423 -
Stage 2	-	-	- 612 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	22.73
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	5	-	-	-	231
HCM Lane V/C Ratio	0.001	-	-	-	0.12
HCM Ctrl Dly (s/v)	9.2	0	-	-	22.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Lanes, Volumes, Timings
10: Willow Road & West Taft Road

12/19/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	769	20	5	581	6	25
Future Volume (vph)	769	20	5	581	6	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3560	0	0	3505	1525	0
Flt Permitted					0.991	
Satd. Flow (perm)	3560	0	0	3505	1525	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	105			252	463	
Travel Time (s)	2.0			4.9	10.5	
Peak Hour Factor	0.89	0.89	0.91	0.91	0.65	0.65
Heavy Vehicles (%)	1%	1%	3%	3%	10%	10%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	886	0	0	643	47	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 31.9%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	769	20	5	581	6	25
Future Vol, veh/h	769	20	5	581	6	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	91	91	65	65
Heavy Vehicles, %	1	1	3	3	10	10
Mvmt Flow	864	22	5	638	9	38

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	887
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.16
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.23
Pot Cap-1 Maneuver	-	-	753
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	753
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.17	16.03
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	374	-	-	31	-
HCM Lane V/C Ratio	0.128	-	-	0.007	-
HCM Ctrl Dly (s/v)	16	-	-	9.8	0.1
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Lanes, Volumes, Timings
12: West Taft Road & Crystal Drive

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	1	793	682	5	12	4
Future Volume (vph)	1	793	682	5	12	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3468	0	1752	0
Flt Permitted					0.964	
Satd. Flow (perm)	0	3574	3468	0	1752	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		252	99		489	
Travel Time (s)		4.9	1.9		11.1	
Peak Hour Factor	0.88	0.88	0.89	0.89	0.67	0.67
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	902	772	0	24	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 32.6% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	793	682	5	12	4
Future Vol, veh/h	1	793	682	5	12	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	89	89	67	67
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	1	901	766	6	18	6

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	772	0	0 1222 386
Stage 1	-	-	- 769 -
Stage 2	-	-	- 453 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	845	-	- 173 615
Stage 1	-	-	- 420 -
Stage 2	-	-	- 610 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	845	-	- 173 615
Mov Cap-2 Maneuver	-	-	- 173 -
Stage 1	-	-	- 420 -
Stage 2	-	-	- 610 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	24.23
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	5	-	-	-	211
HCM Lane V/C Ratio	0.001	-	-	-	0.113
HCM Ctrl Dly (s/v)	9.3	0	-	-	24.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	801	4	8	686	1	15
Future Volume (vph)	801	4	8	686	1	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3571	0	0	3501	1558	0
Flt Permitted				0.999	0.998	
Satd. Flow (perm)	3571	0	0	3501	1558	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	99			225	459	
Travel Time (s)	1.9			4.4	10.4	
Peak Hour Factor	0.88	0.88	0.89	0.89	0.67	0.67
Heavy Vehicles (%)	1%	1%	3%	3%	6%	6%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	915	0	0	780	23	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 34.6%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	801	4	8	686	1	15
Future Vol, veh/h	801	4	8	686	1	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	89	89	67	67
Heavy Vehicles, %	1	1	3	3	6	6
Mvmt Flow	910	5	9	771	1	22

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	915
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.16
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.23
Pot Cap-1 Maneuver	-	-	735
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	735
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.26	13.27
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	459	-	-	41	-
HCM Lane V/C Ratio	0.052	-	-	0.012	-
HCM Ctrl Dly (s/v)	13.3	-	-	10	0.2
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lanes, Volumes, Timings
16: West Taft Road & Dormar Drive

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	5	811	690	5	13	4
Future Volume (vph)	5	811	690	5	13	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3468	0	1752	0
Flt Permitted					0.964	
Satd. Flow (perm)	0	3574	3468	0	1752	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		225	366		485	
Travel Time (s)		4.4	7.1		11.0	
Confl. Peds. (#/hr)	1			1		
Peak Hour Factor	0.88	0.88	0.87	0.87	0.71	0.71
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	928	799	0	24	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

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

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	811	690	5	13	4
Future Vol, veh/h	5	811	690	5	13	4
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	87	87	71	71
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	6	922	793	6	18	6

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	800	0	0 1269 400
Stage 1	-	-	- 797 -
Stage 2	-	-	- 472 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	825	-	- 161 602
Stage 1	-	-	- 407 -
Stage 2	-	-	- 597 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	825	-	- 160 602
Mov Cap-2 Maneuver	-	-	- 160 -
Stage 1	-	-	- 403 -
Stage 2	-	-	- 597 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.14	0	26.25
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	22	-	-	-	193
HCM Lane V/C Ratio	0.007	-	-	-	0.124
HCM Ctrl Dly (s/v)	9.4	0.1	-	-	26.2
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.4

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	2	822	686	6	4	9
Future Volume (vph)	2	822	686	6	4	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3468	0	1568	0
Flt Permitted					0.986	
Satd. Flow (perm)	0	3574	3468	0	1568	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		366	424		495	
Travel Time (s)		7.1	8.3		11.3	
Peak Hour Factor	0.90	0.90	0.89	0.89	0.54	0.54
Heavy Vehicles (%)	1%	1%	4%	4%	8%	8%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	915	778	0	24	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 34.1%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	822	686	6	4	9
Future Vol, veh/h	2	822	686	6	4	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	89	89	54	54
Heavy Vehicles, %	1	1	4	4	8	8
Mvmt Flow	2	913	771	7	7	17

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	778	0	0 1235 389
Stage 1	-	-	- 774 -
Stage 2	-	-	- 461 -
Critical Hdwy	4.12	-	- 6.96 7.06
Critical Hdwy Stg 1	-	-	- 5.96 -
Critical Hdwy Stg 2	-	-	- 5.96 -
Follow-up Hdwy	2.21	-	- 3.58 3.38
Pot Cap-1 Maneuver	841	-	- 160 593
Stage 1	-	-	- 400 -
Stage 2	-	-	- 584 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	841	-	- 160 593
Mov Cap-2 Maneuver	-	-	- 160 -
Stage 1	-	-	- 399 -
Stage 2	-	-	- 584 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.06	0	17.03
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	9	-	-	-	323
HCM Lane V/C Ratio	0.003	-	-	-	0.074
HCM Ctrl Dly (s/v)	9.3	0	-	-	17
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lanes, Volumes, Timings

22: West Taft Road & Hazelhurst Avenue

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	7	819	678	15	55	14
Future Volume (vph)	7	819	678	15	55	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3494	0	1678	0
Flt Permitted					0.962	
Satd. Flow (perm)	0	3574	3494	0	1678	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		424	540		478	
Travel Time (s)		8.3	10.5		10.9	
Confl. Peds. (#/hr)	1			1		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.86	0.86
Heavy Vehicles (%)	1%	1%	3%	3%	6%	6%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	908	761	0	80	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 38.1% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	819	678	15	55	14
Future Vol, veh/h	7	819	678	15	55	14
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	86	86
Heavy Vehicles, %	1	1	3	3	6	6
Mvmt Flow	8	900	745	16	64	16

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	763	0	0 1220 382
Stage 1	-	-	- 754 -
Stage 2	-	-	- 465 -
Critical Hdwy	4.12	-	- 6.92 7.02
Critical Hdwy Stg 1	-	-	- 5.92 -
Critical Hdwy Stg 2	-	-	- 5.92 -
Follow-up Hdwy	2.21	-	- 3.56 3.36
Pot Cap-1 Maneuver	852	-	- 167 605
Stage 1	-	-	- 415 -
Stage 2	-	-	- 587 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	852	-	- 165 604
Mov Cap-2 Maneuver	-	-	- 165 -
Stage 1	-	-	- 410 -
Stage 2	-	-	- 587 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.19	0	36.24
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	31	-	-	-	193
HCM Lane V/C Ratio	0.009	-	-	-	0.415
HCM Ctrl Dly (s/v)	9.3	0.1	-	-	36.2
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	1.9

Lanes, Volumes, Timings

25: Rite Aid/Teacher's Drive & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	42	823	9	1	646	79	3	0	0	88	2	44
Future Volume (vph)	42	823	9	1	646	79	3	0	0	88	2	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	135		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3567	0	1752	4948	0	0	2579	0	0	1484	1324
Flt Permitted	0.261			0.294				0.644			0.728	
Satd. Flow (perm)	491	3567	0	542	4948	0	0	1748	0	0	1134	1324
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			23							75
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		251			531			126			490	
Travel Time (s)		4.9			10.3			2.9			11.1	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.76	0.76	0.76	0.50	0.50	0.50
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	33%	33%	33%	22%	22%	22%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	46	914	0	1	788	0	0	4	0	0	180	88
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	8.0		5.0	8.0		5.0	5.0		10.0	10.0	5.0
Minimum Split (s)	10.0	13.0		10.0	13.0		10.0	10.0		15.0	15.0	10.0
Total Split (s)	20.0	48.0		12.0	40.0		40.0	40.0		40.0	40.0	20.0
Total Split (%)	20.0%	48.0%		12.0%	40.0%		40.0%	40.0%		40.0%	40.0%	20.0%
Maximum Green (s)	15.0	43.0		7.0	35.0		35.0	35.0		35.0	35.0	15.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	3.0	3.0		2.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	Min		None	None		None	None	None
Act Effct Green (s)	29.7	28.6		24.4	20.4			15.2			15.2	27.4
Actuated g/C Ratio	0.53	0.51		0.44	0.37			0.27			0.27	0.49
v/c Ratio	0.11	0.50		0.00	0.43			0.01			0.58	0.13

2025 Existing Conditions - Morning Peak Hour
GTS Consulting

Synchro 12 Report
Page 19

Lanes, Volumes, Timings

25: Rite Aid/Teacher's Drive & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	7.7	11.5		8.0	15.2			16.3			26.9	3.9
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay (s/veh)	7.7	11.5		8.0	15.2			16.3			26.9	3.9
LOS	A	B		A	B			B			C	A
Approach Delay (s/veh)		11.4			15.2			16.3			19.3	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	6	81		0	70			0			55	2
Queue Length 95th (ft)	24	240		2	134			4			75	6
Internal Link Dist (ft)		171			451			46			410	
Turn Bay Length (ft)	130			135								
Base Capacity (vph)	629	2878		412	3257			1148			744	885
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.07	0.32		0.00	0.24			0.00			0.24	0.10

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 55.6

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay (s/veh): 13.9

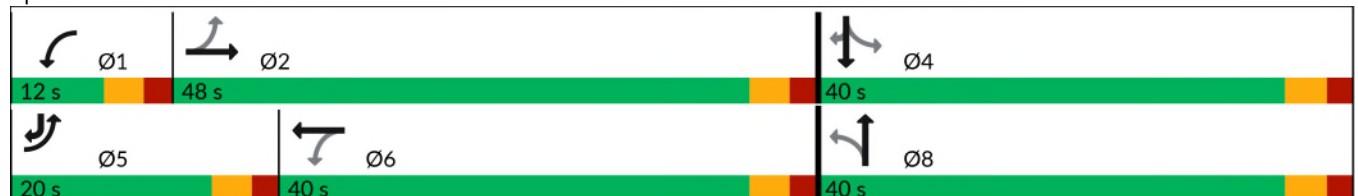
Intersection LOS: B

Intersection Capacity Utilization 51.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 25: Rite Aid/Teacher's Drive & West Taft Road



Lanes, Volumes, Timings
28: Route 11 & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	68	522	321	62	490	51	156	163	59	54	324	80
Future Volume (vph)	68	522	321	62	490	51	156	163	59	54	324	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	175		235	375		0	190		250
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1736	3273	0	1752	5036	1568	1752	3365	0	1787	3574	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1736	3273	0	1752	5036	1568	1752	3365	0	1787	3574	1599
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		142				188						
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		531			499			688			922	
Travel Time (s)		10.3			9.7			13.4			18.0	
Peak Hour Factor	0.96	0.96	0.96	0.91	0.91	0.91	0.94	0.94	0.94	0.96	0.96	0.96
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	3%	3%	3%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	878	0	68	538	56	166	236	0	56	338	83
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	pm+ov
Protected Phases	1	6		5	2		3	8		7	4	1
Permitted Phases						2						4
Detector Phase	1	6		5	2	2	3	8		7	4	1
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0	10.0	4.0	6.0		4.0	6.0	4.0
Minimum Split (s)	10.5	16.0		10.5	16.0	16.0	10.0	12.0		10.0	12.0	10.5
Total Split (s)	15.0	30.0		16.0	31.0	31.0	20.0	30.0		14.0	24.0	15.0
Total Split (%)	16.7%	33.3%		17.8%	34.4%	34.4%	22.2%	33.3%		15.6%	26.7%	16.7%
Maximum Green (s)	8.5	24.0		9.5	25.0	25.0	14.0	24.0		8.0	18.0	8.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	3.0	2.5		3.0	2.5	2.5	2.5	2.5		2.5	2.5	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	6.0		6.5	6.0	6.0	6.0	6.0		6.0	6.0	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.0	4.0		1.0	4.0	4.0	1.5	2.0		1.0	2.0	1.0
Recall Mode	None	C-Min		None	C-Min	C-Min	Max	Max		Max	Max	None
Act Effct Green (s)	6.8	27.9		7.0	28.0	28.0	14.7	24.0		8.7	18.0	30.8
Actuated g/C Ratio	0.08	0.31		0.08	0.31	0.31	0.16	0.27		0.10	0.20	0.34
v/c Ratio	0.54	0.79		0.50	0.34	0.09	0.58	0.26		0.32	0.47	0.15
Control Delay (s/veh)	54.8	31.0		74.5	16.1	0.4	44.2	27.0		44.1	34.4	20.8

2025 Existing Conditions - Morning Peak Hour
GTS Consulting

Synchro 12 Report
Page 21

Lanes, Volumes, Timings
28: Route 11 & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	54.8	31.0		74.5	16.1	0.4	44.2	27.0		44.1	34.4	20.8
LOS	D	C		E	B	A	D	C		D	C	C
Approach Delay (s/veh)		32.8			20.8			34.1			33.2	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	41	214		43	36	0	91	56		31	91	32
Queue Length 95th (ft)	84	#341		m89	45	m0	159	89		69	133	64
Internal Link Dist (ft)		451			419			608			842	
Turn Bay Length (ft)	200			175		235	375			190		250
Base Capacity (vph)	163	1112		184	1567	617	286	897		173	714	577
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.44	0.79		0.37	0.34	0.09	0.58	0.26		0.32	0.47	0.14

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay (s/veh): 29.9
 Intersection Capacity Utilization 66.2%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 28: Route 11 & West Taft Road



Lanes, Volumes, Timings

31: South Bay Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	503	74	137	512	44	44	147	98	32	175	47
Future Volume (vph)	58	503	74	137	512	44	44	147	98	32	175	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	400		380	340		0	115		400
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1736	3405	0	1752	4971	0	1787	3360	0	1770	3426	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1732	3405	0	1752	4971	0	1787	3360	0	1770	3426	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		19			18							
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		499			1099			982			949	
Travel Time (s)		9.7			21.4			19.1			18.5	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.77	0.77	0.77	0.80	0.80	0.80
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	63	627	0	147	598	0	57	318	0	40	278	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases												
Detector Phase	1	6		5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0		4.0	8.0		4.0	8.0	
Minimum Split (s)	10.5	16.0		10.5	16.0		10.0	14.5		10.0	14.5	
Total Split (s)	12.0	34.0		20.0	42.0		15.0	23.0		13.0	21.0	
Total Split (%)	13.3%	37.8%		22.2%	46.7%		16.7%	25.6%		14.4%	23.3%	
Maximum Green (s)	5.5	28.0		13.5	36.0		9.0	16.5		7.0	14.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	2.5		3.0	2.5		2.5	3.0		2.5	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.0		6.5	6.0		6.0	6.5		6.0	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	4.0		1.5	4.0		1.0	2.0		1.0	2.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	6.0	37.6		11.0	44.6		6.5	15.0		5.6	12.0	
Actuated g/C Ratio	0.07	0.42		0.12	0.50		0.07	0.17		0.06	0.13	
v/c Ratio	0.54	0.44		0.69	0.24		0.45	0.57		0.36	0.61	

2025 Existing Conditions - Morning Peak Hour
GTS Consulting

Synchro 12 Report
Page 23

Lanes, Volumes, Timings

31: South Bay Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	54.5	18.9		54.3	15.1		50.3	38.8		49.4	42.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	54.5	18.9		54.3	15.1		50.3	38.8		49.4	42.6	
LOS	D	B		D	B		D	D		D	D	
Approach Delay (s/veh)		22.1			22.8			40.5			43.4	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	39	84		83	76		32	92		23	80	
Queue Length 95th (ft)	m58	m146		143	110		59	108		48	104	
Internal Link Dist (ft)		419			1019			902			869	
Turn Bay Length (ft)	115			400			340			115		
Base Capacity (vph)	122	1432		262	2473		178	654		137	551	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.52	0.44		0.56	0.24		0.32	0.49		0.29	0.50	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay (s/veh): 28.8

Intersection LOS: C

Intersection Capacity Utilization 55.2%

ICU Level of Service B

Analysis Period (min) 15

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

Splits and Phases: 31: South Bay Road & West Taft Road



Lanes, Volumes, Timings

35: Route 11 & Wally Road/7 Brew

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	8	22	0	28	3	349	23	28	675	4
Future Volume (vph)	1	0	8	22	0	28	3	349	23	28	675	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	190		0	175		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	0	1497	0	0	1702	0	1752	3473	0	1770	3536	0
Flt Permitted		0.994			0.978		0.950			0.950		
Satd. Flow (perm)	0	1497	0	0	1702	0	1752	3473	0	1770	3536	0
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		910			150			1056			688	
Travel Time (s)		20.7			3.4			20.6			13.4	
Peak Hour Factor	0.50	0.50	0.50	0.89	0.89	0.89	0.85	0.85	0.85	0.97	0.97	0.97
Heavy Vehicles (%)	11%	11%	11%	1%	1%	1%	3%	3%	3%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	0	0	56	0	4	438	0	29	700	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 38.0%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	8	22	0	28	3	349	23	28	675	4
Future Vol, veh/h	1	0	8	22	0	28	3	349	23	28	675	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	190	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	89	89	89	85	85	85	97	97	97
Heavy Vehicles, %	11	11	11	1	1	1	3	3	3	2	2	2
Mvmt Flow	2	0	16	25	0	31	4	411	27	29	696	4

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	968	1200	350	837	1189	219	700	0	0	438	0	0
Stage 1	756	756	-	431	431	-	-	-	-	-	-	-
Stage 2	212	445	-	406	758	-	-	-	-	-	-	-
Critical Hdwy	7.72	6.72	7.12	7.52	6.52	6.92	4.16	-	-	4.14	-	-
Critical Hdwy Stg 1	6.72	5.72	-	6.52	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.72	5.72	-	6.52	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.61	4.11	3.41	3.51	4.01	3.31	2.23	-	-	2.22	-	-
Pot Cap-1 Maneuver	195	171	621	261	188	788	886	-	-	1119	-	-
Stage 1	347	394	-	575	584	-	-	-	-	-	-	-
Stage 2	745	551	-	596	416	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	182	166	621	247	182	788	886	-	-	1119	-	-
Mov Cap-2 Maneuver	182	166	-	247	182	-	-	-	-	-	-	-
Stage 1	338	383	-	573	581	-	-	-	-	-	-	-
Stage 2	712	549	-	565	405	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.63	15.43	0.07	0.33
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	886	-	-	490	401	1119	-	-
HCM Lane V/C Ratio	0.004	-	-	0.037	0.14	0.026	-	-
HCM Ctrl Dly (s/v)	9.1	-	-	12.6	15.4	8.3	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.5	0.1	-	-

Lanes, Volumes, Timings

1: Buckley Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	464	232	149	458	177	186	208	207	206	204	61
Future Volume (vph)	72	464	232	149	458	177	186	208	207	206	204	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		340	540		0	0		0	480		480
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3574	1599	1787	3424	0	1787	3306	0	1787	3453	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3574	1599	1787	3424	0	1787	3306	0	1787	3453	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			261		38			179			26	
Link Speed (mph)		40			35			35			35	
Link Distance (ft)		780			971			472			774	
Travel Time (s)		13.3			18.9			9.2			15.1	
Peak Hour Factor	0.89	0.89	0.89	0.88	0.88	0.88	0.86	0.86	0.86	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	81	521	261	169	721	0	216	483	0	234	301	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6	3	5	2		3	8		7	4	
Permitted Phases			6									
Detector Phase	1	6	3	5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	8.0	15.0	8.0	8.0	15.0		8.0	15.0		8.0	15.0	
Minimum Split (s)	14.0	21.0	14.0	14.0	21.0		14.0	21.0		14.0	21.0	
Total Split (s)	25.0	45.0	30.0	25.0	45.0		30.0	50.0		25.0	45.0	
Total Split (%)	17.2%	31.0%	20.7%	17.2%	31.0%		20.7%	34.5%		17.2%	31.0%	
Maximum Green (s)	19.0	39.0	24.0	19.0	39.0		24.0	44.0		19.0	39.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Min	None	None	Min		None	None		None	None	
Act Effct Green (s)	9.9	19.8	42.6	14.1	27.2		16.8	16.9		19.3	19.4	
Actuated g/C Ratio	0.10	0.21	0.45	0.15	0.29		0.18	0.18		0.20	0.21	
v/c Ratio	0.43	0.70	0.30	0.63	0.71		0.68	0.65		0.64	0.41	
Control Delay (s/veh)	49.7	40.3	2.8	50.3	34.0		48.7	27.7		46.3	34.5	

Lanes, Volumes, Timings

1: Buckley Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	49.7	40.3	2.8	50.3	34.0		48.7	27.7		46.3	34.5	
LOS	D	D	A	D	C		D	C		D	C	
Approach Delay (s/veh)		29.9			37.1			34.2			39.7	
Approach LOS		C			D			C			D	
Queue Length 50th (ft)	45	148	0	92	193		117	86		124	74	
Queue Length 95th (ft)	105	231	38	184	293		214	151		#280	142	
Internal Link Dist (ft)		700			891			392			694	
Turn Bay Length (ft)	310		340	540						480		
Base Capacity (vph)	364	1496	972	364	1455		460	1656		364	1460	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.22	0.35	0.27	0.46	0.50		0.47	0.29		0.64	0.21	

Intersection Summary

Area Type: Other

Cycle Length: 145

Actuated Cycle Length: 94.4

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay (s/veh): 34.8

Intersection LOS: C

Intersection Capacity Utilization 68.9%

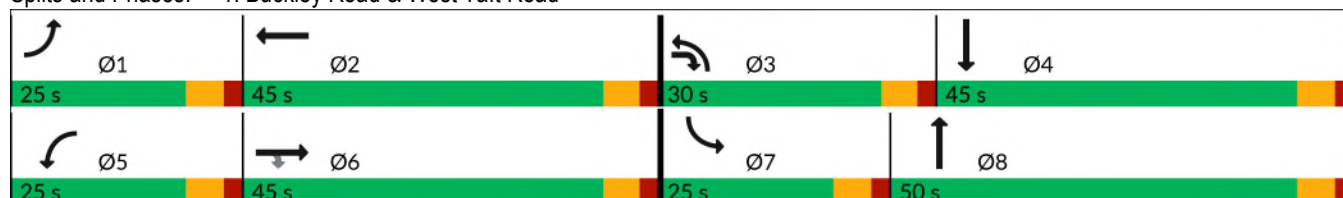
ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Buckley Road & West Taft Road



Lanes, Volumes, Timings

5: Jake Hafners/Allen Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	124	728	25	0	705	120	1	4	0	109	4	78
Future Volume (vph)	124	728	25	0	705	120	1	4	0	109	4	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	0		0	0		0	0		170
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3556	0	0	3496	0	0	1862	0	0	1795	1599
Flt Permitted	0.202							0.936			0.727	
Satd. Flow (perm)	380	3556	0	0	3496	0	0	1761	0	0	1368	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			37							61
Link Speed (mph)		35			35			30			35	
Link Distance (ft)		971			948			245			583	
Travel Time (s)		18.9			18.5			5.6			11.4	
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.50	0.50	0.50	0.82	0.82	0.82
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	131	792	0	0	887	0	0	10	0	0	138	95
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA			NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	1	6			2			8			4	1
Permitted Phases	6			2			8			4		4
Detector Phase	1	6		2	2		8	8		4	4	1
Switch Phase												
Minimum Initial (s)	5.0	15.0		15.0	15.0		5.0	5.0		8.0	8.0	5.0
Minimum Split (s)	11.0	20.0		20.0	20.0		9.5	9.5		13.0	13.0	11.0
Total Split (s)	12.0	37.0		25.0	25.0		20.0	20.0		20.0	20.0	12.0
Total Split (%)	21.1%	64.9%		43.9%	43.9%		35.1%	35.1%		35.1%	35.1%	21.1%
Maximum Green (s)	7.0	32.0		20.0	20.0		15.5	15.5		15.0	15.0	7.0
Yellow Time (s)	3.0	3.0		3.0	3.0		2.5	2.5		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0			4.5			5.0	5.0
Lead/Lag	Lead			Lag	Lag							Lead
Lead-Lag Optimize?	Yes			Yes	Yes							Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Min		Min	Min		None	None		None	None	None
Act Effct Green (s)	30.1	31.4			22.8			9.9			10.3	18.1
Actuated g/C Ratio	0.64	0.67			0.48			0.21			0.22	0.38
v/c Ratio	0.31	0.33			0.52			0.03			0.46	0.15
Control Delay (s/veh)	7.1	5.7			13.7			15.8			23.2	4.8

2025 Existing Conditions - Midday Peak Hour
GTS Consulting

Synchro 12 Report
Page 3

Lanes, Volumes, Timings

5: Jake Hafners/Allen Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay (s/veh)	7.1	5.7			13.7			15.8			23.2	4.8
LOS	A	A			B			B			C	A
Approach Delay (s/veh)		5.9			13.7			15.8			15.7	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)	13	49			102			2			34	5
Queue Length 95th (ft)	39	102			187			7			73	22
Internal Link Dist (ft)		891			868			165			503	
Turn Bay Length (ft)	250											170
Base Capacity (vph)	457	2483			1841			594			447	685
Starvation Cap Reductn	0	0			0			0			0	0
Spillback Cap Reductn	0	0			0			0			0	0
Storage Cap Reductn	0	0			0			0			0	0
Reduced v/c Ratio	0.29	0.32			0.48			0.02			0.31	0.14

Intersection Summary

Area Type: Other

Cycle Length: 57

Actuated Cycle Length: 47.2

Natural Cycle: 45

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.52

Intersection Signal Delay (s/veh): 10.4

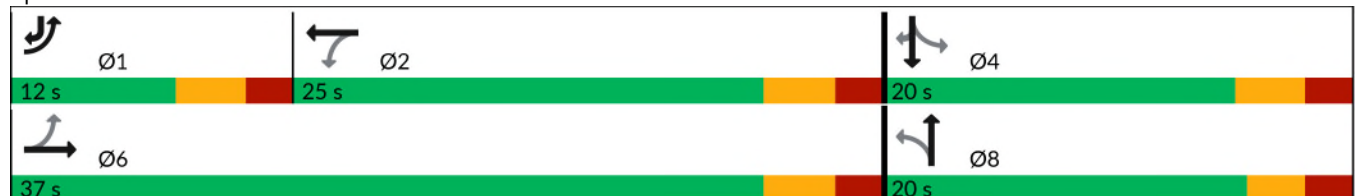
Intersection Capacity Utilization 69.6%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service C

Splits and Phases: 5: Jake Hafners/Allen Road & West Taft Road



						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	833	821	9	6	4
Future Volume (vph)	4	833	821	9	6	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3567	0	1726	0
Flt Permitted					0.972	
Satd. Flow (perm)	0	3574	3567	0	1726	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		948	105		502	
Travel Time (s)		18.5	2.0		11.4	
Peak Hour Factor	0.89	0.89	0.97	0.97	0.83	0.83
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	940	855	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 35.8%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	833	821	9	6	4
Future Vol, veh/h	4	833	821	9	6	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	97	97	83	83
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	4	936	846	9	7	5

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	856	0	0 1328 428
Stage 1	-	-	- 851 -
Stage 2	-	-	- 477 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	787	-	- 148 578
Stage 1	-	-	- 381 -
Stage 2	-	-	- 593 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	787	-	- 147 578
Mov Cap-2 Maneuver	-	-	- 147 -
Stage 1	-	-	- 378 -
Stage 2	-	-	- 593 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.12	0	23.27
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	17	-	-	-	209
HCM Lane V/C Ratio	0.006	-	-	-	0.058
HCM Ctrl Dly (s/v)	9.6	0.1	-	-	23.3
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lanes, Volumes, Timings
10: Willow Road & West Taft Road

12/19/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	822	17	14	821	9	10
Future Volume (vph)	822	17	14	821	9	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3564	0	0	3571	1641	0
Flt Permitted				0.999	0.978	
Satd. Flow (perm)	3564	0	0	3571	1641	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	105			252	463	
Travel Time (s)	2.0			4.9	10.5	
Confl. Peds. (#/hr)		4	4			
Peak Hour Factor	0.91	0.91	0.95	0.95	0.79	0.79
Heavy Vehicles (%)	1%	1%	1%	1%	5%	5%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	922	0	0	879	24	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 42.6% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR

Lane Configurations	↑↑			↑↑	↑↑	

Traffic Vol, veh/h	822	17	14	821	9	10

Future Vol, veh/h	822	17	14	821	9	10

Conflicting Peds, #/hr	0	4	4	0	0	0

Sign Control	Free	Free	Free	Free	Stop	Stop

RT Channelized	-	None	-	None	-	None

Storage Length	-	-	-	-	0	-

Veh in Median Storage, #	0	-	-	0	0	-

Grade, %	0	-	-	0	0	-

Peak Hour Factor	91	91	95	95	79	79

Heavy Vehicles, %	1	1	1	1	5	5

Mvmt Flow	903	19	15	864	11	13

Major/Minor	Major1	Major2	Minor1

Conflicting Flow All	0	0	926

Stage 1	-	-	917

Stage 2	-	-	462

Critical Hdwy	-	-	4.12

Critical Hdwy Stg 1	-	-	5.9

Critical Hdwy Stg 2	-	-	5.9

Follow-up Hdwy	-	-	2.21

Pot Cap-1 Maneuver	-	-	740

Stage 1	-	-	343

Stage 2	-	-	592

Platoon blocked, %	-	-	-

Mov Cap-1 Maneuver	-	-	737

Mov Cap-2 Maneuver	-	-	128

Stage 1	-	-	342

Stage 2	-	-	577

Approach	EB	WB	NB

HCM Ctrl Dly, s/v	0	0.42	23.98

HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT

Capacity (veh/h)	214	-	-	60	-

HCM Lane V/C Ratio	0.113	-	-	0.02	-

HCM Ctrl Dly (s/v)	24	-	-	10	0.3

HCM Lane LOS	C	-	-	A	A

HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Lanes, Volumes, Timings
12: West Taft Road & Crystal Drive

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	1	831	834	5	3	1
Future Volume (vph)	1	831	834	5	3	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3571	0	1752	0
Flt Permitted					0.964	
Satd. Flow (perm)	0	3574	3571	0	1752	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		252	99		489	
Travel Time (s)		4.9	1.9		11.1	
Peak Hour Factor	0.91	0.91	0.95	0.95	0.50	0.50
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	914	883	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

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

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	831	834	5	3	1
Future Vol, veh/h	1	831	834	5	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	95	95	50	50
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1	913	878	5	6	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	883	0	0 1339 442
Stage 1	-	-	- 881 -
Stage 2	-	-	- 459 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	768	-	- 145 566
Stage 1	-	-	- 368 -
Stage 2	-	-	- 606 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	768	-	- 145 566
Mov Cap-2 Maneuver	-	-	- 145 -
Stage 1	-	-	- 367 -
Stage 2	-	-	- 606 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	26.16
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	4	-	-	-	178
HCM Lane V/C Ratio	0.001	-	-	-	0.045
HCM Ctrl Dly (s/v)	9.7	0	-	-	26.2
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings

14: Fay Park Drive & West Taft Road

12/19/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	828	6	6	835	4	4
Future Volume (vph)	828	6	6	835	4	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3571	0	0	3574	1711	0
Flt Permitted					0.976	
Satd. Flow (perm)	3571	0	0	3574	1711	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	99			225	459	
Travel Time (s)	1.9			4.4	10.4	
Confl. Peds. (#/hr)		2	2			
Peak Hour Factor	0.95	0.95	0.96	0.96	0.50	0.50
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	878	0	0	876	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 37.3%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	828	6	6	835	4	4
Future Vol, veh/h	828	6	6	835	4	4
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	96	96	50	50
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	872	6	6	870	8	8

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	880
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.21
Pot Cap-1 Maneuver	-	-	770
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	769
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.17	21.58
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	233	-	-	26	-
HCM Lane V/C Ratio	0.069	-	-	0.008	-
HCM Ctrl Dly (s/v)	21.6	-	-	9.7	0.1
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lanes, Volumes, Timings

16: West Taft Road & Dormar Drive

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	2	830	836	5	7	5
Future Volume (vph)	2	830	836	5	7	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3571	0	1611	0
Flt Permitted					0.973	
Satd. Flow (perm)	0	3574	3571	0	1611	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		225	366		485	
Travel Time (s)		4.4	7.1		11.0	
Peak Hour Factor	0.93	0.93	0.97	0.97	0.76	0.76
Heavy Vehicles (%)	1%	1%	1%	1%	8%	8%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	894	867	0	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 34.3%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	830	836	5	7	5
Future Vol, veh/h	2	830	836	5	7	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	97	97	76	76
Heavy Vehicles, %	1	1	1	1	8	8
Mvmt Flow	2	892	862	5	9	7

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	867	0	0 1315 434
Stage 1	-	-	- 864 -
Stage 2	-	-	- 451 -
Critical Hdwy	4.12	-	- 6.96 7.06
Critical Hdwy Stg 1	-	-	- 5.96 -
Critical Hdwy Stg 2	-	-	- 5.96 -
Follow-up Hdwy	2.21	-	- 3.58 3.38
Pot Cap-1 Maneuver	779	-	- 142 554
Stage 1	-	-	- 358 -
Stage 2	-	-	- 592 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	779	-	- 141 554
Mov Cap-2 Maneuver	-	-	- 141 -
Stage 1	-	-	- 357 -
Stage 2	-	-	- 592 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.06	0	24.03
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	9	-	-	-	205
HCM Lane V/C Ratio	0.003	-	-	-	0.077
HCM Ctrl Dly (s/v)	9.6	0	-	-	24
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lanes, Volumes, Timings

19: West Taft Road & Rockland Drive

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	0	837	836	5	3	5
Future Volume (vph)	0	837	836	5	3	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3571	0	1688	0
Flt Permitted					0.982	
Satd. Flow (perm)	0	3574	3571	0	1688	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		366	424		495	
Travel Time (s)		7.1	8.3		11.3	
Peak Hour Factor	0.91	0.91	0.97	0.97	0.67	0.67
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	920	867	0	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 33.3%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	837	836	5	3	5
Future Vol, veh/h	0	837	836	5	3	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	97	97	67	67
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	920	862	5	4	7

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	867	0	0 1324 434
Stage 1	-	-	- 864 -
Stage 2	-	-	- 460 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	779	-	- 149 573
Stage 1	-	-	- 375 -
Stage 2	-	-	- 605 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	779	-	- 149 573
Mov Cap-2 Maneuver	-	-	- 149 -
Stage 1	-	-	- 375 -
Stage 2	-	-	- 605 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	18.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	779	-	-	-	277
HCM Lane V/C Ratio	-	-	-	-	0.043
HCM Ctrl Dly (s/v)	0	-	-	-	18.6
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings

22: West Taft Road & Hazelhurst Avenue

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	15	825	826	33	26	15
Future Volume (vph)	15	825	826	33	26	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3571	3553	0	1732	0
Flt Permitted		0.999			0.969	
Satd. Flow (perm)	0	3571	3553	0	1732	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		424	540		478	
Travel Time (s)		8.3	10.5		10.9	
Peak Hour Factor	0.94	0.94	0.93	0.93	0.73	0.73
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	894	923	0	57	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 43.5%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	825	826	33	26	15
Future Vol, veh/h	15	825	826	33	26	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	93	93	73	73
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	16	878	888	35	36	21

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	924	0	0 1377 462
Stage 1	-	-	- 906 -
Stage 2	-	-	- 471 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	742	-	- 137 549
Stage 1	-	-	- 357 -
Stage 2	-	-	- 598 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	742	-	- 133 549
Mov Cap-2 Maneuver	-	-	- 133 -
Stage 1	-	-	- 347 -
Stage 2	-	-	- 598 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.45	0	32.83
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	64	-	-	-	185
HCM Lane V/C Ratio	0.022	-	-	-	0.304
HCM Ctrl Dly (s/v)	10	0.3	-	-	32.8
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.1	-	-	-	1.2

Lanes, Volumes, Timings

25: Rite Aid/Teacher's Drive & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	785	11	11	785	27	8	0	2	24	0	66
Future Volume (vph)	55	785	11	11	785	27	8	0	2	24	0	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	135		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3566	0	1787	5110	0	0	3346	0	0	1787	1599
Flt Permitted	0.260			0.337				0.955				
Satd. Flow (perm)	489	3566	0	634	5110	0	0	3328	0	0	1881	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			6			131				44
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		251			531			126			490	
Travel Time (s)		4.9			10.3			2.9			11.1	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.83	0.83	0.83	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	58	838	0	12	864	0	0	12	0	0	27	73
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	8.0		5.0	8.0		5.0	5.0		10.0	10.0	5.0
Minimum Split (s)	10.0	13.0		10.0	13.0		10.0	10.0		15.0	15.0	10.0
Total Split (s)	20.0	48.0		12.0	40.0		40.0	40.0		40.0	40.0	20.0
Total Split (%)	20.0%	48.0%		12.0%	40.0%		40.0%	40.0%		40.0%	40.0%	20.0%
Maximum Green (s)	15.0	43.0		7.0	35.0		35.0	35.0		35.0	35.0	15.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	3.0	3.0		2.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	Min		None	None		None	None	None
Act Effct Green (s)	28.8	32.3		23.5	20.8			6.6			10.5	9.2
Actuated g/C Ratio	0.79	0.88		0.64	0.57			0.18			0.29	0.25
v/c Ratio	0.09	0.27		0.02	0.30			0.02			0.05	0.17

2025 Existing Conditions - Midday Peak Hour
GTS Consulting

Synchro 12 Report
Page 19

Lanes, Volumes, Timings

25: Rite Aid/Teacher's Drive & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	2.3	3.7		3.1	7.1			0.0			13.2	6.4
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay (s/veh)	2.3	3.7		3.1	7.1			0.0			13.2	6.4
LOS	A	A		A	A			A			B	A
Approach Delay (s/veh)		3.6			7.0						8.2	
Approach LOS		A			A						A	
Queue Length 50th (ft)	0	0		1	28			0			2	3
Queue Length 95th (ft)	16	142		5	100			0			24	23
Internal Link Dist (ft)		171			451			46			410	
Turn Bay Length (ft)	130			135								
Base Capacity (vph)	953	3434		669	4663			3048			1716	806
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.06	0.24		0.02	0.19			0.00			0.02	0.09

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 36.5

Natural Cycle: 40

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.30

Intersection Signal Delay (s/veh): 5.4

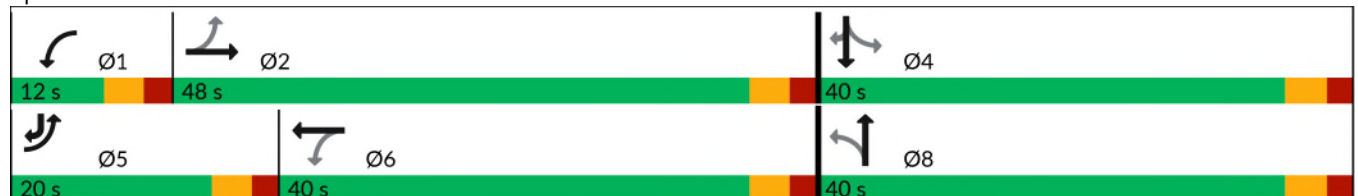
Intersection Capacity Utilization 47.1%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 25: Rite Aid/Teacher's Drive & West Taft Road



Lanes, Volumes, Timings
28: Route 11 & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	168	376	267	117	407	146	257	311	113	93	386	159
Future Volume (vph)	168	376	267	117	407	146	257	311	113	93	386	159
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	175		235	375		0	190		250
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3333	0	1787	5136	1599	1770	3398	0	1787	3574	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3333	0	1783	5136	1599	1770	3398	0	1787	3574	1599
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		176				235						
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		531			499			688			922	
Travel Time (s)		10.3			9.7			13.4			18.0	
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.97	0.97	0.97	0.94	0.94	0.94	0.95	0.95	0.95	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	173	663	0	124	433	155	271	446	0	96	398	164
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	pm+ov
Protected Phases	1	6		5	2		3	8		7	4	1
Permitted Phases						2						4
Detector Phase	1	6		5	2	2	3	8		7	4	1
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0	10.0	4.0	6.0		4.0	6.0	4.0
Minimum Split (s)	10.5	16.0		10.5	16.0	16.0	10.0	12.0		10.0	12.0	10.5
Total Split (s)	22.0	33.0		17.0	28.0	28.0	28.0	33.0		17.0	22.0	22.0
Total Split (%)	22.0%	33.0%		17.0%	28.0%	28.0%	28.0%	33.0%		17.0%	22.0%	22.0%
Maximum Green (s)	15.5	27.0		10.5	22.0	22.0	22.0	27.0		11.0	16.0	15.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	3.0	2.5		3.0	2.5	2.5	2.5	2.5		2.5	2.5	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	6.0		6.5	6.0	6.0	6.0	6.0		6.0	6.0	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.0	4.0		1.0	4.0	4.0	1.5	2.0		1.0	2.0	1.0
Recall Mode	None	C-Min		None	C-Min	C-Min	Max	Max		Max	Max	None
Act Effct Green (s)	12.6	23.6		9.3	20.3	20.3	26.6	27.0		15.6	16.0	34.6
Actuated g/C Ratio	0.13	0.24		0.09	0.20	0.20	0.27	0.27		0.16	0.16	0.35
v/c Ratio	0.77	0.72		0.75	0.41	0.30	0.58	0.49		0.35	0.70	0.30

2025 Existing Conditions - Midday Peak Hour
GTS Consulting

Synchro 12 Report
Page 21

Lanes, Volumes, Timings
28: Route 11 & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	64.5	30.1		88.8	25.9	3.0	39.0	32.8		43.6	47.0	24.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	64.5	30.1		88.8	25.9	3.0	39.0	32.8		43.6	47.0	24.8
LOS	E	C		F	C	A	D	C		D	D	C
Approach Delay (s/veh)		37.2			31.9			35.1			41.0	
Approach LOS		D			C			D			D	
Queue Length 50th (ft)	108	153		87	94	17	154	127		56	128	75
Queue Length 95th (ft)	177	207		#164	47	5	#255	177		112	181	123
Internal Link Dist (ft)		451			419			608			842	
Turn Bay Length (ft)	200			175		235	375			190		250
Base Capacity (vph)	276	1028		187	1129	535	470	917		278	571	599
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.63	0.64		0.66	0.38	0.29	0.58	0.49		0.35	0.70	0.27

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay (s/veh): 36.3

Intersection LOS: D

Intersection Capacity Utilization 70.9%

ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 28: Route 11 & West Taft Road



Lanes, Volumes, Timings

31: South Bay Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	432	83	114	525	65	113	200	124	61	147	32
Future Volume (vph)	67	432	83	114	525	65	113	200	124	61	147	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	400		380	340		0	115		400
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3488	0	1770	4999	0	1770	3337	0	1787	3478	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3488	0	1770	4999	0	1770	3337	0	1787	3478	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		23			23							
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		499			1099			982			949	
Travel Time (s)		9.7			21.4			19.1			18.5	
Peak Hour Factor	0.90	0.90	0.90	0.87	0.87	0.87	0.86	0.86	0.86	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	572	0	131	678	0	131	377	0	69	203	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases												
Detector Phase	1	6		5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0		4.0	8.0		4.0	8.0	
Minimum Split (s)	10.5	16.0		10.5	16.0		10.0	14.5		10.0	14.5	
Total Split (s)	17.0	36.0		18.0	37.0		24.0	31.0		15.0	22.0	
Total Split (%)	17.0%	36.0%		18.0%	37.0%		24.0%	31.0%		15.0%	22.0%	
Maximum Green (s)	10.5	30.0		11.5	31.0		18.0	24.5		9.0	15.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	2.5		3.0	2.5		2.5	3.0		2.5	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.0		6.5	6.0		6.0	6.5		6.0	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	4.0		1.5	4.0		1.0	2.0		1.0	2.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	7.7	40.8		11.5	46.7		11.0	17.6		7.1	11.7	
Actuated g/C Ratio	0.08	0.41		0.12	0.47		0.11	0.18		0.07	0.12	
v/c Ratio	0.54	0.40		0.65	0.29		0.68	0.64		0.55	0.50	
Control Delay (s/veh)	55.2	18.9		56.5	18.4		59.2	43.8		60.5	45.4	

2025 Existing Conditions - Midday Peak Hour
GTS Consulting

Synchro 12 Report
Page 23

Lanes, Volumes, Timings

31: South Bay Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	55.2	18.9		56.5	18.4		59.2	43.8		60.5	45.4	
LOS	E	B		E	B		E	D		E	D	
Approach Delay (s/veh)		23.0			24.6			47.8			49.3	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	49	98		82	97		83	123		44	64	
Queue Length 95th (ft)	m85	135		133	145		131	156		86	98	
Internal Link Dist (ft)		419			1019			902			869	
Turn Bay Length (ft)	115			400			340			115		
Base Capacity (vph)	190	1438		226	2346		318	817		160	539	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.39	0.40		0.58	0.29		0.41	0.46		0.43	0.38	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 2 (2%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay (s/veh): 32.4

Intersection LOS: C

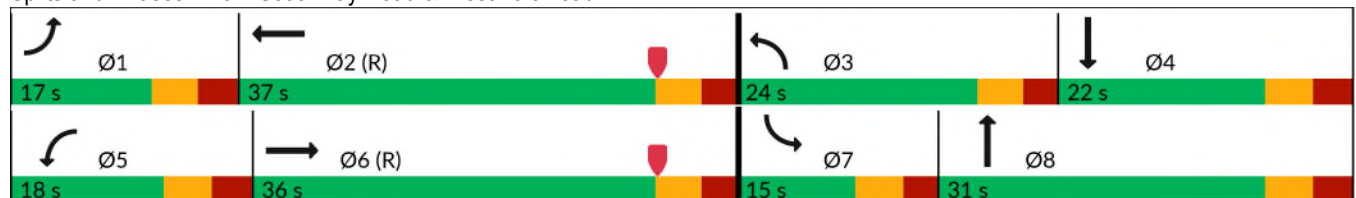
Intersection Capacity Utilization 54.7%

ICU Level of Service A

Analysis Period (min) 15

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

Splits and Phases: 31: South Bay Road & West Taft Road



Lanes, Volumes, Timings

35: Route 11 & Wally Road/7 Brew

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	1	9	9	0	25	7	648	23	19	738	13
Future Volume (vph)	8	1	9	9	0	25	7	648	23	19	738	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	190		0	175		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	0	1635	0	0	1675	0	1787	3556	0	1787	3564	0
Flt Permitted		0.979			0.987		0.950			0.950		
Satd. Flow (perm)	0	1635	0	0	1675	0	1787	3556	0	1787	3564	0
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		910			150			1056			688	
Travel Time (s)		20.7			3.4			20.6			13.4	
Confl. Peds. (#/hr)			2	2			1		1	1		1
Peak Hour Factor	0.56	0.56	0.56	0.71	0.71	0.71	0.96	0.96	0.96	0.93	0.93	0.93
Heavy Vehicles (%)	6%	6%	6%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	0	0	48	0	7	699	0	20	808	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 31.5%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↘	↗		↘	↗	
Traffic Vol, veh/h	8	1	9	9	0	25	7	648	23	19	738	13
Future Vol, veh/h	8	1	9	9	0	25	7	648	23	19	738	13
Conflicting Peds, #/hr	0	0	2	2	0	0	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	190	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	56	56	56	71	71	71	96	96	96	93	93	93
Heavy Vehicles, %	6	6	6	1	1	1	1	1	1	1	1	1
Mvmt Flow	14	2	16	13	0	35	7	675	24	20	794	14

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1194	1557	407	1143	1552	350	809	0	0	700	0	0
Stage 1	842	842	-	703	703	-	-	-	-	-	-	-
Stage 2	352	715	-	441	849	-	-	-	-	-	-	-
Critical Hdwy	7.62	6.62	7.02	7.52	6.52	6.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.62	5.62	-	6.52	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.62	5.62	-	6.52	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.56	4.06	3.36	3.51	4.01	3.31	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	138	107	583	156	114	649	819	-	-	899	-	-
Stage 1	317	369	-	397	441	-	-	-	-	-	-	-
Stage 2	627	423	-	568	377	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	126	104	581	144	110	648	818	-	-	899	-	-
Mov Cap-2 Maneuver	126	104	-	144	110	-	-	-	-	-	-	-
Stage 1	309	360	-	393	436	-	-	-	-	-	-	-
Stage 2	587	419	-	536	369	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	26.05	17.45	0.1	0.22
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	818	-	-	203	337	899	-	-
HCM Lane V/C Ratio	0.009	-	-	0.158	0.142	0.023	-	-
HCM Ctrl Dly (s/v)	9.4	-	-	26	17.5	9.1	-	-
HCM Lane LOS	A	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.5	0.1	-	-

Lanes, Volumes, Timings

1: Buckley Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	581	139	155	539	200	292	366	221	191	227	64
Future Volume (vph)	76	581	139	155	539	200	292	366	221	191	227	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		340	540		0	0		0	480		480
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3574	1599	1787	3428	0	1787	3371	0	1770	3422	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3574	1599	1787	3428	0	1787	3371	0	1770	3422	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			156		36			90			25	
Link Speed (mph)		40			35			35			35	
Link Distance (ft)		780			971			472			774	
Travel Time (s)		13.3			18.9			9.2			15.1	
Peak Hour Factor	0.89	0.89	0.89	0.94	0.94	0.94	0.91	0.91	0.91	0.87	0.87	0.87
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	653	156	165	786	0	321	645	0	220	335	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6	3	5	2		3	8		7	4	
Permitted Phases			6									
Detector Phase	1	6	3	5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	8.0	15.0	8.0	8.0	15.0		8.0	15.0		8.0	15.0	
Minimum Split (s)	14.0	21.0	14.0	14.0	21.0		14.0	21.0		14.0	21.0	
Total Split (s)	25.0	45.0	30.0	25.0	45.0		30.0	50.0		25.0	45.0	
Total Split (%)	17.2%	31.0%	20.7%	17.2%	31.0%		20.7%	34.5%		17.2%	31.0%	
Maximum Green (s)	19.0	39.0	24.0	19.0	39.0		24.0	44.0		19.0	39.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Min	None	None	Min		None	None		None	None	
Act Effct Green (s)	10.5	24.8	55.4	14.6	32.3		24.5	25.7		18.5	19.7	
Actuated g/C Ratio	0.10	0.23	0.51	0.14	0.30		0.23	0.24		0.17	0.18	
v/c Ratio	0.49	0.80	0.17	0.68	0.75		0.79	0.74		0.73	0.52	
Control Delay (s/veh)	59.4	47.8	3.1	61.5	39.3		57.7	39.5		60.0	40.8	

2025 Existing Conditions - Evening Peak Hour
GTS Consulting

Synchro 12 Report
Page 1

Lanes, Volumes, Timings

1: Buckley Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	59.4	47.8	3.1	61.5	39.3		57.7	39.5		60.0	40.8	
LOS	E	D	A	E	D		E	D		E	D	
Approach Delay (s/veh)		41.1			43.2			45.6			48.4	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	57	223	0	108	252		209	191		144	103	
Queue Length 95th (ft)	123	330	35	215	386		#474	298		#316	164	
Internal Link Dist (ft)		700			891			392			694	
Turn Bay Length (ft)	310		340	540						480		
Base Capacity (vph)	320	1314	895	320	1283		404	1450		317	1274	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.27	0.50	0.17	0.52	0.61		0.79	0.44		0.69	0.26	

Intersection Summary

Area Type: Other

Cycle Length: 145

Actuated Cycle Length: 108.1

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay (s/veh): 44.2

Intersection LOS: D

Intersection Capacity Utilization 76.6%

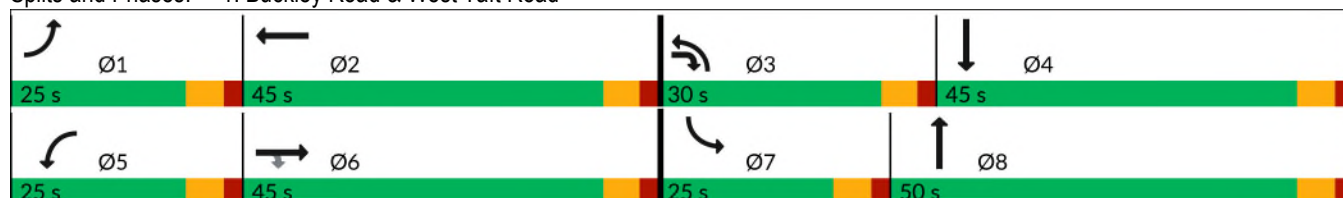
ICU Level of Service D

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Buckley Road & West Taft Road



Lanes, Volumes, Timings

5: Jake Hafners/Allen Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	181	788	24	1	767	178	10	2	2	129	2	117
Future Volume (vph)	181	788	24	1	767	178	10	2	2	129	2	117
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	0		0	0		0	0		170
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3560	0	0	3474	0	0	1781	0	0	1793	1599
Flt Permitted	0.162				0.954			0.765			0.716	
Satd. Flow (perm)	305	3560	0	0	3314	0	0	1410	0	0	1347	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			54			3				50
Link Speed (mph)		35			35			30			35	
Link Distance (ft)		971			948			245			583	
Travel Time (s)		18.9			18.5			5.6			11.4	
Peak Hour Factor	0.98	0.98	0.98	0.95	0.95	0.95	0.70	0.70	0.70	0.79	0.79	0.79
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	185	828	0	0	995	0	0	20	0	0	166	148
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	1	6			2			8			4	1
Permitted Phases	6			2			8			4		4
Detector Phase	1	6		2	2		8	8		4	4	1
Switch Phase												
Minimum Initial (s)	5.0	15.0		15.0	15.0		5.0	5.0		8.0	8.0	5.0
Minimum Split (s)	11.0	20.0		20.0	20.0		9.5	9.5		13.0	13.0	11.0
Total Split (s)	12.0	37.0		25.0	25.0		20.0	20.0		20.0	20.0	12.0
Total Split (%)	21.1%	64.9%		43.9%	43.9%		35.1%	35.1%		35.1%	35.1%	21.1%
Maximum Green (s)	7.0	32.0		20.0	20.0		15.5	15.5		15.0	15.0	7.0
Yellow Time (s)	3.0	3.0		3.0	3.0		2.5	2.5		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0			4.5			5.0	5.0
Lead/Lag	Lead			Lag	Lag							Lead
Lead-Lag Optimize?	Yes			Yes	Yes							Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Min		Min	Min		None	None		None	None	None
Act Effct Green (s)	30.3	32.1			23.5			10.7			11.4	18.8
Actuated g/C Ratio	0.63	0.67			0.49			0.22			0.24	0.39
v/c Ratio	0.46	0.35			0.60			0.06			0.52	0.22
Control Delay (s/veh)	9.7	6.0			15.8			15.1			24.9	7.3

2025 Existing Conditions - Evening Peak Hour
GTS Consulting

Synchro 12 Report
Page 3

Lanes, Volumes, Timings

5: Jake Hafners/Allen Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay (s/veh)	9.7	6.0			15.8			15.1			24.9	7.3
LOS	A	A			B			B			C	A
Approach Delay (s/veh)		6.7			15.8			15.1			16.6	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)	22	58			132			4			48	18
Queue Length 95th (ft)	58	107			#254			13			83	37
Internal Link Dist (ft)		891			868			165			503	
Turn Bay Length (ft)	250											170
Base Capacity (vph)	426	2442			1695			493			453	687
Starvation Cap Reductn	0	0			0			0			0	0
Spillback Cap Reductn	0	0			0			0			0	0
Storage Cap Reductn	0	0			0			0			0	0
Reduced v/c Ratio	0.43	0.34			0.59			0.04			0.37	0.22

Intersection Summary

Area Type: Other

Cycle Length: 57

Actuated Cycle Length: 47.9

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.60

Intersection Signal Delay (s/veh): 12.0

Intersection LOS: B

Intersection Capacity Utilization 71.2%

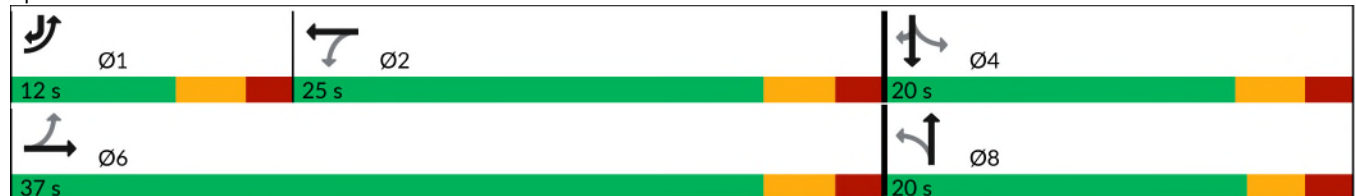
ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 5: Jake Hafners/Allen Road & West Taft Road



						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	0	919	943	18	4	3
Future Volume (vph)	0	919	943	18	4	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3564	0	1726	0
Flt Permitted					0.972	
Satd. Flow (perm)	0	3574	3564	0	1726	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		948	105		502	
Travel Time (s)		18.5	2.0		11.4	
Confl. Peds. (#/hr)	2			2		
Peak Hour Factor	0.98	0.98	0.96	0.96	0.58	0.58
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	938	1001	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 36.6%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	919	943	18	4	3
Future Vol, veh/h	0	919	943	18	4	3
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	96	96	58	58
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	938	982	19	7	5

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1003	0	0 1463 503
Stage 1	-	-	- 994 -
Stage 2	-	-	- 469 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	692	-	- 121 517
Stage 1	-	-	- 321 -
Stage 2	-	-	- 599 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	691	-	- 120 516
Mov Cap-2 Maneuver	-	-	- 120 -
Stage 1	-	-	- 321 -
Stage 2	-	-	- 599 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	26.53
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	691	-	-	-	179
HCM Lane V/C Ratio	-	-	-	-	0.067
HCM Ctrl Dly (s/v)	0	-	-	-	26.5
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lanes, Volumes, Timings
10: Willow Road & West Taft Road

12/19/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	907	16	21	958	3	13
Future Volume (vph)	907	16	21	958	3	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3564	0	0	3571	1657	0
Flt Permitted				0.999	0.991	
Satd. Flow (perm)	3564	0	0	3571	1657	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	105			252	463	
Travel Time (s)	2.0			4.9	10.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.57	0.57
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	962	0	0	1020	28	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 51.5% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	907	16	21	958	3	13
Future Vol, veh/h	907	16	21	958	3	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	57	57
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	945	17	22	998	5	23

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	961
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.21
Pot Cap-1 Maneuver	-	-	718
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	718
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.62	17.78
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	310	-	-	77	-
HCM Lane V/C Ratio	0.091	-	-	0.03	-
HCM Ctrl Dly (s/v)	17.8	-	-	10.2	0.4
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Lanes, Volumes, Timings
12: West Taft Road & Crystal Drive

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	4	916	974	9	5	5
Future Volume (vph)	4	916	974	9	5	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3571	0	1711	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	3574	3571	0	1711	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		252	99		489	
Travel Time (s)		4.9	1.9		11.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.50	0.50
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	958	1024	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 38.1% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	916	974	9	5	5
Future Vol, veh/h	4	916	974	9	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	50	50
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	4	954	1015	9	10	10

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1024	0	0 1505 512
Stage 1	-	-	- 1019 -
Stage 2	-	-	- 485 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	680	-	- 113 510
Stage 1	-	-	- 311 -
Stage 2	-	-	- 587 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	680	-	- 112 510
Mov Cap-2 Maneuver	-	-	- 112 -
Stage 1	-	-	- 309 -
Stage 2	-	-	- 587 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.13	0	26.96
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	16	-	-	-	184
HCM Lane V/C Ratio	0.006	-	-	-	0.109
HCM Ctrl Dly (s/v)	10.3	0.1	-	-	27
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.4

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	913	8	16	976	7	18
Future Volume (vph)	913	8	16	976	7	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3571	0	0	3571	1673	0
Flt Permitted				0.999	0.986	
Satd. Flow (perm)	3571	0	0	3571	1673	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	99			225	459	
Travel Time (s)	1.9			4.4	10.4	
Peak Hour Factor	0.94	0.94	0.96	0.96	0.63	0.63
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	980	0	0	1034	40	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 48.3%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	913	8	16	976	7	18
Future Vol, veh/h	913	8	16	976	7	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	96	96	63	63
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	971	9	17	1017	11	29

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	980
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.21
Pot Cap-1 Maneuver	-	-	706
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	706
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.48	21.98
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	251	-	-	58	-
HCM Lane V/C Ratio	0.158	-	-	0.024	-
HCM Ctrl Dly (s/v)	22	-	-	10.2	0.3
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Lanes, Volumes, Timings
16: West Taft Road & Dormar Drive

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	9	922	989	22	8	3
Future Volume (vph)	9	922	989	22	8	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3564	0	1752	0
Flt Permitted					0.964	
Satd. Flow (perm)	0	3574	3564	0	1752	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		225	366		485	
Travel Time (s)		4.4	7.1		11.0	
Confl. Peds. (#/hr)	4			4		
Peak Hour Factor	0.97	0.97	0.96	0.96	0.69	0.69
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	960	1053	0	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 41.8% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	922	989	22	8	3
Future Vol, veh/h	9	922	989	22	8	3
Conflicting Peds, #/hr	4	0	0	4	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	96	96	69	69
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	9	951	1030	23	12	4

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1057	0	0 1539 531
Stage 1	-	-	- 1046 -
Stage 2	-	-	- 494 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	660	-	- 107 496
Stage 1	-	-	- 302 -
Stage 2	-	-	- 582 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	658	-	- 105 494
Mov Cap-2 Maneuver	-	-	- 105 -
Stage 1	-	-	- 295 -
Stage 2	-	-	- 582 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.3	0	35.61
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	35	-	-	-	133
HCM Lane V/C Ratio	0.014	-	-	-	0.119
HCM Ctrl Dly (s/v)	10.6	0.2	-	-	35.6
HCM Lane LOS	B	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Lanes, Volumes, Timings

19: West Taft Road & Rockland Drive

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	926	1010	10	1	1
Future Volume (vph)	4	926	1010	10	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3567	0	1711	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	3574	3567	0	1711	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		366	424		495	
Travel Time (s)		7.1	8.3		11.3	
Confl. Peds. (#/hr)	2			2		
Peak Hour Factor	0.97	0.97	0.95	0.95	0.50	0.50
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	959	1074	0	4	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

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

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	926	1010	10	1	1
Future Vol, veh/h	4	926	1010	10	1	1
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	95	95	50	50
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	4	955	1063	11	2	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1076	0	0 1556 539
Stage 1	-	-	- 1070 -
Stage 2	-	-	- 486 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	650	-	- 105 490
Stage 1	-	-	- 293 -
Stage 2	-	-	- 587 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	649	-	- 103 489
Mov Cap-2 Maneuver	-	-	- 103 -
Stage 1	-	-	- 290 -
Stage 2	-	-	- 587 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.14	0	26.59
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	15	-	-	-	171
HCM Lane V/C Ratio	0.006	-	-	-	0.023
HCM Ctrl Dly (s/v)	10.6	0.1	-	-	26.6
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings

22: West Taft Road & Hazelhurst Avenue

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	13	914	1012	74	21	8
Future Volume (vph)	13	914	1012	74	21	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3571	3539	0	1746	0
Flt Permitted		0.999			0.965	
Satd. Flow (perm)	0	3571	3539	0	1746	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		424	540		478	
Travel Time (s)		8.3	10.5		10.9	
Confl. Peds. (#/hr)	3			3		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.81	0.81
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	976	1143	0	36	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 44.5% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	914	1012	74	21	8
Future Vol, veh/h	13	914	1012	74	21	8
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	81	81
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	14	962	1065	78	26	10

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1146	0	0 1616 575
Stage 1	-	-	- 1107 -
Stage 2	-	-	- 508 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	611	-	- 95 464
Stage 1	-	-	- 280 -
Stage 2	-	-	- 572 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	609	-	- 92 463
Mov Cap-2 Maneuver	-	-	- 92 -
Stage 1	-	-	- 271 -
Stage 2	-	-	- 572 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.48	0	48.07
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	50	-	-	-	118
HCM Lane V/C Ratio	0.022	-	-	-	0.302
HCM Ctrl Dly (s/v)	11	0.3	-	-	48.1
HCM Lane LOS	B	A	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	-	1.2

Lanes, Volumes, Timings

25: Rite Aid/Teacher's Drive & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	839	11	6	995	61	6	1	3	45	1	85
Future Volume (vph)	85	839	11	6	995	61	6	1	3	45	1	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	135		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3566	0	1787	5089	0	0	3300	0	0	1793	1599
Flt Permitted	0.172			0.318				0.848			0.792	
Satd. Flow (perm)	324	3566	0	598	5089	0	0	2878	0	0	1490	1579
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			10			4				22
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		251			531			126			490	
Travel Time (s)		4.9			10.3			2.9			11.1	
Confl. Peds. (#/hr)			1	1			1					1
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.83	0.83	0.83	0.86	0.86	0.86
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	89	895	0	7	1160	0	0	12	0	0	53	99
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	8.0		5.0	8.0		5.0	5.0		10.0	10.0	5.0
Minimum Split (s)	10.0	13.0		10.0	13.0		10.0	10.0		15.0	15.0	10.0
Total Split (s)	20.0	48.0		12.0	40.0		40.0	40.0		40.0	40.0	20.0
Total Split (%)	20.0%	48.0%		12.0%	40.0%		40.0%	40.0%		40.0%	40.0%	20.0%
Maximum Green (s)	15.0	43.0		7.0	35.0		35.0	35.0		35.0	35.0	15.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	3.0	3.0		2.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	Min		None	None		None	None	None
Act Effct Green (s)	33.6	35.2		27.3	24.8			8.5			11.0	13.2
Actuated g/C Ratio	0.72	0.75		0.58	0.53			0.18			0.24	0.28
v/c Ratio	0.18	0.33		0.01	0.43			0.02			0.15	0.21

2025 Existing Conditions - Evening Peak Hour
GTS Consulting

Synchro 12 Report
Page 19

Lanes, Volumes, Timings

25: Rite Aid/Teacher's Drive & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	4.4	5.6		4.3	10.9			17.5			21.2	10.0
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay (s/veh)	4.4	5.6		4.3	10.9			17.5			21.2	10.0
LOS	A	A		A	B			B			C	B
Approach Delay (s/veh)		5.5			10.9			17.5			13.9	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)	9	61		1	103			1			14	14
Queue Length 95th (ft)	22	153		4	146			6			43	41
Internal Link Dist (ft)		171			451			46			410	
Turn Bay Length (ft)	130			135								
Base Capacity (vph)	748	3043		565	3915			2213			1145	743
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.12	0.29		0.01	0.30			0.01			0.05	0.13

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 46.7

Natural Cycle: 45

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.43

Intersection Signal Delay (s/veh): 8.8

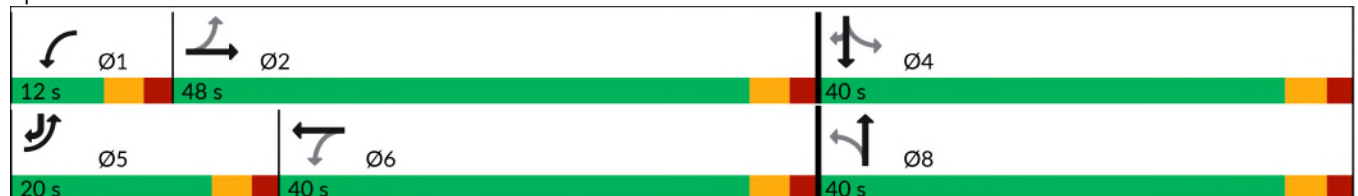
Intersection Capacity Utilization 49.4%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 25: Rite Aid/Teacher's Drive & West Taft Road



Lanes, Volumes, Timings
28: Route 11 & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	151	490	246	83	581	180	339	352	90	85	385	142
Future Volume (vph)	151	490	246	83	581	180	339	352	90	85	385	142
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	175		235	375		0	190		250
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1770	3362	0	1787	5136	1599	1787	3463	0	1787	3574	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3362	0	1787	5136	1599	1787	3463	0	1787	3574	1599
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		77				213						
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		531			499			688			922	
Travel Time (s)		10.3			9.7			13.4			18.0	
Peak Hour Factor	0.98	0.98	0.98	0.95	0.95	0.95	0.94	0.94	0.94	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	154	751	0	87	612	189	361	470	0	94	428	158
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	pm+ov
Protected Phases	1	6		5	2		3	8		7	4	1
Permitted Phases						2						4
Detector Phase	1	6		5	2	2	3	8		7	4	1
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0	10.0	4.0	6.0		4.0	6.0	4.0
Minimum Split (s)	10.5	16.0		10.5	16.0	16.0	10.0	12.0		10.0	12.0	10.5
Total Split (s)	25.0	35.0		20.0	30.0	30.0	32.0	36.0		19.0	23.0	25.0
Total Split (%)	22.7%	31.8%		18.2%	27.3%	27.3%	29.1%	32.7%		17.3%	20.9%	22.7%
Maximum Green (s)	18.5	29.0		13.5	24.0	24.0	26.0	30.0		13.0	17.0	18.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	3.0	2.5		3.0	2.5	2.5	2.5	2.5		2.5	2.5	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	6.0		6.5	6.0	6.0	6.0	6.0		6.0	6.0	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.0	4.0		1.0	4.0	4.0	1.5	2.0		1.0	2.0	1.0
Recall Mode	None	C-Min		None	C-Min	C-Min	Max	Max		Max	Max	None
Act Effct Green (s)	13.1	33.5		9.0	27.1	27.1	28.3	30.0		15.3	17.0	36.1
Actuated g/C Ratio	0.12	0.30		0.08	0.25	0.25	0.26	0.27		0.14	0.15	0.33
v/c Ratio	0.73	0.70		0.60	0.48	0.34	0.79	0.50		0.38	0.78	0.30
Control Delay (s/veh)	66.1	34.9		80.2	27.7	3.1	52.5	35.8		49.5	55.3	28.4

2025 Existing Conditions - Evening Peak Hour
GTS Consulting

Synchro 12 Report
Page 21

Lanes, Volumes, Timings
28: Route 11 & West Taft Road

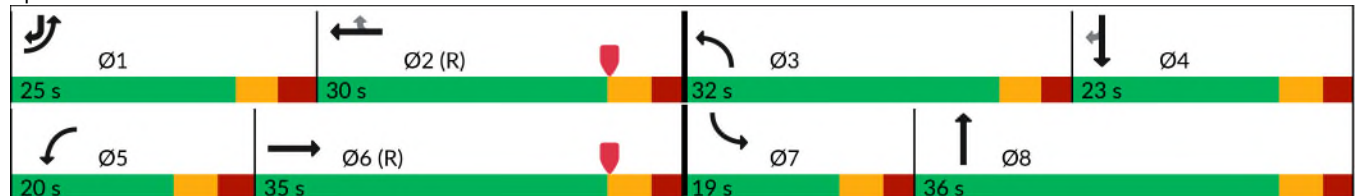
12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	66.1	34.9		80.2	27.7	3.1	52.5	35.8		49.5	55.3	28.4
LOS	E	C		F	C	A	D	D		D	E	C
Approach Delay (s/veh)		40.2			27.6			43.1			48.2	
Approach LOS		D			C			D			D	
Queue Length 50th (ft)	108	225		67	102	6	247	148		63	155	83
Queue Length 95th (ft)	171	313		123	84	13	#408	200		117	#217	128
Internal Link Dist (ft)		451			419			608			842	
Turn Bay Length (ft)	200			175		235	375			190		250
Base Capacity (vph)	297	1076		219	1265	554	459	944		248	552	603
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.52	0.70		0.40	0.48	0.34	0.79	0.50		0.38	0.78	0.26

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay (s/veh): 39.2
 Intersection Capacity Utilization 75.9%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 28: Route 11 & West Taft Road



Lanes, Volumes, Timings

31: South Bay Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	84	512	69	150	597	79	166	396	140	46	160	81
Future Volume (vph)	84	512	69	150	597	79	166	396	140	46	160	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	400		380	340		0	115		400
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1752	3442	0	1787	5043	0	1770	3401	0	1736	3294	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1752	3442	0	1787	5043	0	1770	3401	0	1736	3294	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		14			22							
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		499			1099			982			949	
Travel Time (s)		9.7			21.4			19.1			18.5	
Peak Hour Factor	0.89	0.89	0.89	0.94	0.94	0.94	0.92	0.92	0.92	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	1%	1%	1%	2%	2%	2%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	94	653	0	160	719	0	180	582	0	47	249	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases												
Detector Phase	1	6		5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0		4.0	8.0		4.0	8.0	
Minimum Split (s)	10.5	16.0		10.5	16.0		10.0	14.5		10.0	14.5	
Total Split (s)	17.0	39.0		18.0	40.0		29.0	33.0		20.0	24.0	
Total Split (%)	15.5%	35.5%		16.4%	36.4%		26.4%	30.0%		18.2%	21.8%	
Maximum Green (s)	10.5	33.0		11.5	34.0		23.0	26.5		14.0	17.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	2.5		3.0	2.5		2.5	3.0		2.5	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.0		6.5	6.0		6.0	6.5		6.0	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	4.0		1.5	4.0		1.0	2.0		1.0	2.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	9.1	42.0		13.7	48.9		14.8	24.5		6.7	14.5	
Actuated g/C Ratio	0.08	0.38		0.12	0.44		0.13	0.22		0.06	0.13	
v/c Ratio	0.65	0.49		0.72	0.32		0.76	0.77		0.45	0.58	
Control Delay (s/veh)	73.2	19.8		64.8	22.2		65.2	47.3		62.3	49.8	

2025 Existing Conditions - Evening Peak Hour
GTS Consulting

Synchro 12 Report
Page 23

Lanes, Volumes, Timings

31: South Bay Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	73.2	19.8		64.8	22.2		65.2	47.3		62.3	49.8	
LOS	E	B		E	C		E	D		E	D	
Approach Delay (s/veh)		26.5			30.0			51.6			51.8	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	71	98		109	121		126	210		34	90	
Queue Length 95th (ft)	m112	149		#215	184		191	257		72	130	
Internal Link Dist (ft)		419			1019			902			869	
Turn Bay Length (ft)	115			400			340			115		
Base Capacity (vph)	174	1324		228	2255		370	836		220	528	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.54	0.49		0.70	0.32		0.49	0.70		0.21	0.47	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 4 (4%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay (s/veh): 37.5

Intersection LOS: D

Intersection Capacity Utilization 64.2%

ICU Level of Service C

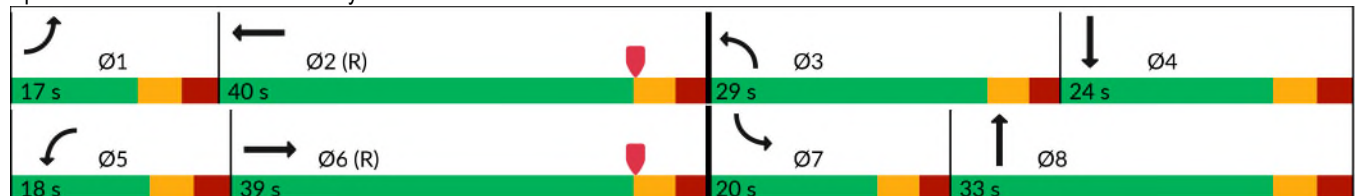
Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 31: South Bay Road & West Taft Road



Lanes, Volumes, Timings

35: Route 11 & Wally Road/7 Brew

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	0	4	6	0	18	11	751	23	16	690	8
Future Volume (vph)	12	0	4	6	0	18	11	751	23	16	690	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	190		0	175		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	0	1752	0	0	1671	0	1787	3560	0	1787	3567	0
Flt Permitted		0.964			0.988		0.950			0.950		
Satd. Flow (perm)	0	1752	0	0	1671	0	1787	3560	0	1787	3567	0
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		910			150			1056			688	
Travel Time (s)		20.7			3.4			20.6			13.4	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.67	0.67	0.67	0.86	0.86	0.86	0.99	0.99	0.99	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	0	0	28	0	11	782	0	17	751	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 31.5%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↗↗		↗	↗↗	
Traffic Vol, veh/h	12	0	4	6	0	18	11	751	23	16	690	8
Future Vol, veh/h	12	0	4	6	0	18	11	751	23	16	690	8
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	190	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	86	86	86	99	99	99	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	18	0	6	7	0	21	11	759	23	17	742	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1183	1586	376	1198	1578	391	752	0	0	782	0	0
Stage 1	782	782	-	792	792	-	-	-	-	-	-	-
Stage 2	402	804	-	405	786	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.52	6.52	6.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.51	4.01	3.31	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	146	108	624	142	109	611	860	-	-	838	-	-
Stage 1	356	406	-	351	401	-	-	-	-	-	-	-
Stage 2	599	396	-	596	404	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	136	105	624	136	106	611	860	-	-	838	-	-
Mov Cap-2 Maneuver	136	105	-	136	106	-	-	-	-	-	-	-
Stage 1	348	397	-	346	396	-	-	-	-	-	-	-
Stage 2	571	391	-	578	395	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	29.73	17.05	0.13	0.21
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	860	-	-	169	327	838	-	-
HCM Lane V/C Ratio	0.013	-	-	0.141	0.085	0.021	-	-
HCM Ctrl Dly (s/v)	9.2	-	-	29.7	17	9.4	-	-
HCM Lane LOS	A	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.3	0.1	-	-

Lanes, Volumes, Timings

1: Buckley Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	375	134	143	395	157	167	186	155	205	183	75
Future Volume (vph)	50	375	134	143	395	157	167	186	155	205	183	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		340	540		0	0		0	480		480
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3574	1599	1787	3421	0	1787	3331	0	1787	3417	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3574	1599	1787	3421	0	1787	3331	0	1787	3417	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			154		40			150			42	
Link Speed (mph)		40			35			35			35	
Link Distance (ft)		780			971			472			774	
Travel Time (s)		13.3			18.9			9.2			15.1	
Peak Hour Factor	0.87	0.87	0.87	0.93	0.93	0.93	0.90	0.90	0.90	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	431	154	154	594	0	186	379	0	218	275	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6	3	5	2		3	8		7	4	
Permitted Phases			6									
Detector Phase	1	6	3	5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	8.0	15.0	8.0	8.0	15.0		8.0	15.0		8.0	15.0	
Minimum Split (s)	14.0	21.0	14.0	14.0	21.0		14.0	21.0		14.0	21.0	
Total Split (s)	25.0	45.0	30.0	25.0	45.0		30.0	50.0		25.0	45.0	
Total Split (%)	17.2%	31.0%	20.7%	17.2%	31.0%		20.7%	34.5%		17.2%	31.0%	
Maximum Green (s)	19.0	39.0	24.0	19.0	39.0		24.0	44.0		19.0	39.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Min	None	None	Min		None	None		None	None	
Act Effct Green (s)	8.8	16.7	36.8	12.6	23.7		14.0	15.6		17.3	18.8	
Actuated g/C Ratio	0.10	0.19	0.43	0.15	0.27		0.16	0.18		0.20	0.22	
v/c Ratio	0.31	0.62	0.20	0.59	0.61		0.64	0.52		0.61	0.35	
Control Delay (s/veh)	43.6	37.3	3.2	45.0	29.9		45.1	23.0		41.0	27.8	

2025 Existing Conditions - Saturday Peak Hour
GTS Consulting

Synchro 12 Report
Page 1

Lanes, Volumes, Timings

1: Buckley Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	43.6	37.3	3.2	45.0	29.9		45.1	23.0		41.0	27.8	
LOS	D	D	A	D	C		D	C		D	C	
Approach Delay (s/veh)		29.7			33.0			30.3			33.6	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	29	115	0	79	146		95	57		105	54	
Queue Length 95th (ft)	71	176	30	152	218		176	117		211	114	
Internal Link Dist (ft)		700			891			392			694	
Turn Bay Length (ft)	310		340	540						480		
Base Capacity (vph)	396	1628	939	396	1580		501	1785		396	1580	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.14	0.26	0.16	0.39	0.38		0.37	0.21		0.55	0.17	

Intersection Summary

Area Type: Other

Cycle Length: 145

Actuated Cycle Length: 86.4

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay (s/veh): 31.6

Intersection Capacity Utilization 66.5%

Analysis Period (min) 15

Intersection LOS: C

ICU Level of Service C

Splits and Phases: 1: Buckley Road & West Taft Road



Lanes, Volumes, Timings

5: Jake Hafners/Allen Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	137	579	19	0	555	102	3	0	0	102	0	137
Future Volume (vph)	137	579	19	0	555	102	3	0	0	102	0	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	0		0	0		0	0		170
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3556	0	0	3492	0	0	1787	0	0	1787	1599
Flt Permitted	0.271							0.684			0.755	
Satd. Flow (perm)	510	3556	0	0	3492	0	0	1287	0	0	1420	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			41							112
Link Speed (mph)		35			35			30			35	
Link Distance (ft)		971			948			245			583	
Travel Time (s)		18.9			18.5			5.6			11.4	
Peak Hour Factor	0.97	0.97	0.97	0.92	0.92	0.92	0.75	0.75	0.75	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	141	617	0	0	714	0	0	4	0	0	113	152
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA			NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	1	6			2			8			4	1
Permitted Phases	6			2			8			4		4
Detector Phase	1	6		2	2		8	8		4	4	1
Switch Phase												
Minimum Initial (s)	5.0	15.0		15.0	15.0		5.0	5.0		8.0	8.0	5.0
Minimum Split (s)	11.0	20.0		20.0	20.0		9.5	9.5		13.0	13.0	11.0
Total Split (s)	12.0	37.0		25.0	25.0		20.0	20.0		20.0	20.0	12.0
Total Split (%)	21.1%	64.9%		43.9%	43.9%		35.1%	35.1%		35.1%	35.1%	21.1%
Maximum Green (s)	7.0	32.0		20.0	20.0		15.5	15.5		15.0	15.0	7.0
Yellow Time (s)	3.0	3.0		3.0	3.0		2.5	2.5		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0			4.5			5.0	5.0
Lead/Lag	Lead			Lag	Lag							Lead
Lead-Lag Optimize?	Yes			Yes	Yes							Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Min		Min	Min		None	None		None	None	None
Act Effct Green (s)	28.8	30.1			21.4			8.9			9.3	17.2
Actuated g/C Ratio	0.64	0.67			0.48			0.20			0.21	0.38
v/c Ratio	0.28	0.26			0.42			0.02			0.39	0.22
Control Delay (s/veh)	6.2	4.9			12.1			15.7			21.2	4.2

2025 Existing Conditions - Saturday Peak Hour
GTS Consulting

Synchro 12 Report
Page 3

Lanes, Volumes, Timings

5: Jake Hafners/Allen Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay (s/veh)	6.2	4.9			12.1			15.7			21.2	4.2
LOS	A	A			B			B			C	A
Approach Delay (s/veh)		5.1			12.1			15.7			11.5	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)	13	32			71			1			26	5
Queue Length 95th (ft)	38	68			134			6			69	32
Internal Link Dist (ft)		891			868			165			503	
Turn Bay Length (ft)	250											170
Base Capacity (vph)	529	2582			1901			452			482	713
Starvation Cap Reductn	0	0			0			0			0	0
Spillback Cap Reductn	0	0			0			0			0	0
Storage Cap Reductn	0	0			0			0			0	0
Reduced v/c Ratio	0.27	0.24			0.38			0.01			0.23	0.21

Intersection Summary

Area Type: Other

Cycle Length: 57

Actuated Cycle Length: 45

Natural Cycle: 45

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.42

Intersection Signal Delay (s/veh): 8.9

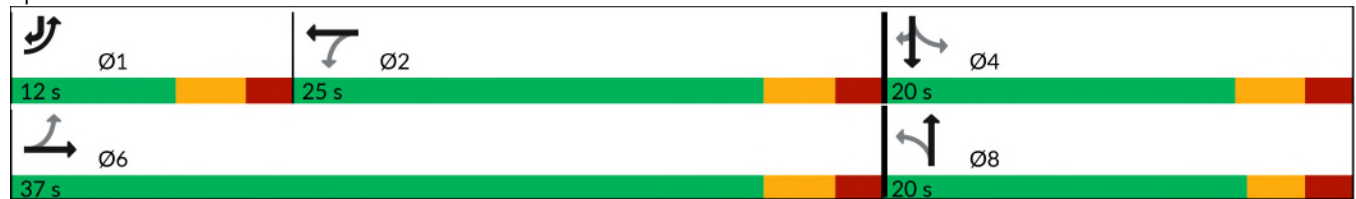
Intersection Capacity Utilization 54.4%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 5: Jake Hafners/Allen Road & West Taft Road



Lanes, Volumes, Timings

8: West Taft Road & Pine Tree Drive

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	4	677	655	3	6	2
Future Volume (vph)	4	677	655	3	6	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3571	0	1757	0
Flt Permitted					0.963	
Satd. Flow (perm)	0	3574	3571	0	1757	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		948	105		502	
Travel Time (s)		18.5	2.0		11.4	
Confl. Peds. (#/hr)	2			2		
Peak Hour Factor	0.96	0.96	0.92	0.92	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	709	715	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 31.5%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	677	655	3	6	2
Future Vol, veh/h	4	677	655	3	6	2
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	92	92	88	88
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	4	705	712	3	7	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	717	0	0 1077 360
Stage 1	-	-	- 716 -
Stage 2	-	-	- 361 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	886	-	- 216 640
Stage 1	-	-	- 448 -
Stage 2	-	-	- 679 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	885	-	- 214 639
Mov Cap-2 Maneuver	-	-	- 214 -
Stage 1	-	-	- 445 -
Stage 2	-	-	- 679 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.11	0	19.55
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	21	-	-	-	256
HCM Lane V/C Ratio	0.005	-	-	-	0.035
HCM Ctrl Dly (s/v)	9.1	0.1	-	-	19.6
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
10: Willow Road & West Taft Road

12/19/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	673	10	21	648	10	15
Future Volume (vph)	673	10	21	648	10	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3567	0	0	3567	1694	0
Flt Permitted				0.998	0.980	
Satd. Flow (perm)	3567	0	0	3567	1694	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	105			252	463	
Travel Time (s)	2.0			4.9	10.5	
Peak Hour Factor	0.96	0.96	0.93	0.93	0.50	0.50
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	711	0	0	720	50	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 43.1% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR

Lane Configurations 

Traffic Vol, veh/h	673	10	21	648	10	15

Future Vol, veh/h	673	10	21	648	10	15

Conflicting Peds, #/hr	0	0	0	0	0	0

Sign Control	Free	Free	Free	Free	Stop	Stop

RT Channelized	-	None	-	None	-	None

Storage Length	-	-	-	-	0	-

Veh in Median Storage, #	0	-	-	0	0	-

Grade, %	0	-	-	0	0	-

Peak Hour Factor	96	96	93	93	50	50

Heavy Vehicles, %	1	1	1	1	1	1

Mvmt Flow	701	10	23	697	20	30

Major/Minor	Major1	Major2	Minor1

Conflicting Flow All	0	0	711	0	1100	356

Stage 1	-	-	-	-	706	-

Stage 2	-	-	-	-	394	-

Critical Hdwy	-	-	4.12	-	6.82	6.92

Critical Hdwy Stg 1	-	-	-	-	5.82	-

Critical Hdwy Stg 2	-	-	-	-	5.82	-

Follow-up Hdwy	-	-	2.21	-	3.51	3.31

Pot Cap-1 Maneuver	-	-	891	-	208	644

Stage 1	-	-	-	-	453	-

Stage 2	-	-	-	-	654	-

Platoon blocked, %	-	-	-	-	-	-

Mov Cap-1 Maneuver	-	-	891	-	202	644

Mov Cap-2 Maneuver	-	-	-	-	202	-

Stage 1	-	-	-	-	453	-

Stage 2	-	-	-	-	633	-

Approach	EB	WB	NB

HCM Ctrl Dly, s/v	0	0.55	17.28

HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT

Capacity (veh/h)	343	-	-	113	-

HCM Lane V/C Ratio	0.146	-	-	0.025	-

HCM Ctrl Dly (s/v)	17.3	-	-	9.1	0.3

HCM Lane LOS	C	-	-	A	A

HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Lanes, Volumes, Timings
12: West Taft Road & Crystal Drive

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	2	686	668	5	5	1
Future Volume (vph)	2	686	668	5	5	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3571	0	1764	0
Flt Permitted					0.960	
Satd. Flow (perm)	0	3574	3571	0	1764	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		252	99		489	
Travel Time (s)		4.9	1.9		11.1	
Confl. Peds. (#/hr)	1			1		
Peak Hour Factor	0.94	0.94	0.91	0.91	0.50	0.50
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	732	739	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 30.4% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	686	668	5	5	1
Future Vol, veh/h	2	686	668	5	5	1
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	91	91	50	50
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	2	730	734	5	10	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	741	0	0 1107 371
Stage 1	-	-	- 738 -
Stage 2	-	-	- 369 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	869	-	- 206 629
Stage 1	-	-	- 436 -
Stage 2	-	-	- 672 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	868	-	- 205 629
Mov Cap-2 Maneuver	-	-	- 205 -
Stage 1	-	-	- 435 -
Stage 2	-	-	- 672 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.05	0	21.43
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	10	-	-	-	231
HCM Lane V/C Ratio	0.002	-	-	-	0.052
HCM Ctrl Dly (s/v)	9.2	0	-	-	21.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	691	0	21	670	3	7
Future Volume (vph)	691	0	21	670	3	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3574	0	0	3567	1684	0
Flt Permitted				0.998	0.984	
Satd. Flow (perm)	3574	0	0	3567	1684	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	99			225	459	
Travel Time (s)	1.9			4.4	10.4	
Confl. Peds. (#/hr)		1	1			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.83	0.83
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	743	0	0	743	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 43.7%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR

Lane Configurations	↑↑			↑↑	↑↑	

Traffic Vol, veh/h	691	0	21	670	3	7

Future Vol, veh/h	691	0	21	670	3	7

Conflicting Peds, #/hr	0	1	1	0	0	0

Sign Control	Free	Free	Free	Free	Stop	Stop

RT Channelized	-	None	-	None	-	None

Storage Length	-	-	-	-	0	-

Veh in Median Storage, #	0	-	-	0	0	-

Grade, %	0	-	-	0	0	-

Peak Hour Factor	93	93	93	93	83	83

Heavy Vehicles, %	1	1	1	1	1	1

Mvmt Flow	743	0	23	720	4	8

Major/Minor	Major1	Major2	Minor1

Conflicting Flow All	0	0	744

Stage 1	-	-	-

Stage 2	-	-	-

Critical Hdwy	-	-	4.12

Critical Hdwy Stg 1	-	-	-

Critical Hdwy Stg 2	-	-	-

Follow-up Hdwy	-	-	2.21

Pot Cap-1 Maneuver	-	-	866

Stage 1	-	-	-

Stage 2	-	-	-

Platoon blocked, %	-	-	-

Mov Cap-1 Maneuver	-	-	865

Mov Cap-2 Maneuver	-	-	-

Stage 1	-	-	-

Stage 2	-	-	-

Approach	EB	WB	NB

HCM Ctrl Dly, s/v	0	0.56	15.13

HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT

Capacity (veh/h)	367	-	-	109	-

HCM Lane V/C Ratio	0.033	-	-	0.026	-

HCM Ctrl Dly (s/v)	15.1	-	-	9.3	0.3

HCM Lane LOS	C	-	-	A	A

HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Lanes, Volumes, Timings
16: West Taft Road & Dormar Drive

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	3	695	685	13	15	6
Future Volume (vph)	3	695	685	13	15	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3564	0	1746	0
Flt Permitted					0.965	
Satd. Flow (perm)	0	3574	3564	0	1746	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		225	366		485	
Travel Time (s)		4.4	7.1		11.0	
Confl. Peds. (#/hr)	2			2		
Peak Hour Factor	0.94	0.94	0.96	0.96	0.66	0.66
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	742	728	0	32	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 31.3% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	695	685	13	15	6
Future Vol, veh/h	3	695	685	13	15	6
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	96	96	66	66
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	3	739	714	14	23	9

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	729	0	0 1098 366
Stage 1	-	-	- 722 -
Stage 2	-	-	- 376 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	877	-	- 209 634
Stage 1	-	-	- 444 -
Stage 2	-	-	- 667 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	876	-	- 207 633
Mov Cap-2 Maneuver	-	-	- 207 -
Stage 1	-	-	- 442 -
Stage 2	-	-	- 667 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.08	0	21.01
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	15	-	-	-	257
HCM Lane V/C Ratio	0.004	-	-	-	0.124
HCM Ctrl Dly (s/v)	9.1	0	-	-	21
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Lanes, Volumes, Timings

19: West Taft Road & Rockland Drive

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	706	696	10	6	2
Future Volume (vph)	4	706	696	10	6	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3567	0	1752	0
Flt Permitted					0.964	
Satd. Flow (perm)	0	3574	3567	0	1752	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		366	424		495	
Travel Time (s)		7.1	8.3		11.3	
Confl. Peds. (#/hr)	2			2		
Peak Hour Factor	0.94	0.94	0.95	0.95	0.67	0.67
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	755	744	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 32.3% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	706	696	10	6	2
Future Vol, veh/h	4	706	696	10	6	2
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	95	95	67	67
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	4	751	733	11	9	3

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	745	0	0 1124 374
Stage 1	-	-	- 740 -
Stage 2	-	-	- 384 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	865	-	- 201 627
Stage 1	-	-	- 435 -
Stage 2	-	-	- 661 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	864	-	- 199 626
Mov Cap-2 Maneuver	-	-	- 199 -
Stage 1	-	-	- 432 -
Stage 2	-	-	- 661 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.11	0	20.78
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	20	-	-	-	240
HCM Lane V/C Ratio	0.005	-	-	-	0.05
HCM Ctrl Dly (s/v)	9.2	0.1	-	-	20.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lanes, Volumes, Timings

22: West Taft Road & Hazelhurst Avenue

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	12	700	692	49	33	14
Future Volume (vph)	12	700	692	49	33	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3571	3539	0	1743	0
Flt Permitted		0.999			0.966	
Satd. Flow (perm)	0	3571	3539	0	1743	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		424	540		478	
Travel Time (s)		8.3	10.5		10.9	
Confl. Peds. (#/hr)	2			2	1	
Peak Hour Factor	0.94	0.94	0.95	0.95	0.84	0.84
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	758	780	0	56	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 37.9% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	700	692	49	33	14
Future Vol, veh/h	12	700	692	49	33	14
Conflicting Peds, #/hr	2	0	0	2	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	95	95	84	84
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	13	745	728	52	39	17

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	782	0	0 1155 392
Stage 1	-	-	- 756 -
Stage 2	-	-	- 399 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	838	-	- 192 610
Stage 1	-	-	- 427 -
Stage 2	-	-	- 650 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	837	-	- 187 609
Mov Cap-2 Maneuver	-	-	- 187 -
Stage 1	-	-	- 418 -
Stage 2	-	-	- 649 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.33	0	24.92
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	61	-	-	-	236
HCM Lane V/C Ratio	0.015	-	-	-	0.237
HCM Ctrl Dly (s/v)	9.4	0.2	-	-	24.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.9

Lanes, Volumes, Timings

25: Rite Aid/Teacher's Drive & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	651	16	11	667	35	9	0	0	29	0	65
Future Volume (vph)	66	651	16	11	667	35	9	0	0	29	0	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	135		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3562	0	1787	5095	0	0	3396	0	0	1787	1599
Flt Permitted	0.289			0.390								
Satd. Flow (perm)	544	3562	0	733	5095	0	0	3571	0	0	1881	1579
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			9							75
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		251			531			126			490	
Travel Time (s)		4.9			10.3			2.9			11.1	
Confl. Peds. (#/hr)			1	1			1					1
Peak Hour Factor	0.97	0.97	0.97	0.95	0.95	0.95	0.56	0.56	0.56	0.76	0.76	0.76
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	687	0	12	739	0	0	16	0	0	38	86
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	8.0		5.0	8.0		5.0	5.0		10.0	10.0	5.0
Minimum Split (s)	10.0	13.0		10.0	13.0		10.0	10.0		15.0	15.0	10.0
Total Split (s)	20.0	48.0		12.0	40.0		40.0	40.0		40.0	40.0	20.0
Total Split (%)	20.0%	48.0%		12.0%	40.0%		40.0%	40.0%		40.0%	40.0%	20.0%
Maximum Green (s)	15.0	43.0		7.0	35.0		35.0	35.0		35.0	35.0	15.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	3.0	3.0		2.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	Min		None	None		None	None	None
Act Effct Green (s)	26.9	29.5		21.5	18.8			7.4			10.6	10.3
Actuated g/C Ratio	0.73	0.80		0.58	0.51			0.20			0.29	0.28
v/c Ratio	0.11	0.24		0.02	0.29			0.02			0.07	0.17

2025 Existing Conditions - Saturday Peak Hour
GTS Consulting

Synchro 12 Report
Page 19

Lanes, Volumes, Timings

25: Rite Aid/Teacher's Drive & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	3.7	5.0		4.5	9.3			14.9			14.6	3.8
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay (s/veh)	3.7	5.0		4.5	9.3			14.9			14.6	3.8
LOS	A	A		A	A			B			B	A
Approach Delay (s/veh)		4.9			9.2			14.9			7.1	
Approach LOS		A			A			B			A	
Queue Length 50th (ft)	0	0		1	24			1			4	1
Queue Length 95th (ft)	18	114		5	86			5			24	14
Internal Link Dist (ft)		171			451			46			410	
Turn Bay Length (ft)	130			135								
Base Capacity (vph)	932	3396		666	4524			3170			1669	853
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.07	0.20		0.02	0.16			0.01			0.02	0.10

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 37.1

Natural Cycle: 40

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.29

Intersection Signal Delay (s/veh): 7.1

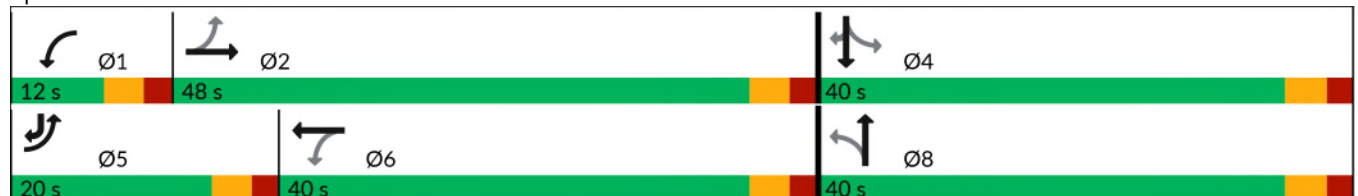
Intersection Capacity Utilization 43.5%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 25: Rite Aid/Teacher's Drive & West Taft Road



Lanes, Volumes, Timings
28: Route 11 & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	149	269	262	201	321	100	242	339	116	98	420	150
Future Volume (vph)	149	269	262	201	321	100	242	339	116	98	420	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	175		235	375		0	190		250
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3288	0	1787	5136	1599	1787	3438	0	1787	3574	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3288	0	1786	5136	1599	1787	3438	0	1787	3574	1599
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		210				203						
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		531			499			688			922	
Travel Time (s)		10.3			9.7			13.4			18.0	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.86	0.86	0.86	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	157	559	0	216	345	108	281	529	0	103	442	158
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	pm+ov
Protected Phases	1	6		5	2		3	8		7	4	1
Permitted Phases						2						4
Detector Phase	1	6		5	2	2	3	8		7	4	1
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0	10.0	4.0	6.0		4.0	6.0	4.0
Minimum Split (s)	10.5	16.0		10.5	16.0	16.0	10.0	12.0		10.0	12.0	10.5
Total Split (s)	22.5	37.0		29.5	44.0	44.0	27.0	31.0		18.0	22.0	22.5
Total Split (%)	19.5%	32.0%		25.5%	38.1%	38.1%	23.4%	26.8%		15.6%	19.0%	19.5%
Maximum Green (s)	16.0	31.0		23.0	38.0	38.0	21.0	25.0		12.0	16.0	16.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	3.0	2.5		3.0	2.5	2.5	2.5	2.5		2.5	2.5	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	6.0		6.5	6.0	6.0	6.0	6.0		6.0	6.0	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.0	4.0		1.0	4.0	4.0	1.5	2.0		1.0	2.0	1.0
Recall Mode	None	Min		None	Min	Min	Max	Max		Max	Max	None
Act Effct Green (s)	11.5	18.0		15.1	21.6	21.6	21.2	25.3		12.1	16.2	33.8
Actuated g/C Ratio	0.12	0.19		0.16	0.23	0.23	0.22	0.27		0.13	0.17	0.35
v/c Ratio	0.73	0.71		0.77	0.30	0.21	0.71	0.58		0.45	0.73	0.28

2025 Existing Conditions - Saturday Peak Hour
GTS Consulting

Synchro 12 Report
Page 21

Lanes, Volumes, Timings
28: Route 11 & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	61.1	27.6		57.0	31.0	0.9	47.4	35.2		48.7	47.2	24.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	61.1	27.6		57.0	31.0	0.9	47.4	35.2		48.7	47.2	24.9
LOS	E	C		E	C	A	D	D		D	D	C
Approach Delay (s/veh)		34.9			34.5			39.4			42.4	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	92	103		127	63	0	158	146		59	134	67
Queue Length 95th (ft)	178	175		222	94	0	#311	231		128	#249	137
Internal Link Dist (ft)		451			419			608			842	
Turn Bay Length (ft)	200			175		235	375			190		250
Base Capacity (vph)	303	1222		435	2071	765	398	912		227	607	644
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.52	0.46		0.50	0.17	0.14	0.71	0.58		0.45	0.73	0.25

Intersection Summary

Area Type: Other

Cycle Length: 115.5

Actuated Cycle Length: 95.3

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay (s/veh): 37.9

Intersection LOS: D

Intersection Capacity Utilization 72.1%

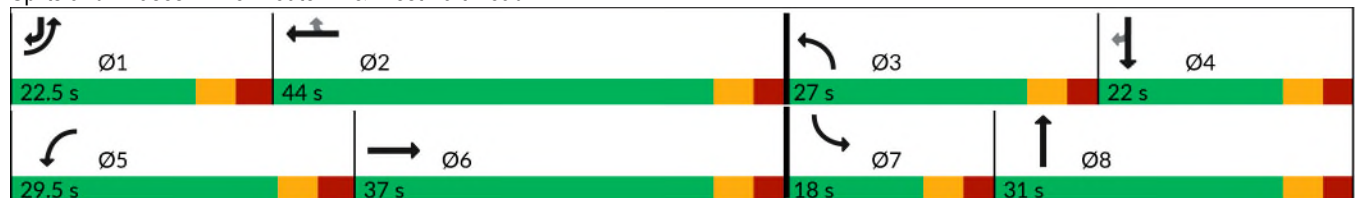
ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 28: Route 11 & West Taft Road



Lanes, Volumes, Timings

31: South Bay Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	84	306	93	127	351	61	108	234	80	32	165	63
Future Volume (vph)	84	306	93	127	351	61	108	234	80	32	165	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	400		380	340		0	115		400
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3449	0	1787	5023	0	1787	3438	0	1787	3424	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3449	0	1787	5023	0	1787	3438	0	1787	3424	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		28			26							
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		499			1099			982			949	
Travel Time (s)		9.7			21.4			19.1			18.5	
Peak Hour Factor	0.89	0.89	0.89	0.97	0.97	0.97	0.93	0.93	0.93	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	94	448	0	131	425	0	116	338	0	36	260	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases												
Detector Phase	1	6		5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0		4.0	8.0		4.0	8.0	
Minimum Split (s)	10.5	16.0		10.5	16.0		10.0	14.5		10.0	14.5	
Total Split (s)	22.5	44.0		28.5	50.0		34.0	46.5		19.0	31.5	
Total Split (%)	16.3%	31.9%		20.7%	36.2%		24.6%	33.7%		13.8%	22.8%	
Maximum Green (s)	16.0	38.0		22.0	44.0		28.0	40.0		13.0	25.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	2.5		3.0	2.5		2.5	3.0		2.5	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.0		6.5	6.0		6.0	6.5		6.0	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	4.0		1.5	4.0		1.0	2.0		1.0	2.0	
Recall Mode	None	Max		None	Max		None	None		None	None	
Act Effct Green (s)	9.1	41.8		11.6	44.4		10.4	21.5		5.9	12.4	
Actuated g/C Ratio	0.09	0.41		0.11	0.44		0.10	0.21		0.06	0.12	
v/c Ratio	0.59	0.31		0.64	0.19		0.64	0.46		0.35	0.62	
Control Delay (s/veh)	61.2	21.2		58.5	18.1		60.8	38.9		58.0	50.1	

2025 Existing Conditions - Saturday Peak Hour
GTS Consulting

Synchro 12 Report
Page 23

Lanes, Volumes, Timings

31: South Bay Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	61.2	21.2		58.5	18.1		60.8	38.9		58.0	50.1	
LOS	E	C		E	B		E	D		E	D	
Approach Delay (s/veh)		28.1			27.6			44.5			51.0	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	60	93		82	56		73	107		23	85	
Queue Length 95th (ft)	121	166		156	99		143	165		59	137	
Internal Link Dist (ft)		419			1019			902			869	
Turn Bay Length (ft)	115			400			340			115		
Base Capacity (vph)	284	1437		390	2211		497	1367		230	850	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.33	0.31		0.34	0.19		0.23	0.25		0.16	0.31	

Intersection Summary

Area Type: Other

Cycle Length: 138

Actuated Cycle Length: 101.4

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay (s/veh): 35.7

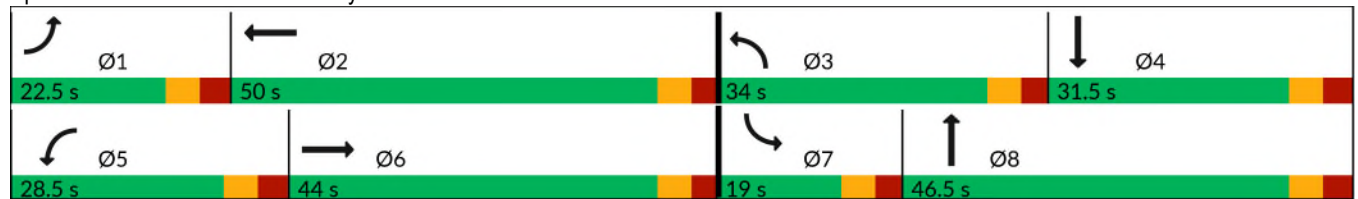
Intersection Capacity Utilization 51.9%

Analysis Period (min) 15

Intersection LOS: D

ICU Level of Service A

Splits and Phases: 31: South Bay Road & West Taft Road



Lanes, Volumes, Timings

35: Route 11 & Wally Road/7 Brew

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	0	5	19	1	48	7	642	48	42	734	7
Future Volume (vph)	7	0	5	19	1	48	7	642	48	42	734	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	190		0	175		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	0	1728	0	0	1679	0	1787	3539	0	1787	3571	0
Flt Permitted		0.971			0.986		0.950			0.950		
Satd. Flow (perm)	0	1728	0	0	1679	0	1787	3539	0	1787	3571	0
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		910			150			1056			688	
Travel Time (s)		20.7			3.4			20.6			13.4	
Confl. Peds. (#/hr)							2		2	2		2
Peak Hour Factor	0.60	0.60	0.60	0.90	0.90	0.90	0.89	0.89	0.89	0.91	0.91	0.91
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	75	0	8	775	0	46	815	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 38.0%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↘	↗		↘	↗	
Traffic Vol, veh/h	7	0	5	19	1	48	7	642	48	42	734	7
Future Vol, veh/h	7	0	5	19	1	48	7	642	48	42	734	7
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	2	2	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	190	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	90	90	90	89	89	89	91	91	91
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	12	0	8	21	1	53	8	721	54	46	807	8

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1282	1698	409	1262	1675	390	816	0	0	777	0	0
Stage 1	905	905	-	766	766	-	-	-	-	-	-	-
Stage 2	377	793	-	496	909	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.52	6.52	6.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.51	4.01	3.31	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	124	92	594	128	95	612	814	-	-	842	-	-
Stage 1	300	356	-	364	412	-	-	-	-	-	-	-
Stage 2	619	401	-	527	354	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	104	86	593	118	89	611	812	-	-	840	-	-
Mov Cap-2 Maneuver	104	86	-	118	89	-	-	-	-	-	-	-
Stage 1	283	336	-	359	408	-	-	-	-	-	-	-
Stage 2	558	396	-	491	334	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	30.96		23.38		0.1		0.51	
HCM LOS	D		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	812	-	-	159	271	840	-	-
HCM Lane V/C Ratio	0.01	-	-	0.126	0.279	0.055	-	-
HCM Ctrl Dly (s/v)	9.5	-	-	31	23.4	9.5	-	-
HCM Lane LOS	A	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	1.1	0.2	-	-

Lanes, Volumes, Timings

1: Buckley Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	331	186	200	465	115	167	143	134	202	366	57
Future Volume (vph)	14	331	186	200	465	115	167	143	134	202	366	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		340	540		0	0		0	480		480
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3574	1599	1770	3424	0	1787	3293	0	1770	3462	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1786	3574	1579	1767	3424	0	1785	3293	0	1767	3462	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			132		21			154			12	
Link Speed (mph)		40			35			35			35	
Link Distance (ft)		780			971			472			774	
Travel Time (s)		13.3			18.9			9.2			15.1	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Peak Hour Factor	0.80	0.80	0.80	0.83	0.83	0.83	0.87	0.87	0.87	0.91	0.91	0.91
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	414	233	241	699	0	192	318	0	222	465	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6	3	5	2		3	8		7	4	
Permitted Phases			6									
Detector Phase	1	6	3	5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	8.0	15.0	8.0	8.0	15.0		8.0	15.0		8.0	15.0	
Minimum Split (s)	14.0	21.0	14.0	14.0	21.0		14.0	21.0		14.0	21.0	
Total Split (s)	25.0	45.0	30.0	25.0	45.0		30.0	50.0		25.0	45.0	
Total Split (%)	17.2%	31.0%	20.7%	17.2%	31.0%		20.7%	34.5%		17.2%	31.0%	
Maximum Green (s)	19.0	39.0	24.0	19.0	39.0		24.0	44.0		19.0	39.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Min	None	None	Min		None	None		None	None	
Act Effct Green (s)	8.1	17.3	32.8	19.2	37.4		15.5	18.6		18.3	21.4	
Actuated g/C Ratio	0.08	0.18	0.34	0.20	0.38		0.16	0.19		0.19	0.22	
v/c Ratio	0.12	0.65	0.38	0.69	0.53		0.68	0.42		0.67	0.60	

Lanes, Volumes, Timings

1: Buckley Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	47.6	43.3	10.3	50.2	26.7		51.7	19.2		49.3	38.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	47.6	43.3	10.3	50.2	26.7		51.7	19.2		49.3	38.2	
LOS	D	D	B	D	C		D	B		D	D	
Approach Delay (s/veh)		31.8			32.7			31.5			41.8	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	10	122	38	134	145		108	45		122	131	
Queue Length 95th (ft)	33	175	73	#267	271		196	84		#275	218	
Internal Link Dist (ft)		700			891			392			694	
Turn Bay Length (ft)	310		340	540						480		
Base Capacity (vph)	350	1439	752	347	1421		443	1580		347	1401	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.05	0.29	0.31	0.69	0.49		0.43	0.20		0.64	0.33	

Intersection Summary

Area Type: Other

Cycle Length: 145

Actuated Cycle Length: 97.6

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay (s/veh): 34.5

Intersection LOS: C

Intersection Capacity Utilization 67.3%

ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Buckley Road & West Taft Road



Lanes, Volumes, Timings

5: Jake Hafners/Allen Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	607	0	1	651	62	2	0	0	197	1	127
Future Volume (vph)	60	607	0	1	651	62	2	0	0	197	1	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	0		0	0		0	0		170
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3574	0	0	3459	0	0	1787	0	0	1775	1583
Flt Permitted	0.197				0.954			0.561			0.725	
Satd. Flow (perm)	371	3574	0	0	3300	0	0	1055	0	0	1350	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					19							65
Link Speed (mph)		35			35			30			35	
Link Distance (ft)		971			948			245			583	
Travel Time (s)		18.9			18.5			5.6			11.4	
Peak Hour Factor	0.90	0.90	0.90	0.88	0.88	0.88	0.50	0.50	0.50	0.80	0.80	0.80
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	674	0	0	811	0	0	4	0	0	247	159
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	1	6			2			8			4	1
Permitted Phases	6			2			8			4		4
Detector Phase	1	6		2	2		8	8		4	4	1
Switch Phase												
Minimum Initial (s)	5.0	15.0		15.0	15.0		5.0	5.0		8.0	8.0	5.0
Minimum Split (s)	11.0	20.0		20.0	20.0		9.5	9.5		13.0	13.0	11.0
Total Split (s)	12.0	37.0		25.0	25.0		20.0	20.0		20.0	20.0	12.0
Total Split (%)	21.1%	64.9%		43.9%	43.9%		35.1%	35.1%		35.1%	35.1%	21.1%
Maximum Green (s)	7.0	32.0		20.0	20.0		15.5	15.5		15.0	15.0	7.0
Yellow Time (s)	3.0	3.0		3.0	3.0		2.5	2.5		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0			4.5			5.0	5.0
Lead/Lag	Lead			Lag	Lag							Lead
Lead-Lag Optimize?	Yes			Yes	Yes							Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Min		Min	Min		None	None		None	None	None
Act Effct Green (s)	26.3	26.3			18.1			13.2			12.6	23.7
Actuated g/C Ratio	0.53	0.53			0.37			0.27			0.26	0.48
v/c Ratio	0.18	0.35			0.66			0.01			0.72	0.20
Control Delay (s/veh)	7.0	7.3			17.2			15.0			32.1	6.2

Lanes, Volumes, Timings

5: Jake Hafners/Allen Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay (s/veh)	7.0	7.3			17.2			15.0			32.1	6.2
LOS	A	A			B			B			C	A
Approach Delay (s/veh)		7.2			17.2			15.0			22.0	
Approach LOS		A			B			B			C	
Queue Length 50th (ft)	9	56			114			1			69	15
Queue Length 95th (ft)	23	85			172			4			#128	37
Internal Link Dist (ft)		891			868			165			503	
Turn Bay Length (ft)	250											170
Base Capacity (vph)	406	2406			1400			344			426	837
Starvation Cap Reductn	0	0			0			0			0	0
Spillback Cap Reductn	0	0			0			0			0	0
Storage Cap Reductn	0	0			0			0			0	0
Reduced v/c Ratio	0.17	0.28			0.58			0.01			0.58	0.19

Intersection Summary

Area Type: Other

Cycle Length: 57

Actuated Cycle Length: 49.3

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay (s/veh): 14.4

Intersection LOS: B

Intersection Capacity Utilization 59.6%

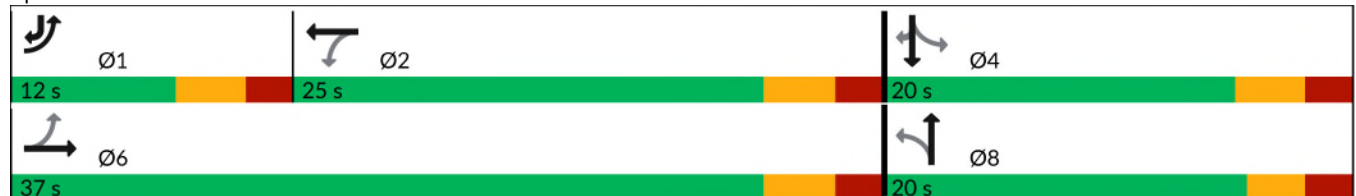
ICU Level of Service B

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 5: Jake Hafners/Allen Road & West Taft Road



						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	1	803	709	2	10	5
Future Volume (vph)	1	803	709	2	10	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3505	0	1741	0
Flt Permitted					0.967	
Satd. Flow (perm)	0	3574	3505	0	1741	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		948	105		502	
Travel Time (s)		18.5	2.0		11.4	
Peak Hour Factor	0.87	0.87	0.90	0.90	0.54	0.54
Heavy Vehicles (%)	1%	1%	3%	3%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	924	790	0	28	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 32.9%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	803	709	2	10	5
Future Vol, veh/h	1	803	709	2	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	90	90	54	54
Heavy Vehicles, %	1	1	3	3	1	1
Mvmt Flow	1	923	788	2	19	9

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	790	0	0 1253 395
Stage 1	-	-	- 789 -
Stage 2	-	-	- 464 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	832	-	- 166 607
Stage 1	-	-	- 411 -
Stage 2	-	-	- 602 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	832	-	- 165 607
Mov Cap-2 Maneuver	-	-	- 165 -
Stage 1	-	-	- 410 -
Stage 2	-	-	- 602 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	23.89
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	4	-	-	-	218
HCM Lane V/C Ratio	0.001	-	-	-	0.127
HCM Ctrl Dly (s/v)	9.3	0	-	-	23.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Lanes, Volumes, Timings
10: Willow Road & West Taft Road

12/19/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	793	20	5	705	6	25
Future Volume (vph)	793	20	5	705	6	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3560	0	0	3505	1525	0
Flt Permitted					0.991	
Satd. Flow (perm)	3560	0	0	3505	1525	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	105			252	463	
Travel Time (s)	2.0			4.9	10.5	
Peak Hour Factor	0.89	0.89	0.91	0.91	0.65	0.65
Heavy Vehicles (%)	1%	1%	3%	3%	10%	10%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	913	0	0	780	47	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 33.0%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR

Lane Configurations	↑↑			↑↑	↑↑	

Traffic Vol, veh/h	793	20	5	705	6	25

Future Vol, veh/h	793	20	5	705	6	25

Conflicting Peds, #/hr	0	0	0	0	0	0

Sign Control	Free	Free	Free	Free	Stop	Stop

RT Channelized	-	None	-	None	-	None

Storage Length	-	-	-	-	0	-

Veh in Median Storage, #	0	-	-	0	0	-

Grade, %	0	-	-	0	0	-

Peak Hour Factor	89	89	91	91	65	65

Heavy Vehicles, %	1	1	3	3	10	10

Mvmt Flow	891	22	5	775	9	38

Major/Minor	Major1	Major2	Minor1

Conflicting Flow All	0	0	913

Stage 1	-	-	902

Stage 2	-	-	398

Critical Hdwy	-	-	4.16

Critical Hdwy Stg 1	-	-	6

Critical Hdwy Stg 2	-	-	6

Follow-up Hdwy	-	-	2.23

Pot Cap-1 Maneuver	-	-	736

Stage 1	-	-	337

Stage 2	-	-	624

Platoon blocked, %	-	-	-

Mov Cap-1 Maneuver	-	-	736

Mov Cap-2 Maneuver	-	-	141

Stage 1	-	-	337

Stage 2	-	-	618

Approach	EB	WB	NB

HCM Ctrl Dly, s/v	0	0.16	17.08

HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT

Capacity (veh/h)	346	-	-	25	-

HCM Lane V/C Ratio	0.138	-	-	0.007	-

HCM Ctrl Dly (s/v)	17.1	-	-	9.9	0.1

HCM Lane LOS	C	-	-	A	A

HCM 95th %tile Q(veh)	0.5	-	-	0	-

Lanes, Volumes, Timings
12: West Taft Road & Crystal Drive

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	1	817	706	5	12	4
Future Volume (vph)	1	817	706	5	12	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3468	0	1752	0
Flt Permitted					0.964	
Satd. Flow (perm)	0	3574	3468	0	1752	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		252	99		489	
Travel Time (s)		4.9	1.9		11.1	
Peak Hour Factor	0.88	0.88	0.89	0.89	0.67	0.67
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	929	799	0	24	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 33.3% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	817	706	5	12	4
Future Vol, veh/h	1	817	706	5	12	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	89	89	67	67
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	1	928	793	6	18	6

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	799	0	0 1263 399
Stage 1	-	-	- 796 -
Stage 2	-	-	- 466 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	826	-	- 163 603
Stage 1	-	-	- 407 -
Stage 2	-	-	- 600 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	826	-	- 163 603
Mov Cap-2 Maneuver	-	-	- 163 -
Stage 1	-	-	- 406 -
Stage 2	-	-	- 600 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	25.53
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	4	-	-	-	199
HCM Lane V/C Ratio	0.001	-	-	-	0.12
HCM Ctrl Dly (s/v)	9.4	0	-	-	25.5
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.4

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	825	4	8	710	1	15
Future Volume (vph)	825	4	8	710	1	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3571	0	0	3501	1558	0
Flt Permitted				0.999	0.998	
Satd. Flow (perm)	3571	0	0	3501	1558	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	99			225	459	
Travel Time (s)	1.9			4.4	10.4	
Peak Hour Factor	0.88	0.88	0.89	0.89	0.67	0.67
Heavy Vehicles (%)	1%	1%	3%	3%	6%	6%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	943	0	0	807	23	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 35.3%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	825	4	8	710	1	15
Future Vol, veh/h	825	4	8	710	1	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	89	89	67	67
Heavy Vehicles, %	1	1	3	3	6	6
Mvmt Flow	938	5	9	798	1	22

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	942
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.16
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.23
Pot Cap-1 Maneuver	-	-	717
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	717
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.27	13.53
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	446	-	-	40	-
HCM Lane V/C Ratio	0.054	-	-	0.013	-
HCM Ctrl Dly (s/v)	13.5	-	-	10.1	0.2
HCM Lane LOS	B	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	5	835	714	5	13	4
Future Volume (vph)	5	835	714	5	13	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3468	0	1752	0
Flt Permitted					0.964	
Satd. Flow (perm)	0	3574	3468	0	1752	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		225	366		485	
Travel Time (s)		4.4	7.1		11.0	
Confl. Peds. (#/hr)	1			1		
Peak Hour Factor	0.88	0.88	0.87	0.87	0.71	0.71
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	955	827	0	24	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 36.6%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	835	714	5	13	4
Future Vol, veh/h	5	835	714	5	13	4
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	87	87	71	71
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	6	949	821	6	18	6

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	827	0	0 1310 414
Stage 1	-	-	- 825 -
Stage 2	-	-	- 486 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	806	-	- 152 590
Stage 1	-	-	- 394 -
Stage 2	-	-	- 587 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	805	-	- 150 589
Mov Cap-2 Maneuver	-	-	- 150 -
Stage 1	-	-	- 389 -
Stage 2	-	-	- 587 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.15	0	27.74
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	21	-	-	-	182
HCM Lane V/C Ratio	0.007	-	-	-	0.131
HCM Ctrl Dly (s/v)	9.5	0.1	-	-	27.7
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.4

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	2	846	710	6	4	9
Future Volume (vph)	2	846	710	6	4	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3468	0	1568	0
Flt Permitted					0.986	
Satd. Flow (perm)	0	3574	3468	0	1568	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		366	424		495	
Travel Time (s)		7.1	8.3		11.3	
Peak Hour Factor	0.90	0.90	0.89	0.89	0.54	0.54
Heavy Vehicles (%)	1%	1%	4%	4%	8%	8%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	942	805	0	24	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 34.8%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	846	710	6	4	9
Future Vol, veh/h	2	846	710	6	4	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	89	89	54	54
Heavy Vehicles, %	1	1	4	4	8	8
Mvmt Flow	2	940	798	7	7	17

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	804	0	0 1276 402
Stage 1	-	-	- 801 -
Stage 2	-	-	- 474 -
Critical Hdwy	4.12	-	- 6.96 7.06
Critical Hdwy Stg 1	-	-	- 5.96 -
Critical Hdwy Stg 2	-	-	- 5.96 -
Follow-up Hdwy	2.21	-	- 3.58 3.38
Pot Cap-1 Maneuver	822	-	- 151 581
Stage 1	-	-	- 387 -
Stage 2	-	-	- 575 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	822	-	- 150 581
Mov Cap-2 Maneuver	-	-	- 150 -
Stage 1	-	-	- 386 -
Stage 2	-	-	- 575 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.06	0	17.65
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	8	-	-	-	309
HCM Lane V/C Ratio	0.003	-	-	-	0.078
HCM Ctrl Dly (s/v)	9.4	0	-	-	17.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Lanes, Volumes, Timings

22: West Taft Road & Hazelhurst Avenue

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	7	843	702	15	56	14
Future Volume (vph)	7	843	702	15	56	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3494	0	1676	0
Flt Permitted					0.961	
Satd. Flow (perm)	0	3574	3494	0	1676	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		424	540		478	
Travel Time (s)		8.3	10.5		10.9	
Confl. Peds. (#/hr)	1			1		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.86	0.86
Heavy Vehicles (%)	1%	1%	3%	3%	6%	6%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	934	787	0	81	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 38.8% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	843	702	15	56	14
Future Vol, veh/h	7	843	702	15	56	14
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	86	86
Heavy Vehicles, %	1	1	3	3	6	6
Mvmt Flow	8	926	771	16	65	16

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	789	0	0 1259 395
Stage 1	-	-	- 781 -
Stage 2	-	-	- 479 -
Critical Hdwy	4.12	-	- 6.92 7.02
Critical Hdwy Stg 1	-	-	- 5.92 -
Critical Hdwy Stg 2	-	-	- 5.92 -
Follow-up Hdwy	2.21	-	- 3.56 3.36
Pot Cap-1 Maneuver	833	-	- 157 593
Stage 1	-	-	- 402 -
Stage 2	-	-	- 578 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	832	-	- 155 592
Mov Cap-2 Maneuver	-	-	- 155 -
Stage 1	-	-	- 397 -
Stage 2	-	-	- 578 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.19	0	39.9
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	30	-	-	-	182
HCM Lane V/C Ratio	0.009	-	-	-	0.447
HCM Ctrl Dly (s/v)	9.4	0.1	-	-	39.9
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	2.1

Lanes, Volumes, Timings

25: Rite Aid/Teacher's Drive & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	845	9	1	667	80	3	0	0	89	2	47
Future Volume (vph)	45	845	9	1	667	80	3	0	0	89	2	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	135		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3567	0	1752	4949	0	0	2579	0	0	1484	1324
Flt Permitted	0.252			0.280				0.642			0.728	
Satd. Flow (perm)	474	3567	0	517	4949	0	0	1743	0	0	1134	1324
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			23							68
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		251			531			126			490	
Travel Time (s)		4.9			10.3			2.9			11.1	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.76	0.76	0.76	0.50	0.50	0.50
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	33%	33%	33%	22%	22%	22%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	939	0	1	812	0	0	4	0	0	182	94
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	8.0		5.0	8.0		5.0	5.0		10.0	10.0	5.0
Minimum Split (s)	10.0	13.0		10.0	13.0		10.0	10.0		15.0	15.0	10.0
Total Split (s)	20.0	48.0		12.0	40.0		40.0	40.0		40.0	40.0	20.0
Total Split (%)	20.0%	48.0%		12.0%	40.0%		40.0%	40.0%		40.0%	40.0%	20.0%
Maximum Green (s)	15.0	43.0		7.0	35.0		35.0	35.0		35.0	35.0	15.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	3.0	3.0		2.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	Min		None	None		None	None	None
Act Effct Green (s)	30.0	28.9		24.6	20.7			15.5			15.5	27.8
Actuated g/C Ratio	0.53	0.51		0.44	0.37			0.28			0.28	0.49
v/c Ratio	0.12	0.51		0.00	0.44			0.01			0.58	0.14

Lanes, Volumes, Timings

25: Rite Aid/Teacher's Drive & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	7.9	11.8		8.0	15.4			16.7			27.1	4.6
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay (s/veh)	7.9	11.8		8.0	15.4			16.7			27.1	4.6
LOS	A	B		A	B			B			C	A
Approach Delay (s/veh)		11.6			15.4			16.7			19.5	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	6	85		0	73			0			56	4
Queue Length 95th (ft)	26	252		2	141			4			77	9
Internal Link Dist (ft)		171			451			46			410	
Turn Bay Length (ft)	130			135								
Base Capacity (vph)	622	2862		402	3240			1138			740	882
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.08	0.33		0.00	0.25			0.00			0.25	0.11

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 56.2

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay (s/veh): 14.1

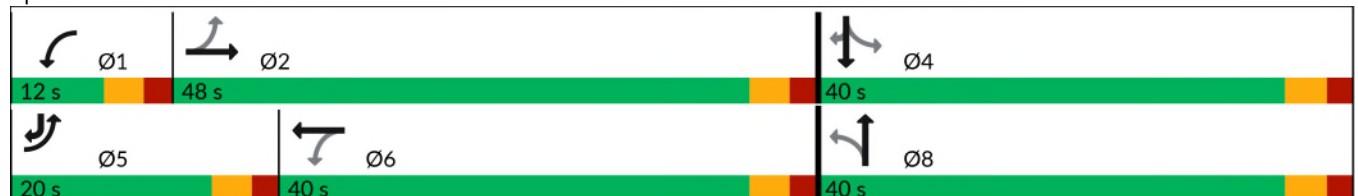
Intersection Capacity Utilization 52.0%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service A

Splits and Phases: 25: Rite Aid/Teacher's Drive & West Taft Road



Lanes, Volumes, Timings
28: Route 11 & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	535	328	63	503	52	162	165	60	55	329	83
Future Volume (vph)	71	535	328	63	503	52	162	165	60	55	329	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	175		235	375		0	190		250
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1736	3273	0	1752	5036	1568	1752	3365	0	1787	3574	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1736	3273	0	1752	5036	1568	1752	3365	0	1787	3574	1599
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		142				188						
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		531			499			688			922	
Travel Time (s)		10.3			9.7			13.4			18.0	
Peak Hour Factor	0.96	0.96	0.96	0.91	0.91	0.91	0.94	0.94	0.94	0.96	0.96	0.96
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	3%	3%	3%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	74	899	0	69	553	57	172	240	0	57	343	86
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	pm+ov
Protected Phases	1	6		5	2		3	8		7	4	1
Permitted Phases						2						4
Detector Phase	1	6		5	2	2	3	8		7	4	1
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0	10.0	4.0	6.0		4.0	6.0	4.0
Minimum Split (s)	10.5	16.0		10.5	16.0	16.0	10.0	12.0		10.0	12.0	10.5
Total Split (s)	15.0	30.0		16.0	31.0	31.0	20.0	30.0		14.0	24.0	15.0
Total Split (%)	16.7%	33.3%		17.8%	34.4%	34.4%	22.2%	33.3%		15.6%	26.7%	16.7%
Maximum Green (s)	8.5	24.0		9.5	25.0	25.0	14.0	24.0		8.0	18.0	8.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	3.0	2.5		3.0	2.5	2.5	2.5	2.5		2.5	2.5	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	6.0		6.5	6.0	6.0	6.0	6.0		6.0	6.0	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.0	4.0		1.0	4.0	4.0	1.5	2.0		1.0	2.0	1.0
Recall Mode	None	C-Min		None	C-Min	C-Min	Max	Max		Max	Max	None
Act Effct Green (s)	6.9	28.0		7.0	28.1	28.1	14.6	24.0		8.6	18.0	30.9
Actuated g/C Ratio	0.08	0.31		0.08	0.31	0.31	0.16	0.27		0.10	0.20	0.34
v/c Ratio	0.56	0.81		0.51	0.35	0.09	0.61	0.27		0.34	0.48	0.16
Control Delay (s/veh)	55.9	31.8		74.5	16.1	0.4	45.6	27.0		44.5	34.5	20.9

Lanes, Volumes, Timings
28: Route 11 & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	55.9	31.8		74.5	16.1	0.4	45.6	27.0		44.5	34.5	20.9
LOS	E	C		E	B	A	D	C		D	C	C
Approach Delay (s/veh)		33.7			20.7			34.8			33.2	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	42	222		44	36	0	95	57		31	92	34
Queue Length 95th (ft)	87	#356		m89	46	m0	#167	91		70	135	66
Internal Link Dist (ft)		451			419			608			842	
Turn Bay Length (ft)	200			175		235	375			190		250
Base Capacity (vph)	163	1116		184	1574	619	283	897		170	714	577
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.45	0.81		0.38	0.35	0.09	0.61	0.27		0.34	0.48	0.15

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay (s/veh): 30.3
Intersection Capacity Utilization 67.3%
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 28: Route 11 & West Taft Road



Lanes, Volumes, Timings

31: South Bay Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	514	76	139	523	45	46	149	99	32	178	49
Future Volume (vph)	60	514	76	139	523	45	46	149	99	32	178	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	400		380	340		0	115		400
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1736	3405	0	1752	4971	0	1787	3360	0	1770	3426	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1732	3405	0	1752	4971	0	1787	3360	0	1770	3426	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		19			18							
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		499			1099			982			949	
Travel Time (s)		9.7			21.4			19.1			18.5	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.77	0.77	0.77	0.80	0.80	0.80
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	65	642	0	149	610	0	60	323	0	40	284	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases												
Detector Phase	1	6		5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0		4.0	8.0		4.0	8.0	
Minimum Split (s)	10.5	16.0		10.5	16.0		10.0	14.5		10.0	14.5	
Total Split (s)	12.0	34.0		20.0	42.0		15.0	23.0		13.0	21.0	
Total Split (%)	13.3%	37.8%		22.2%	46.7%		16.7%	25.6%		14.4%	23.3%	
Maximum Green (s)	5.5	28.0		13.5	36.0		9.0	16.5		7.0	14.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	2.5		3.0	2.5		2.5	3.0		2.5	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.0		6.5	6.0		6.0	6.5		6.0	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	4.0		1.5	4.0		1.0	2.0		1.0	2.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	6.1	37.4		11.0	44.5		6.6	15.1		5.6	12.0	
Actuated g/C Ratio	0.07	0.42		0.12	0.49		0.07	0.17		0.06	0.13	
v/c Ratio	0.56	0.45		0.70	0.25		0.46	0.57		0.36	0.62	

Lanes, Volumes, Timings

31: South Bay Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	54.8	19.4		54.6	15.2		50.9	38.8		49.4	42.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	54.8	19.4		54.6	15.2		50.9	38.8		49.4	42.9	
LOS	D	B		D	B		D	D		D	D	
Approach Delay (s/veh)		22.7			22.9			40.7			43.7	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	41	90		84	79		34	93		23	82	
Queue Length 95th (ft)	m59	m148		145	112		61	110		48	106	
Internal Link Dist (ft)		419			1019			902			869	
Turn Bay Length (ft)	115			400			340			115		
Base Capacity (vph)	122	1425		263	2465		178	655		137	551	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.53	0.45		0.57	0.25		0.34	0.49		0.29	0.52	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay (s/veh): 29.1

Intersection LOS: C

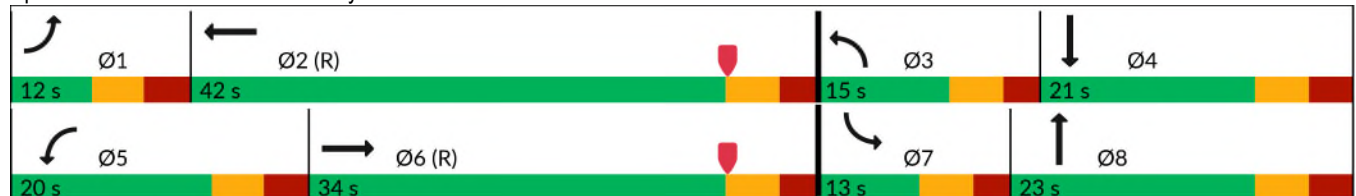
Intersection Capacity Utilization 55.8%

ICU Level of Service B

Analysis Period (min) 15

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

Splits and Phases: 31: South Bay Road & West Taft Road



Lanes, Volumes, Timings

35: Route 11 & Wally Road/7 Brew

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	8	22	0	28	3	358	23	28	688	4
Future Volume (vph)	1	0	8	22	0	28	3	358	23	28	688	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	190		0	175		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	0	1497	0	0	1702	0	1752	3473	0	1770	3536	0
Flt Permitted		0.994			0.978		0.950			0.950		
Satd. Flow (perm)	0	1497	0	0	1702	0	1752	3473	0	1770	3536	0
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		910			150			1056			688	
Travel Time (s)		20.7			3.4			20.6			13.4	
Peak Hour Factor	0.50	0.50	0.50	0.89	0.89	0.89	0.85	0.85	0.85	0.97	0.97	0.97
Heavy Vehicles (%)	11%	11%	11%	1%	1%	1%	3%	3%	3%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	18	0	0	56	0	4	448	0	29	713	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 38.0%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↘	↗		↘	↗	
Traffic Vol, veh/h	1	0	8	22	0	28	3	358	23	28	688	4
Future Vol, veh/h	1	0	8	22	0	28	3	358	23	28	688	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	190	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	89	89	89	85	85	85	97	97	97
Heavy Vehicles, %	11	11	11	1	1	1	3	3	3	2	2	2
Mvmt Flow	2	0	16	25	0	31	4	421	27	29	709	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	987	1224	357	854	1213	224	713	0	0	448	0	0
Stage 1	769	769	-	442	442	-	-	-	-	-	-	-
Stage 2	218	455	-	412	771	-	-	-	-	-	-	-
Critical Hdwy	7.72	6.72	7.12	7.52	6.52	6.92	4.16	-	-	4.14	-	-
Critical Hdwy Stg 1	6.72	5.72	-	6.52	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.72	5.72	-	6.52	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.61	4.11	3.41	3.51	4.01	3.31	2.23	-	-	2.22	-	-
Pot Cap-1 Maneuver	189	165	614	254	182	782	876	-	-	1108	-	-
Stage 1	340	388	-	567	577	-	-	-	-	-	-	-
Stage 2	739	545	-	590	410	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	176	160	614	240	177	782	876	-	-	1108	-	-
Mov Cap-2 Maneuver	176	160	-	240	177	-	-	-	-	-	-	-
Stage 1	332	378	-	565	575	-	-	-	-	-	-	-
Stage 2	707	543	-	560	399	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	12.77		15.71		0.07		0.32	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	876	-	-	481	392	1108	-	-
HCM Lane V/C Ratio	0.004	-	-	0.037	0.143	0.026	-	-
HCM Ctrl Dly (s/v)	9.1	-	-	12.8	15.7	8.3	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.5	0.1	-	-

Lanes, Volumes, Timings

1: Buckley Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	478	250	166	472	180	202	221	225	209	218	65
Future Volume (vph)	76	478	250	166	472	180	202	221	225	209	218	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		340	540		0	0		0	480		480
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3574	1599	1787	3428	0	1787	3303	0	1787	3453	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3574	1599	1787	3428	0	1787	3303	0	1787	3453	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			275		38			183			26	
Link Speed (mph)		40			35			35			35	
Link Distance (ft)		780			971			472			774	
Travel Time (s)		13.3			18.9			9.2			15.1	
Peak Hour Factor	0.89	0.89	0.89	0.88	0.88	0.88	0.86	0.86	0.86	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	537	281	189	741	0	235	519	0	238	322	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6	3	5	2		3	8		7	4	
Permitted Phases			6									
Detector Phase	1	6	3	5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	8.0	15.0	8.0	8.0	15.0		8.0	15.0		8.0	15.0	
Minimum Split (s)	14.0	21.0	14.0	14.0	21.0		14.0	21.0		14.0	21.0	
Total Split (s)	25.0	45.0	30.0	25.0	45.0		30.0	50.0		25.0	45.0	
Total Split (%)	17.2%	31.0%	20.7%	17.2%	31.0%		20.7%	34.5%		17.2%	31.0%	
Maximum Green (s)	19.0	39.0	24.0	19.0	39.0		24.0	44.0		19.0	39.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Min	None	None	Min		None	None		None	None	
Act Effct Green (s)	10.1	20.5	44.9	15.5	29.2		18.3	17.7		19.3	18.7	
Actuated g/C Ratio	0.10	0.21	0.46	0.16	0.30		0.19	0.18		0.20	0.19	
v/c Ratio	0.46	0.71	0.32	0.67	0.70		0.70	0.69		0.67	0.47	
Control Delay (s/veh)	52.0	41.9	2.9	52.1	34.1		50.0	29.8		49.5	37.3	

Lanes, Volumes, Timings

1: Buckley Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	52.0	41.9	2.9	52.1	34.1		50.0	29.8		49.5	37.3	
LOS	D	D	A	D	C		D	C		D	D	
Approach Delay (s/veh)		30.7			37.8			36.1			42.5	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	49	161	2	107	204		133	102		134	86	
Queue Length 95th (ft)	111	241	42	211	308		240	169		#298	154	
Internal Link Dist (ft)		700			891			392			694	
Turn Bay Length (ft)	310		340	540						480		
Base Capacity (vph)	353	1451	967	353	1415		446	1612		353	1418	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.24	0.37	0.29	0.54	0.52		0.53	0.32		0.67	0.23	

Intersection Summary

Area Type: Other

Cycle Length: 145

Actuated Cycle Length: 97.4

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay (s/veh): 36.2

Intersection LOS: D

Intersection Capacity Utilization 70.4%

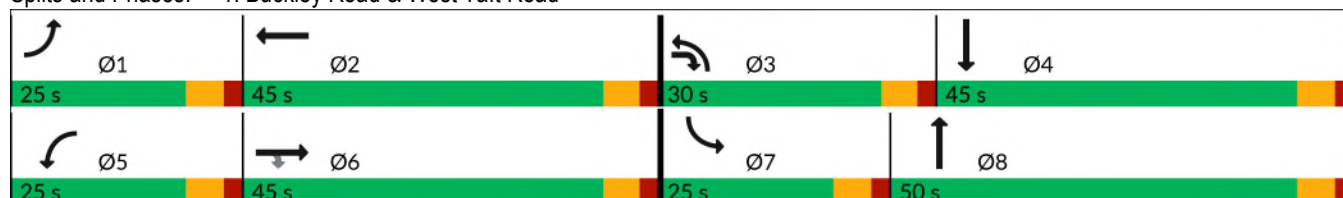
ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Buckley Road & West Taft Road



Lanes, Volumes, Timings

5: Jake Hafners/Allen Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	756	25	0	733	122	1	4	0	111	4	84
Future Volume (vph)	131	756	25	0	733	122	1	4	0	111	4	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	0		0	0		0	0		170
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3556	0	0	3499	0	0	1862	0	0	1795	1599
Flt Permitted	0.190							0.936			0.727	
Satd. Flow (perm)	357	3556	0	0	3499	0	0	1761	0	0	1368	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			36							54
Link Speed (mph)		35			35			30			35	
Link Distance (ft)		971			948			245			583	
Travel Time (s)		18.9			18.5			5.6			11.4	
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.50	0.50	0.50	0.82	0.82	0.82
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	138	822	0	0	919	0	0	10	0	0	140	102
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA			NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	1	6			2			8			4	1
Permitted Phases	6			2			8			4		4
Detector Phase	1	6		2	2		8	8		4	4	1
Switch Phase												
Minimum Initial (s)	5.0	15.0		15.0	15.0		5.0	5.0		8.0	8.0	5.0
Minimum Split (s)	11.0	20.0		20.0	20.0		9.5	9.5		13.0	13.0	11.0
Total Split (s)	12.0	37.0		25.0	25.0		20.0	20.0		20.0	20.0	12.0
Total Split (%)	21.1%	64.9%		43.9%	43.9%		35.1%	35.1%		35.1%	35.1%	21.1%
Maximum Green (s)	7.0	32.0		20.0	20.0		15.5	15.5		15.0	15.0	7.0
Yellow Time (s)	3.0	3.0		3.0	3.0		2.5	2.5		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0			4.5			5.0	5.0
Lead/Lag	Lead			Lag	Lag							Lead
Lead-Lag Optimize?	Yes			Yes	Yes							Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Min		Min	Min		None	None		None	None	None
Act Effct Green (s)	30.3	31.7			23.0			10.0			10.4	18.2
Actuated g/C Ratio	0.64	0.67			0.48			0.21			0.22	0.38
v/c Ratio	0.33	0.35			0.54			0.03			0.47	0.16
Control Delay (s/veh)	7.4	5.8			13.9			15.8			23.4	5.5

Lanes, Volumes, Timings

5: Jake Hafners/Allen Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay (s/veh)	7.4	5.8			13.9			15.8			23.4	5.5
LOS	A	A			B			B			C	A
Approach Delay (s/veh)		6.0			13.9			15.8			15.9	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)	14	52			108			2			36	7
Queue Length 95th (ft)	41	106			197			7			74	25
Internal Link Dist (ft)		891			868			165			503	
Turn Bay Length (ft)	250											170
Base Capacity (vph)	445	2469			1834			591			444	679
Starvation Cap Reductn	0	0			0			0			0	0
Spillback Cap Reductn	0	0			0			0			0	0
Storage Cap Reductn	0	0			0			0			0	0
Reduced v/c Ratio	0.31	0.33			0.50			0.02			0.32	0.15

Intersection Summary

Area Type: Other

Cycle Length: 57

Actuated Cycle Length: 47.5

Natural Cycle: 45

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.54

Intersection Signal Delay (s/veh): 10.6

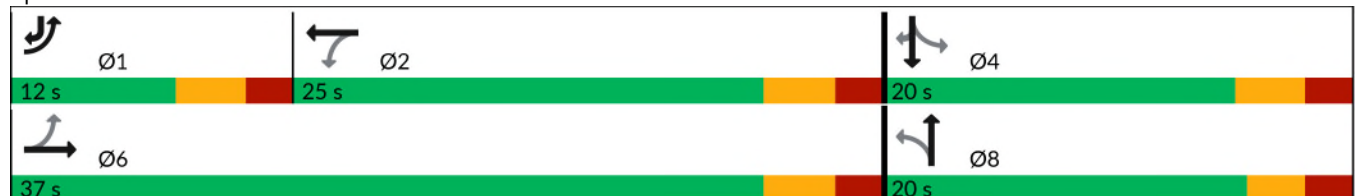
Intersection LOS: B

Intersection Capacity Utilization 71.4%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 5: Jake Hafners/Allen Road & West Taft Road



						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	4	863	851	9	6	4
Future Volume (vph)	4	863	851	9	6	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3567	0	1726	0
Flt Permitted					0.972	
Satd. Flow (perm)	0	3574	3567	0	1726	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		948	105		502	
Travel Time (s)		18.5	2.0		11.4	
Peak Hour Factor	0.89	0.89	0.97	0.97	0.83	0.83
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	974	886	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 36.6%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	863	851	9	6	4
Future Vol, veh/h	4	863	851	9	6	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	97	97	83	83
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	4	970	877	9	7	5

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	887	0	0 1376 443
Stage 1	-	-	- 882 -
Stage 2	-	-	- 494 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	766	-	- 137 565
Stage 1	-	-	- 367 -
Stage 2	-	-	- 582 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	766	-	- 136 565
Mov Cap-2 Maneuver	-	-	- 136 -
Stage 1	-	-	- 364 -
Stage 2	-	-	- 582 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.12	0	24.59
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	17	-	-	-	196
HCM Lane V/C Ratio	0.006	-	-	-	0.062
HCM Ctrl Dly (s/v)	9.7	0.1	-	-	24.6
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lanes, Volumes, Timings
10: Willow Road & West Taft Road

12/19/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	852	17	14	851	9	10
Future Volume (vph)	852	17	14	851	9	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3564	0	0	3571	1641	0
Flt Permitted				0.999	0.978	
Satd. Flow (perm)	3564	0	0	3571	1641	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	105			252	463	
Travel Time (s)	2.0			4.9	10.5	
Confl. Peds. (#/hr)		4	4			
Peak Hour Factor	0.91	0.91	0.95	0.95	0.79	0.79
Heavy Vehicles (%)	1%	1%	1%	1%	5%	5%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	955	0	0	911	24	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

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

Intersection

Int Delay, s/veh 0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	852	17	14	851	9	10
Future Vol, veh/h	852	17	14	851	9	10
Conflicting Peds, #/hr	0	4	4	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	95	95	79	79
Heavy Vehicles, %	1	1	1	1	5	5
Mvmt Flow	936	19	15	896	11	13

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	959
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.21
Pot Cap-1 Maneuver	-	-	719
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	716
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.43	25.43
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	200	-	-	58	-
HCM Lane V/C Ratio	0.12	-	-	0.021	-
HCM Ctrl Dly (s/v)	25.4	-	-	10.1	0.3
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Lanes, Volumes, Timings
12: West Taft Road & Crystal Drive

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	1	861	864	5	3	1
Future Volume (vph)	1	861	864	5	3	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3571	0	1752	0
Flt Permitted					0.964	
Satd. Flow (perm)	0	3574	3571	0	1752	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		252	99		489	
Travel Time (s)		4.9	1.9		11.1	
Peak Hour Factor	0.91	0.91	0.95	0.95	0.50	0.50
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	947	914	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

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

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	861	864	5	3	1
Future Vol, veh/h	1	861	864	5	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	95	95	50	50
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1	946	909	5	6	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	915	0	0 1387 457
Stage 1	-	-	- 912 -
Stage 2	-	-	- 475 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	747	-	- 135 553
Stage 1	-	-	- 354 -
Stage 2	-	-	- 594 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	747	-	- 135 553
Mov Cap-2 Maneuver	-	-	- 135 -
Stage 1	-	-	- 354 -
Stage 2	-	-	- 594 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	27.74
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	4	-	-	-	166
HCM Lane V/C Ratio	0.001	-	-	-	0.048
HCM Ctrl Dly (s/v)	9.8	0	-	-	27.7
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lanes, Volumes, Timings

14: Fay Park Drive & West Taft Road

12/19/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	858	6	6	865	4	4
Future Volume (vph)	858	6	6	865	4	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3571	0	0	3574	1711	0
Flt Permitted					0.976	
Satd. Flow (perm)	3571	0	0	3574	1711	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	99			225	459	
Travel Time (s)	1.9			4.4	10.4	
Confl. Peds. (#/hr)		2	2			
Peak Hour Factor	0.95	0.95	0.96	0.96	0.50	0.50
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	909	0	0	907	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 38.1%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	858	6	6	865	4	4
Future Vol, veh/h	858	6	6	865	4	4
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	96	96	50	50
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	903	6	6	901	8	8

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	911
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.21
Pot Cap-1 Maneuver	-	-	749
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	748
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.18	22.72
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	219	-	-	25	-
HCM Lane V/C Ratio	0.073	-	-	0.008	-
HCM Ctrl Dly (s/v)	22.7	-	-	9.9	0.1
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lanes, Volumes, Timings

16: West Taft Road & Dormar Drive

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	2	860	866	5	7	5
Future Volume (vph)	2	860	866	5	7	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3571	0	1611	0
Flt Permitted					0.973	
Satd. Flow (perm)	0	3574	3571	0	1611	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		225	366		485	
Travel Time (s)		4.4	7.1		11.0	
Peak Hour Factor	0.93	0.93	0.97	0.97	0.76	0.76
Heavy Vehicles (%)	1%	1%	1%	1%	8%	8%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	927	898	0	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 35.2%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	860	866	5	7	5
Future Vol, veh/h	2	860	866	5	7	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	97	97	76	76
Heavy Vehicles, %	1	1	1	1	8	8
Mvmt Flow	2	925	893	5	9	7

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	898	0	0 1362 449
Stage 1	-	-	- 895 -
Stage 2	-	-	- 467 -
Critical Hdwy	4.12	-	- 6.96 7.06
Critical Hdwy Stg 1	-	-	- 5.96 -
Critical Hdwy Stg 2	-	-	- 5.96 -
Follow-up Hdwy	2.21	-	- 3.58 3.38
Pot Cap-1 Maneuver	758	-	- 132 541
Stage 1	-	-	- 345 -
Stage 2	-	-	- 580 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	758	-	- 131 541
Mov Cap-2 Maneuver	-	-	- 131 -
Stage 1	-	-	- 344 -
Stage 2	-	-	- 580 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.06	0	25.43
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	8	-	-	-	192
HCM Lane V/C Ratio	0.003	-	-	-	0.082
HCM Ctrl Dly (s/v)	9.8	0	-	-	25.4
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.3

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	0	867	866	5	3	5
Future Volume (vph)	0	867	866	5	3	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3571	0	1688	0
Flt Permitted					0.982	
Satd. Flow (perm)	0	3574	3571	0	1688	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		366	424		495	
Travel Time (s)		7.1	8.3		11.3	
Peak Hour Factor	0.91	0.91	0.97	0.97	0.67	0.67
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	953	898	0	11	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 34.1%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	867	866	5	3	5
Future Vol, veh/h	0	867	866	5	3	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	97	97	67	67
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	953	893	5	4	7

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	898	0	0 1372 449
Stage 1	-	-	- 895 -
Stage 2	-	-	- 476 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	758	-	- 138 560
Stage 1	-	-	- 362 -
Stage 2	-	-	- 594 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	758	-	- 138 560
Mov Cap-2 Maneuver	-	-	- 138 -
Stage 1	-	-	- 362 -
Stage 2	-	-	- 594 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	19.44
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	758	-	-	-	261
HCM Lane V/C Ratio	-	-	-	-	0.046
HCM Ctrl Dly (s/v)	0	-	-	-	19.4
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings

22: West Taft Road & Hazelhurst Avenue

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	15	855	856	33	26	15
Future Volume (vph)	15	855	856	33	26	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3571	3556	0	1732	0
Flt Permitted		0.999			0.969	
Satd. Flow (perm)	0	3571	3556	0	1732	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		424	540		478	
Travel Time (s)		8.3	10.5		10.9	
Peak Hour Factor	0.94	0.94	0.93	0.93	0.73	0.73
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	926	955	0	57	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 44.3%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	855	856	33	26	15
Future Vol, veh/h	15	855	856	33	26	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	93	93	73	73
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	16	910	920	35	36	21

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	956	0	0 1425 478
Stage 1	-	-	- 938 -
Stage 2	-	-	- 487 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	721	-	- 128 536
Stage 1	-	-	- 343 -
Stage 2	-	-	- 586 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	721	-	- 124 536
Mov Cap-2 Maneuver	-	-	- 124 -
Stage 1	-	-	- 333 -
Stage 2	-	-	- 586 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.46	0	35.67
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	62	-	-	-	172
HCM Lane V/C Ratio	0.022	-	-	-	0.326
HCM Ctrl Dly (s/v)	10.1	0.3	-	-	35.7
HCM Lane LOS	B	A	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	-	1.3

Lanes, Volumes, Timings

25: Rite Aid/Teacher's Drive & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	812	11	11	812	27	8	0	2	24	0	69
Future Volume (vph)	58	812	11	11	812	27	8	0	2	24	0	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	135		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3566	0	1787	5110	0	0	3346	0	0	1787	1599
Flt Permitted	0.252			0.327				0.955				
Satd. Flow (perm)	474	3566	0	615	5110	0	0	3328	0	0	1881	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			5			131				39
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		251			531			126			490	
Travel Time (s)		4.9			10.3			2.9			11.1	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.83	0.83	0.83	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	867	0	12	893	0	0	12	0	0	27	77
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	8.0		5.0	8.0		5.0	5.0		10.0	10.0	5.0
Minimum Split (s)	10.0	13.0		10.0	13.0		10.0	10.0		15.0	15.0	10.0
Total Split (s)	20.0	48.0		12.0	40.0		40.0	40.0		40.0	40.0	20.0
Total Split (%)	20.0%	48.0%		12.0%	40.0%		40.0%	40.0%		40.0%	40.0%	20.0%
Maximum Green (s)	15.0	43.0		7.0	35.0		35.0	35.0		35.0	35.0	15.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	3.0	3.0		2.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	Min		None	None		None	None	None
Act Effct Green (s)	29.0	32.5		23.6	20.9			6.6			10.6	9.2
Actuated g/C Ratio	0.79	0.89		0.64	0.57			0.18			0.29	0.25
v/c Ratio	0.10	0.27		0.02	0.31			0.02			0.05	0.18

Lanes, Volumes, Timings

25: Rite Aid/Teacher's Drive & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	2.3	3.7		3.1	7.1			0.0			13.5	7.1
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay (s/veh)	2.3	3.7		3.1	7.1			0.0			13.5	7.1
LOS	A	A		A	A			A			B	A
Approach Delay (s/veh)		3.6			7.1						8.7	
Approach LOS		A			A						A	
Queue Length 50th (ft)	0	0		1	29			0			2	4
Queue Length 95th (ft)	16	148		5	104			0			24	26
Internal Link Dist (ft)		171			451			46			410	
Turn Bay Length (ft)	130			135								
Base Capacity (vph)	946	3427		659	4685			3062			1724	801
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.06	0.25		0.02	0.19			0.00			0.02	0.10

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 36.6

Natural Cycle: 45

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.31

Intersection Signal Delay (s/veh): 5.5

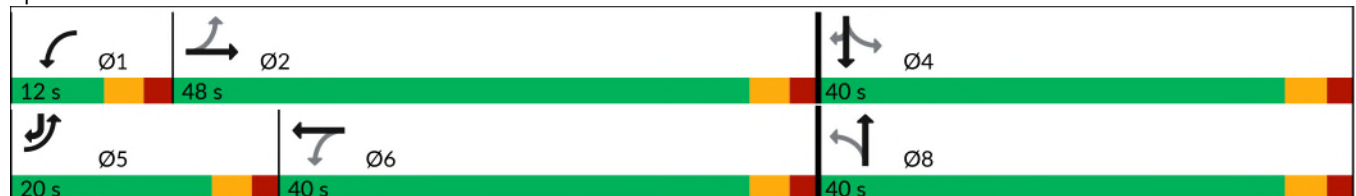
Intersection Capacity Utilization 47.8%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 25: Rite Aid/Teacher's Drive & West Taft Road



Lanes, Volumes, Timings
28: Route 11 & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	174	390	274	119	421	148	265	316	114	94	392	164
Future Volume (vph)	174	390	274	119	421	148	265	316	114	94	392	164
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	175		235	375		0	190		250
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3333	0	1787	5136	1599	1770	3398	0	1787	3574	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3333	0	1783	5136	1599	1770	3398	0	1787	3574	1599
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		174				235						
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		531			499			688			922	
Travel Time (s)		10.3			9.7			13.4			18.0	
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.97	0.97	0.97	0.94	0.94	0.94	0.95	0.95	0.95	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	179	684	0	127	448	157	279	453	0	97	404	169
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	pm+ov
Protected Phases	1	6		5	2		3	8		7	4	1
Permitted Phases						2						4
Detector Phase	1	6		5	2	2	3	8		7	4	1
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0	10.0	4.0	6.0		4.0	6.0	4.0
Minimum Split (s)	10.5	16.0		10.5	16.0	16.0	10.0	12.0		10.0	12.0	10.5
Total Split (s)	22.0	33.0		17.0	28.0	28.0	28.0	33.0		17.0	22.0	22.0
Total Split (%)	22.0%	33.0%		17.0%	28.0%	28.0%	28.0%	33.0%		17.0%	22.0%	22.0%
Maximum Green (s)	15.5	27.0		10.5	22.0	22.0	22.0	27.0		11.0	16.0	15.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	3.0	2.5		3.0	2.5	2.5	2.5	2.5		2.5	2.5	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	6.0		6.5	6.0	6.0	6.0	6.0		6.0	6.0	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.0	4.0		1.0	4.0	4.0	1.5	2.0		1.0	2.0	1.0
Recall Mode	None	C-Min		None	C-Min	C-Min	Max	Max		Max	Max	None
Act Effct Green (s)	12.8	24.0		9.4	20.5	20.5	26.2	27.0		15.2	16.0	34.8
Actuated g/C Ratio	0.13	0.24		0.09	0.21	0.21	0.26	0.27		0.15	0.16	0.35
v/c Ratio	0.79	0.74		0.76	0.43	0.30	0.60	0.49		0.36	0.71	0.30

2028 Background Conditions - Midday Peak Hour
GTS Consulting

Synchro 12 Report
Page 21

Lanes, Volumes, Timings
28: Route 11 & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	65.4	30.8		89.9	25.7	2.9	40.2	33.0		44.3	47.4	24.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	65.4	30.8		89.9	25.7	2.9	40.2	33.0		44.3	47.4	24.8
LOS	E	C		F	C	A	D	C		D	D	C
Approach Delay (s/veh)		38.0			31.9			35.7			41.2	
Approach LOS		D			C			D			D	
Queue Length 50th (ft)	112	161		89	97	16	161	130		57	131	77
Queue Length 95th (ft)	#185	217		#170	49	5	#278	180		113	183	127
Internal Link Dist (ft)		451			419			608			842	
Turn Bay Length (ft)	200			175		235	375			190		250
Base Capacity (vph)	276	1026		187	1129	535	463	917		271	571	599
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.65	0.67		0.68	0.40	0.29	0.60	0.49		0.36	0.71	0.28

Intersection Summary

Area Type: Other
 Cycle Length: 100
 Actuated Cycle Length: 100
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay (s/veh): 36.7
 Intersection Capacity Utilization 72.2%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 28: Route 11 & West Taft Road



Lanes, Volumes, Timings

31: South Bay Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	442	86	116	537	66	117	203	126	62	149	34
Future Volume (vph)	70	442	86	116	537	66	117	203	126	62	149	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	400		380	340		0	115		400
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3485	0	1770	5004	0	1770	3334	0	1787	3474	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3485	0	1770	5004	0	1770	3334	0	1787	3474	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		23			22							
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		499			1099			982			949	
Travel Time (s)		9.7			21.4			19.1			18.5	
Peak Hour Factor	0.90	0.90	0.90	0.87	0.87	0.87	0.86	0.86	0.86	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	78	587	0	133	693	0	136	383	0	70	208	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases												
Detector Phase	1	6		5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0		4.0	8.0		4.0	8.0	
Minimum Split (s)	10.5	16.0		10.5	16.0		10.0	14.5		10.0	14.5	
Total Split (s)	17.0	36.0		18.0	37.0		24.0	31.0		15.0	22.0	
Total Split (%)	17.0%	36.0%		18.0%	37.0%		24.0%	31.0%		15.0%	22.0%	
Maximum Green (s)	10.5	30.0		11.5	31.0		18.0	24.5		9.0	15.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	2.5		3.0	2.5		2.5	3.0		2.5	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.0		6.5	6.0		6.0	6.5		6.0	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	4.0		1.5	4.0		1.0	2.0		1.0	2.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	8.0	40.6		11.5	46.2		11.3	17.9		7.1	11.7	
Actuated g/C Ratio	0.08	0.41		0.12	0.46		0.11	0.18		0.07	0.12	
v/c Ratio	0.55	0.41		0.66	0.30		0.68	0.64		0.55	0.51	
Control Delay (s/veh)	55.6	19.2		57.3	18.9		59.2	43.6		60.7	45.7	

Lanes, Volumes, Timings

31: South Bay Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	55.6	19.2		57.3	18.9		59.2	43.6		60.7	45.7	
LOS	E	B		E	B		E	D		E	D	
Approach Delay (s/veh)		23.5			25.1			47.7			49.5	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	51	100		83	101		86	125		44	66	
Queue Length 95th (ft)	m88	140		136	151		135	157		87	100	
Internal Link Dist (ft)		419			1019			902			869	
Turn Bay Length (ft)	115			400			340			115		
Base Capacity (vph)	191	1427		225	2323		318	816		160	538	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.41	0.41		0.59	0.30		0.43	0.47		0.44	0.39	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 2 (2%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay (s/veh): 32.7

Intersection LOS: C

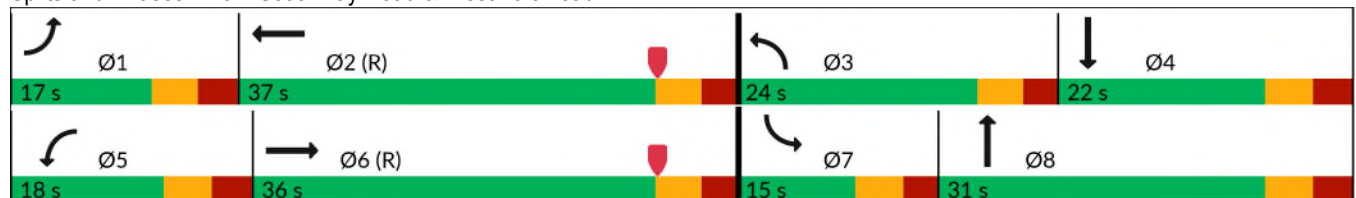
Intersection Capacity Utilization 55.4%

ICU Level of Service B

Analysis Period (min) 15

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

Splits and Phases: 31: South Bay Road & West Taft Road



Lanes, Volumes, Timings

35: Route 11 & Wally Road/7 Brew

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	1	9	9	0	25	7	662	23	19	753	13
Future Volume (vph)	8	1	9	9	0	25	7	662	23	19	753	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	190		0	175		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	0	1635	0	0	1675	0	1787	3556	0	1787	3564	0
Flt Permitted		0.979			0.987		0.950			0.950		
Satd. Flow (perm)	0	1635	0	0	1675	0	1787	3556	0	1787	3564	0
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		910			150			1056			688	
Travel Time (s)		20.7			3.4			20.6			13.4	
Confl. Peds. (#/hr)			2	2			1		1	1		1
Peak Hour Factor	0.56	0.56	0.56	0.71	0.71	0.71	0.96	0.96	0.96	0.93	0.93	0.93
Heavy Vehicles (%)	6%	6%	6%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	32	0	0	48	0	7	714	0	20	824	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 31.9%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↘	↗		↘	↗	
Traffic Vol, veh/h	8	1	9	9	0	25	7	662	23	19	753	13
Future Vol, veh/h	8	1	9	9	0	25	7	662	23	19	753	13
Conflicting Peds, #/hr	0	0	2	2	0	0	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	190	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	56	56	56	71	71	71	96	96	96	93	93	93
Heavy Vehicles, %	6	6	6	1	1	1	1	1	1	1	1	1
Mvmt Flow	14	2	16	13	0	35	7	690	24	20	810	14

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1218	1588	415	1166	1583	358	825	0	0	715	0	0
Stage 1	859	859	-	717	717	-	-	-	-	-	-	-
Stage 2	359	729	-	449	866	-	-	-	-	-	-	-
Critical Hdwy	7.62	6.62	7.02	7.52	6.52	6.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.62	5.62	-	6.52	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.62	5.62	-	6.52	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.56	4.06	3.36	3.51	4.01	3.31	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	132	103	575	150	109	642	808	-	-	888	-	-
Stage 1	309	362	-	389	434	-	-	-	-	-	-	-
Stage 2	620	417	-	562	371	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	121	99	574	139	105	641	807	-	-	887	-	-
Mov Cap-2 Maneuver	121	99	-	139	105	-	-	-	-	-	-	-
Stage 1	302	354	-	385	430	-	-	-	-	-	-	-
Stage 2	581	413	-	530	362	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	26.98	17.88	0.1	0.22
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	807	-	-	196	327	887	-	-
HCM Lane V/C Ratio	0.009	-	-	0.164	0.146	0.023	-	-
HCM Ctrl Dly (s/v)	9.5	-	-	27	17.9	9.2	-	-
HCM Lane LOS	A	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.6	0.5	0.1	-	-

Lanes, Volumes, Timings

1: Buckley Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	597	153	171	554	203	308	381	238	194	240	67
Future Volume (vph)	79	597	153	171	554	203	308	381	238	194	240	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		340	540		0	0		0	480		480
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3574	1599	1787	3431	0	1787	3367	0	1770	3422	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3574	1599	1787	3431	0	1787	3367	0	1770	3422	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			172		35			97			24	
Link Speed (mph)		40			35			35			35	
Link Distance (ft)		780			971			472			774	
Travel Time (s)		13.3			18.9			9.2			15.1	
Peak Hour Factor	0.89	0.89	0.89	0.94	0.94	0.94	0.91	0.91	0.91	0.87	0.87	0.87
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	89	671	172	182	805	0	338	681	0	223	353	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6	3	5	2		3	8		7	4	
Permitted Phases			6									
Detector Phase	1	6	3	5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	8.0	15.0	8.0	8.0	15.0		8.0	15.0		8.0	15.0	
Minimum Split (s)	14.0	21.0	14.0	14.0	21.0		14.0	21.0		14.0	21.0	
Total Split (s)	25.0	45.0	30.0	25.0	45.0		30.0	50.0		25.0	45.0	
Total Split (%)	17.2%	31.0%	20.7%	17.2%	31.0%		20.7%	34.5%		17.2%	31.0%	
Maximum Green (s)	19.0	39.0	24.0	19.0	39.0		24.0	44.0		19.0	39.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Min	None	None	Min		None	None		None	None	
Act Effct Green (s)	10.9	26.1	56.7	15.8	31.0		24.5	26.9		18.8	21.2	
Actuated g/C Ratio	0.10	0.23	0.51	0.14	0.28		0.22	0.24		0.17	0.19	
v/c Ratio	0.51	0.81	0.19	0.73	0.83		0.87	0.77		0.75	0.53	
Control Delay (s/veh)	61.9	49.4	3.1	65.3	45.0		67.2	41.3		63.8	41.8	

Lanes, Volumes, Timings

1: Buckley Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	61.9	49.4	3.1	65.3	45.0		67.2	41.3		63.8	41.8	
LOS	E	D	A	E	D		E	D		E	D	
Approach Delay (s/veh)		42.1			48.7			49.9			50.3	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	62	241	0	125	268		237	212		155	115	
Queue Length 95th (ft)	130	346	37	#259	410		#524	318		#333	175	
Internal Link Dist (ft)		700			891			392			694	
Turn Bay Length (ft)	310		340	540						480		
Base Capacity (vph)	308	1268	894	308	1243		390	1406		306	1229	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.29	0.53	0.19	0.59	0.65		0.87	0.48		0.73	0.29	

Intersection Summary

Area Type: Other

Cycle Length: 145

Actuated Cycle Length: 112

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.87

Intersection Signal Delay (s/veh): 47.6

Intersection LOS: D

Intersection Capacity Utilization 78.0%

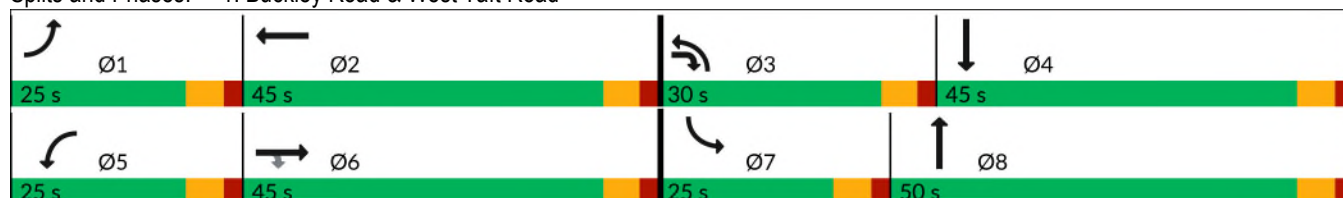
ICU Level of Service D

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Buckley Road & West Taft Road



Lanes, Volumes, Timings

5: Jake Hafners/Allen Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	189	816	24	1	794	181	10	2	2	131	2	124
Future Volume (vph)	189	816	24	1	794	181	10	2	2	131	2	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	0		0	0		0	0		170
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3560	0	0	3474	0	0	1781	0	0	1793	1599
Flt Permitted	0.150				0.954			0.764			0.715	
Satd. Flow (perm)	282	3560	0	0	3314	0	0	1408	0	0	1345	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			53			3				44
Link Speed (mph)		35			35			30			35	
Link Distance (ft)		971			948			245			583	
Travel Time (s)		18.9			18.5			5.6			11.4	
Peak Hour Factor	0.98	0.98	0.98	0.95	0.95	0.95	0.70	0.70	0.70	0.79	0.79	0.79
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	193	857	0	0	1028	0	0	20	0	0	169	157
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	1	6			2			8			4	1
Permitted Phases	6			2			8			4		4
Detector Phase	1	6		2	2		8	8		4	4	1
Switch Phase												
Minimum Initial (s)	5.0	15.0		15.0	15.0		5.0	5.0		8.0	8.0	5.0
Minimum Split (s)	11.0	20.0		20.0	20.0		9.5	9.5		13.0	13.0	11.0
Total Split (s)	12.0	37.0		25.0	25.0		20.0	20.0		20.0	20.0	12.0
Total Split (%)	21.1%	64.9%		43.9%	43.9%		35.1%	35.1%		35.1%	35.1%	21.1%
Maximum Green (s)	7.0	32.0		20.0	20.0		15.5	15.5		15.0	15.0	7.0
Yellow Time (s)	3.0	3.0		3.0	3.0		2.5	2.5		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0			4.5			5.0	5.0
Lead/Lag	Lead			Lag	Lag							Lead
Lead-Lag Optimize?	Yes			Yes	Yes							Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Min		Min	Min		None	None		None	None	None
Act Effct Green (s)	30.1	32.0			23.5			10.8			11.6	18.9
Actuated g/C Ratio	0.63	0.67			0.49			0.23			0.24	0.40
v/c Ratio	0.49	0.36			0.62			0.06			0.52	0.24
Control Delay (s/veh)	11.0	6.1			16.4			15.1			24.7	7.8

Lanes, Volumes, Timings

5: Jake Hafners/Allen Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay (s/veh)	11.0	6.1			16.4			15.1			24.7	7.8
LOS	B	A			B			B			C	A
Approach Delay (s/veh)		7.0			16.4			15.1			16.6	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)	23	61			139			4			49	21
Queue Length 95th (ft)	67	113			#269			13			84	41
Internal Link Dist (ft)		891			868			165			503	
Turn Bay Length (ft)	250											170
Base Capacity (vph)	420	2428			1686			504			464	690
Starvation Cap Reductn	0	0			0			0			0	0
Spillback Cap Reductn	0	0			0			0			0	0
Storage Cap Reductn	0	0			0			0			0	0
Reduced v/c Ratio	0.46	0.35			0.61			0.04			0.36	0.23

Intersection Summary

Area Type: Other

Cycle Length: 57

Actuated Cycle Length: 47.7

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay (s/veh): 12.3

Intersection LOS: B

Intersection Capacity Utilization 72.9%

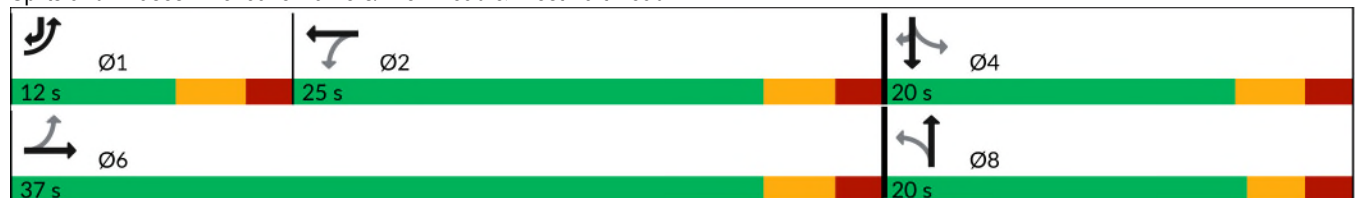
ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 5: Jake Hafners/Allen Road & West Taft Road



						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	0	949	973	18	4	3
Future Volume (vph)	0	949	973	18	4	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3564	0	1726	0
Flt Permitted					0.972	
Satd. Flow (perm)	0	3574	3564	0	1726	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		948	105		502	
Travel Time (s)		18.5	2.0		11.4	
Confl. Peds. (#/hr)	2			2		
Peak Hour Factor	0.98	0.98	0.96	0.96	0.58	0.58
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	968	1033	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 37.5%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	949	973	18	4	3
Future Vol, veh/h	0	949	973	18	4	3
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	96	96	58	58
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	968	1014	19	7	5

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1034	0	0 1509 518
Stage 1	-	-	- 1025 -
Stage 2	-	-	- 484 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	674	-	- 112 505
Stage 1	-	-	- 309 -
Stage 2	-	-	- 588 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	672	-	- 112 504
Mov Cap-2 Maneuver	-	-	- 112 -
Stage 1	-	-	- 309 -
Stage 2	-	-	- 588 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	28.06
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	672	-	-	-	168
HCM Lane V/C Ratio	-	-	-	-	0.072
HCM Ctrl Dly (s/v)	0	-	-	-	28.1
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lanes, Volumes, Timings
10: Willow Road & West Taft Road

12/19/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	937	16	21	988	3	13
Future Volume (vph)	937	16	21	988	3	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3564	0	0	3571	1657	0
Flt Permitted				0.999	0.991	
Satd. Flow (perm)	3564	0	0	3571	1657	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	105			252	463	
Travel Time (s)	2.0			4.9	10.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.57	0.57
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	993	0	0	1051	28	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 52.3%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	937	16	21	988	3	13
Future Vol, veh/h	937	16	21	988	3	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	57	57
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	976	17	22	1029	5	23

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	993
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.21
Pot Cap-1 Maneuver	-	-	698
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	698
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.64	18.51
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	295	-	-	75	-
HCM Lane V/C Ratio	0.095	-	-	0.031	-
HCM Ctrl Dly (s/v)	18.5	-	-	10.3	0.4
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Lanes, Volumes, Timings

12: West Taft Road & Crystal Drive

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	4	946	1004	5	5	5
Future Volume (vph)	4	946	1004	5	5	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3571	0	1711	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	3574	3571	0	1711	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		252	99		489	
Travel Time (s)		4.9	1.9		11.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.50	0.50
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	989	1051	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 38.9% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	946	1004	5	5	5
Future Vol, veh/h	4	946	1004	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	50	50
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	4	985	1046	5	10	10

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1051	0	0 1549 526
Stage 1	-	-	- 1048 -
Stage 2	-	-	- 501 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	664	-	- 106 499
Stage 1	-	-	- 301 -
Stage 2	-	-	- 577 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	664	-	- 105 499
Mov Cap-2 Maneuver	-	-	- 105 -
Stage 1	-	-	- 298 -
Stage 2	-	-	- 577 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.13	0	28.5
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	15	-	-	-	173
HCM Lane V/C Ratio	0.006	-	-	-	0.116
HCM Ctrl Dly (s/v)	10.5	0.1	-	-	28.5
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.4

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	943	8	16	1006	7	18
Future Volume (vph)	943	8	16	1006	7	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3571	0	0	3571	1673	0
Flt Permitted				0.999	0.986	
Satd. Flow (perm)	3571	0	0	3571	1673	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	99			225	459	
Travel Time (s)	1.9			4.4	10.4	
Peak Hour Factor	0.94	0.94	0.96	0.96	0.63	0.63
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1012	0	0	1065	40	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 49.1%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	943	8	16	1006	7	18
Future Vol, veh/h	943	8	16	1006	7	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	96	96	63	63
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1003	9	17	1048	11	29

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1012
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.21
Pot Cap-1 Maneuver	-	-	687
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	687
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.5	23.17
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	238	-	-	56	-
HCM Lane V/C Ratio	0.167	-	-	0.024	-
HCM Ctrl Dly (s/v)	23.2	-	-	10.4	0.3
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Lanes, Volumes, Timings

16: West Taft Road & Dormar Drive

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	9	952	1019	22	8	3
Future Volume (vph)	9	952	1019	22	8	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3564	0	1752	0
Flt Permitted					0.964	
Satd. Flow (perm)	0	3574	3564	0	1752	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		225	366		485	
Travel Time (s)		4.4	7.1		11.0	
Confl. Peds. (#/hr)	4			4		
Peak Hour Factor	0.97	0.97	0.96	0.96	0.69	0.69
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	990	1084	0	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 42.6% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	952	1019	22	8	3
Future Vol, veh/h	9	952	1019	22	8	3
Conflicting Peds, #/hr	4	0	0	4	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	96	96	69	69
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	9	981	1061	23	12	4

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1088	0	0 1586 546
Stage 1	-	-	- 1077 -
Stage 2	-	-	- 509 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	643	-	- 100 484
Stage 1	-	-	- 290 -
Stage 2	-	-	- 571 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	640	-	- 97 482
Mov Cap-2 Maneuver	-	-	- 97 -
Stage 1	-	-	- 284 -
Stage 2	-	-	- 571 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.31	0	38.09
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	34	-	-	-	125
HCM Lane V/C Ratio	0.014	-	-	-	0.128
HCM Ctrl Dly (s/v)	10.7	0.2	-	-	38.1
HCM Lane LOS	B	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Lanes, Volumes, Timings

19: West Taft Road & Rockland Drive

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	4	956	1040	10	1	1
Future Volume (vph)	4	956	1040	10	1	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3571	0	1711	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	3574	3571	0	1711	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		366	424		495	
Travel Time (s)		7.1	8.3		11.3	
Confl. Peds. (#/hr)	2			2		
Peak Hour Factor	0.97	0.97	0.95	0.95	0.50	0.50
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	990	1106	0	4	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 39.2%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	956	1040	10	1	1
Future Vol, veh/h	4	956	1040	10	1	1
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	95	95	50	50
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	4	986	1095	11	2	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1107	0	0 1603 555
Stage 1	-	-	- 1102 -
Stage 2	-	-	- 501 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	632	-	- 97 478
Stage 1	-	-	- 282 -
Stage 2	-	-	- 577 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	631	-	- 96 477
Mov Cap-2 Maneuver	-	-	- 96 -
Stage 1	-	-	- 279 -
Stage 2	-	-	- 577 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.14	0	28.05
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	15	-	-	-	160
HCM Lane V/C Ratio	0.007	-	-	-	0.025
HCM Ctrl Dly (s/v)	10.7	0.1	-	-	28
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings

22: West Taft Road & Hazelhurst Avenue

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	13	944	1042	75	21	8
Future Volume (vph)	13	944	1042	75	21	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3571	3539	0	1746	0
Flt Permitted		0.999			0.965	
Satd. Flow (perm)	0	3571	3539	0	1746	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		424	540		478	
Travel Time (s)		8.3	10.5		10.9	
Confl. Peds. (#/hr)	3			3		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.81	0.81
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1008	1176	0	36	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 45.3% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	944	1042	75	21	8
Future Vol, veh/h	13	944	1042	75	21	8
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	81	81
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	14	994	1097	79	26	10

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1179	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.21	-	-
Pot Cap-1 Maneuver	594	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	592	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.5	0	52.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	49	-	-	-	110
HCM Lane V/C Ratio	0.023	-	-	-	0.325
HCM Ctrl Dly (s/v)	11.2	0.3	-	-	52.6
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	1.3

Lanes, Volumes, Timings

25: Rite Aid/Teacher's Drive & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	866	11	6	1023	62	6	1	3	46	1	88
Future Volume (vph)	88	866	11	6	1023	62	6	1	3	46	1	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	135		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3566	0	1787	5089	0	0	3300	0	0	1793	1599
Flt Permitted	0.165			0.309				0.848			0.793	
Satd. Flow (perm)	310	3566	0	581	5089	0	0	2878	0	0	1492	1579
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			10			4				22
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		251			531			126			490	
Travel Time (s)		4.9			10.3			2.9			11.1	
Confl. Peds. (#/hr)			1	1			1					1
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.83	0.83	0.83	0.86	0.86	0.86
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	924	0	7	1192	0	0	12	0	0	54	102
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	8.0		5.0	8.0		5.0	5.0		10.0	10.0	5.0
Minimum Split (s)	10.0	13.0		10.0	13.0		10.0	10.0		15.0	15.0	10.0
Total Split (s)	20.0	48.0		12.0	40.0		40.0	40.0		40.0	40.0	20.0
Total Split (%)	20.0%	48.0%		12.0%	40.0%		40.0%	40.0%		40.0%	40.0%	20.0%
Maximum Green (s)	15.0	43.0		7.0	35.0		35.0	35.0		35.0	35.0	15.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	3.0	3.0		2.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	Min		None	None		None	None	None
Act Effct Green (s)	34.3	36.0		27.9	25.4			8.5			11.1	13.4
Actuated g/C Ratio	0.72	0.76		0.59	0.54			0.18			0.23	0.28
v/c Ratio	0.19	0.34		0.01	0.44			0.02			0.16	0.22

Lanes, Volumes, Timings

25: Rite Aid/Teacher's Drive & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	4.4	5.6		4.3	11.0			17.9			21.8	10.5
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay (s/veh)	4.4	5.6		4.3	11.0			17.9			21.8	10.5
LOS	A	A		A	B			B			C	B
Approach Delay (s/veh)		5.5			10.9			17.9			14.4	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)	10	64		1	108			1			15	14
Queue Length 95th (ft)	22	158		4	150			7			45	44
Internal Link Dist (ft)		171			451			46			410	
Turn Bay Length (ft)	130			135								
Base Capacity (vph)	738	3015		556	3883			2196			1138	734
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.13	0.31		0.01	0.31			0.01			0.05	0.14

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 47.4

Natural Cycle: 45

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.44

Intersection Signal Delay (s/veh): 8.9

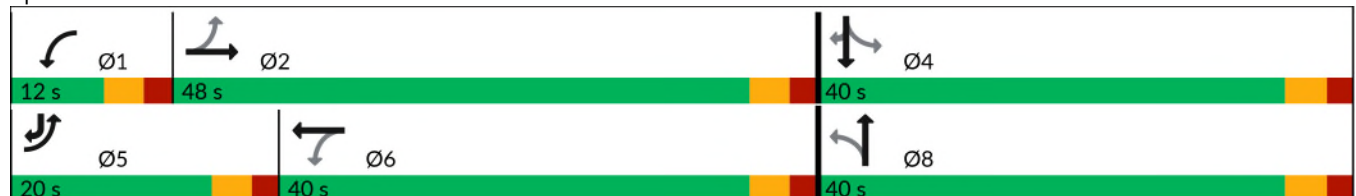
Intersection LOS: A

Intersection Capacity Utilization 50.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 25: Rite Aid/Teacher's Drive & West Taft Road



Lanes, Volumes, Timings
28: Route 11 & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	156	505	254	84	596	183	348	357	91	86	391	147
Future Volume (vph)	156	505	254	84	596	183	348	357	91	86	391	147
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	175		235	375		0	190		250
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1770	3362	0	1787	5136	1599	1787	3463	0	1787	3574	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3362	0	1787	5136	1599	1787	3463	0	1787	3574	1599
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		78				213						
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		531			499			688			922	
Travel Time (s)		10.3			9.7			13.4			18.0	
Peak Hour Factor	0.98	0.98	0.98	0.95	0.95	0.95	0.94	0.94	0.94	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	159	774	0	88	627	193	370	477	0	96	434	163
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	pm+ov
Protected Phases	1	6		5	2		3	8		7	4	1
Permitted Phases						2						4
Detector Phase	1	6		5	2	2	3	8		7	4	1
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0	10.0	4.0	6.0		4.0	6.0	4.0
Minimum Split (s)	10.5	16.0		10.5	16.0	16.0	10.0	12.0		10.0	12.0	10.5
Total Split (s)	25.0	35.0		20.0	30.0	30.0	32.0	36.0		19.0	23.0	25.0
Total Split (%)	22.7%	31.8%		18.2%	27.3%	27.3%	29.1%	32.7%		17.3%	20.9%	22.7%
Maximum Green (s)	18.5	29.0		13.5	24.0	24.0	26.0	30.0		13.0	17.0	18.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	3.0	2.5		3.0	2.5	2.5	2.5	2.5		2.5	2.5	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	6.0		6.5	6.0	6.0	6.0	6.0		6.0	6.0	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.0	4.0		1.0	4.0	4.0	1.5	2.0		1.0	2.0	1.0
Recall Mode	None	C-Min		None	C-Min	C-Min	Max	Max		Max	Max	None
Act Effct Green (s)	13.3	33.6		9.0	27.0	27.0	28.1	30.0		15.1	17.0	36.3
Actuated g/C Ratio	0.12	0.31		0.08	0.25	0.25	0.26	0.27		0.14	0.15	0.33
v/c Ratio	0.74	0.72		0.60	0.50	0.35	0.81	0.51		0.39	0.79	0.31
Control Delay (s/veh)	66.5	35.5		80.2	27.3	3.2	54.7	36.0		49.9	56.0	28.4

2028 Background Conditions - Evening Peak Hour
GTS Consulting

Synchro 12 Report
Page 21

Lanes, Volumes, Timings
28: Route 11 & West Taft Road

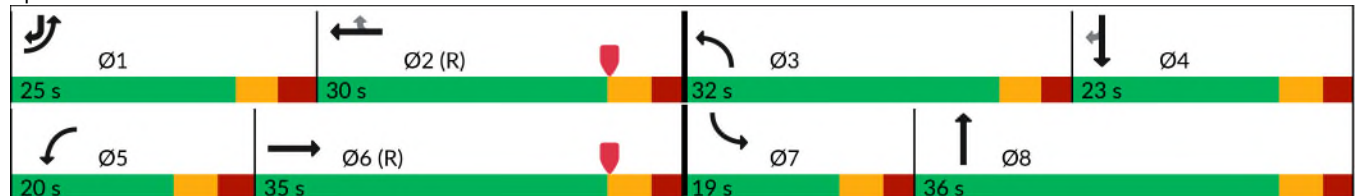
12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	66.5	35.5		80.2	27.3	3.2	54.7	36.0		49.9	56.0	28.4
LOS	E	D		F	C	A	D	D		D	E	C
Approach Delay (s/veh)		40.8			27.3			44.1			48.6	
Approach LOS		D			C			D			D	
Queue Length 50th (ft)	112	234		68	101	6	255	151		65	158	86
Queue Length 95th (ft)	176	325		122	86	14	#423	203		119	#227	133
Internal Link Dist (ft)		451			419			608			842	
Turn Bay Length (ft)	200			175		235	375			190		250
Base Capacity (vph)	297	1082		219	1262	553	456	944		245	552	603
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.54	0.72		0.40	0.50	0.35	0.81	0.51		0.39	0.79	0.27

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.81
Intersection Signal Delay (s/veh): 39.6
Intersection Capacity Utilization 77.2%
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 28: Route 11 & West Taft Road



Lanes, Volumes, Timings

31: South Bay Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	523	72	152	609	80	170	402	142	47	162	84
Future Volume (vph)	87	523	72	152	609	80	170	402	142	47	162	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	400		380	340		0	115		400
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1752	3442	0	1787	5048	0	1770	3401	0	1736	3294	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1752	3442	0	1787	5048	0	1770	3401	0	1736	3294	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		14			22							
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		499			1099			982			949	
Travel Time (s)		9.7			21.4			19.1			18.5	
Peak Hour Factor	0.89	0.89	0.89	0.94	0.94	0.94	0.92	0.92	0.92	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	1%	1%	1%	2%	2%	2%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	98	669	0	162	733	0	185	591	0	48	254	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases												
Detector Phase	1	6		5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0		4.0	8.0		4.0	8.0	
Minimum Split (s)	10.5	16.0		10.5	16.0		10.0	14.5		10.0	14.5	
Total Split (s)	17.0	39.0		18.0	40.0		29.0	33.0		20.0	24.0	
Total Split (%)	15.5%	35.5%		16.4%	36.4%		26.4%	30.0%		18.2%	21.8%	
Maximum Green (s)	10.5	33.0		11.5	34.0		23.0	26.5		14.0	17.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	2.5		3.0	2.5		2.5	3.0		2.5	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.0		6.5	6.0		6.0	6.5		6.0	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	4.0		1.5	4.0		1.0	2.0		1.0	2.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	9.3	41.6		13.8	46.1		15.1	24.8		6.8	14.5	
Actuated g/C Ratio	0.08	0.38		0.13	0.42		0.14	0.23		0.06	0.13	
v/c Ratio	0.67	0.51		0.72	0.34		0.76	0.77		0.45	0.58	
Control Delay (s/veh)	74.6	20.1		65.1	23.3		65.1	47.2		62.3	50.1	

Lanes, Volumes, Timings

31: South Bay Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	74.6	20.1		65.1	23.3		65.1	47.2		62.3	50.1	
LOS	E	C		E	C		E	D		E	D	
Approach Delay (s/veh)		27.1			30.9			51.4			52.0	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	76	100		110	125		130	213		34	92	
Queue Length 95th (ft)	m114	153		#225	188		196	261		73	132	
Internal Link Dist (ft)		419			1019			902			869	
Turn Bay Length (ft)	115			400			340			115		
Base Capacity (vph)	174	1309		228	2129		370	838		220	528	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.56	0.51		0.71	0.34		0.50	0.71		0.22	0.48	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 4 (4%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay (s/veh): 38.0

Intersection LOS: D

Intersection Capacity Utilization 65.0%

ICU Level of Service C

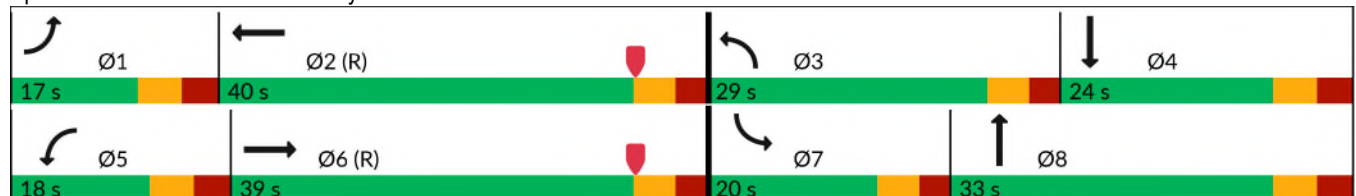
Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 31: South Bay Road & West Taft Road



Lanes, Volumes, Timings

35: Route 11 & Wally Road/7 Brew

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	0	4	6	0	18	11	766	23	16	705	8
Future Volume (vph)	12	0	4	6	0	18	11	766	23	16	705	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	190		0	175		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	0	1752	0	0	1671	0	1787	3560	0	1787	3567	0
Flt Permitted		0.964			0.988		0.950			0.950		
Satd. Flow (perm)	0	1752	0	0	1671	0	1787	3560	0	1787	3567	0
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		910			150			1056			688	
Travel Time (s)		20.7			3.4			20.6			13.4	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.67	0.67	0.67	0.86	0.86	0.86	0.99	0.99	0.99	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	24	0	0	28	0	11	797	0	17	767	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 31.9%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↗↗		↗	↗↗	
Traffic Vol, veh/h	12	0	4	6	0	18	11	766	23	16	705	8
Future Vol, veh/h	12	0	4	6	0	18	11	766	23	16	705	8
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	190	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	86	86	86	99	99	99	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	18	0	6	7	0	21	11	774	23	17	758	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1207	1617	384	1221	1610	398	768	0	0	797	0	0
Stage 1	798	798	-	808	808	-	-	-	-	-	-	-
Stage 2	409	819	-	413	802	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.52	6.52	6.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.51	4.01	3.31	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	140	104	617	137	105	604	849	-	-	827	-	-
Stage 1	348	399	-	343	395	-	-	-	-	-	-	-
Stage 2	593	390	-	589	397	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	131	100	616	131	101	604	848	-	-	827	-	-
Mov Cap-2 Maneuver	131	100	-	131	101	-	-	-	-	-	-	-
Stage 1	340	390	-	339	389	-	-	-	-	-	-	-
Stage 2	565	385	-	572	388	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	30.88		17.43		0.13		0.21	
HCM LOS	D		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	848	-	-	163	317	827	-	-
HCM Lane V/C Ratio	0.013	-	-	0.147	0.088	0.021	-	-
HCM Ctrl Dly (s/v)	9.3	-	-	30.9	17.4	9.4	-	-
HCM Lane LOS	A	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.3	0.1	-	-

Lanes, Volumes, Timings

1: Buckley Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	388	151	160	408	159	184	198	170	208	196	79
Future Volume (vph)	54	388	151	160	408	159	184	198	170	208	196	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		340	540		0	0		0	480		480
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3574	1599	1787	3424	0	1787	3328	0	1787	3421	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3574	1599	1787	3424	0	1787	3328	0	1787	3421	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			174		39			153			41	
Link Speed (mph)		40			35			35			35	
Link Distance (ft)		780			971			472			774	
Travel Time (s)		13.3			18.9			9.2			15.1	
Peak Hour Factor	0.87	0.87	0.87	0.93	0.93	0.93	0.90	0.90	0.90	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	446	174	172	610	0	204	409	0	221	293	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6	3	5	2		3	8		7	4	
Permitted Phases			6									
Detector Phase	1	6	3	5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	8.0	15.0	8.0	8.0	15.0		8.0	15.0		8.0	15.0	
Minimum Split (s)	14.0	21.0	14.0	14.0	21.0		14.0	21.0		14.0	21.0	
Total Split (s)	25.0	45.0	30.0	25.0	45.0		30.0	50.0		25.0	45.0	
Total Split (%)	17.2%	31.0%	20.7%	17.2%	31.0%		20.7%	34.5%		17.2%	31.0%	
Maximum Green (s)	19.0	39.0	24.0	19.0	39.0		24.0	44.0		19.0	39.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Min	None	None	Min		None	None		None	None	
Act Effct Green (s)	9.0	17.2	38.5	13.8	25.3		15.3	16.1		17.7	18.6	
Actuated g/C Ratio	0.10	0.19	0.43	0.15	0.28		0.17	0.18		0.20	0.21	
v/c Ratio	0.35	0.65	0.22	0.62	0.61		0.67	0.56		0.62	0.39	
Control Delay (s/veh)	45.6	38.9	3.1	46.5	30.3		46.3	24.7		42.8	30.1	

2028 Background Conditions - Saturday Peak Hour
GTS Consulting

Synchro 12 Report
Page 1

Lanes, Volumes, Timings

1: Buckley Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	45.6	38.9	3.1	46.5	30.3		46.3	24.7		42.8	30.1	
LOS	D	D	A	D	C		D	C		D	C	
Approach Delay (s/veh)		30.4			33.8			31.9			35.5	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	33	123	0	91	152		108	68		111	63	
Queue Length 95th (ft)	78	189	31	175	236		196	130		#226	126	
Internal Link Dist (ft)		700			891			392			694	
Turn Bay Length (ft)	310		340	540						480		
Base Capacity (vph)	385	1581	933	385	1536		486	1737		385	1536	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.16	0.28	0.19	0.45	0.40		0.42	0.24		0.57	0.19	

Intersection Summary

Area Type: Other

Cycle Length: 145

Actuated Cycle Length: 89.1

Natural Cycle: 70

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay (s/veh): 32.8

Intersection LOS: C

Intersection Capacity Utilization 67.1%

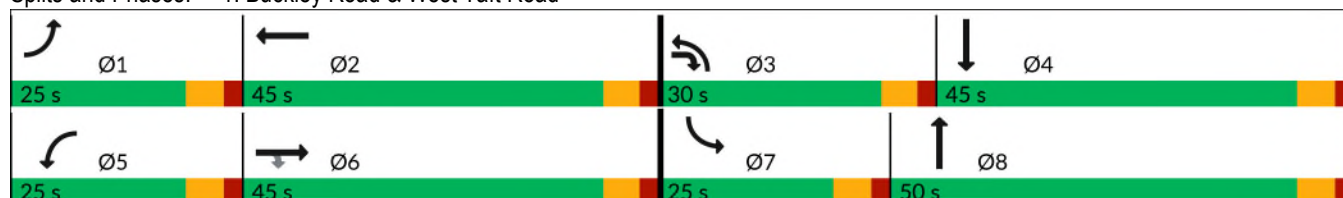
ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Buckley Road & West Taft Road



Lanes, Volumes, Timings

5: Jake Hafners/Allen Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	144	603	19	0	579	104	3	0	0	104	0	145
Future Volume (vph)	144	603	19	0	579	104	3	0	0	104	0	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	0		0	0		0	0		170
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3556	0	0	3492	0	0	1787	0	0	1787	1599
Flt Permitted	0.259							0.682			0.755	
Satd. Flow (perm)	487	3556	0	0	3492	0	0	1283	0	0	1420	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			40							101
Link Speed (mph)		35			35			30			35	
Link Distance (ft)		971			948			245			583	
Travel Time (s)		18.9			18.5			5.6			11.4	
Peak Hour Factor	0.97	0.97	0.97	0.92	0.92	0.92	0.75	0.75	0.75	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	148	642	0	0	742	0	0	4	0	0	116	161
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA			NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	1	6			2			8			4	1
Permitted Phases	6			2			8			4		4
Detector Phase	1	6		2	2		8	8		4	4	1
Switch Phase												
Minimum Initial (s)	5.0	15.0		15.0	15.0		5.0	5.0		8.0	8.0	5.0
Minimum Split (s)	11.0	20.0		20.0	20.0		9.5	9.5		13.0	13.0	11.0
Total Split (s)	12.0	37.0		25.0	25.0		20.0	20.0		20.0	20.0	12.0
Total Split (%)	21.1%	64.9%		43.9%	43.9%		35.1%	35.1%		35.1%	35.1%	21.1%
Maximum Green (s)	7.0	32.0		20.0	20.0		15.5	15.5		15.0	15.0	7.0
Yellow Time (s)	3.0	3.0		3.0	3.0		2.5	2.5		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0			4.5			5.0	5.0
Lead/Lag	Lead			Lag	Lag							Lead
Lead-Lag Optimize?	Yes			Yes	Yes							Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Min		Min	Min		None	None		None	None	None
Act Effct Green (s)	29.1	30.4			21.6			9.1			9.5	17.4
Actuated g/C Ratio	0.64	0.67			0.48			0.20			0.21	0.38
v/c Ratio	0.30	0.27			0.44			0.02			0.39	0.24
Control Delay (s/veh)	6.4	5.0			12.3			15.7			21.4	4.8

Lanes, Volumes, Timings

5: Jake Hafners/Allen Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay (s/veh)	6.4	5.0			12.3			15.7			21.4	4.8
LOS	A	A			B			B			C	A
Approach Delay (s/veh)		5.2			12.3			15.7			11.8	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)	14	34			76			1			27	8
Queue Length 95th (ft)	40	73			142			6			70	38
Internal Link Dist (ft)		891			868			165			503	
Turn Bay Length (ft)	250											170
Base Capacity (vph)	516	2567			1891			448			480	706
Starvation Cap Reductn	0	0			0			0			0	0
Spillback Cap Reductn	0	0			0			0			0	0
Storage Cap Reductn	0	0			0			0			0	0
Reduced v/c Ratio	0.29	0.25			0.39			0.01			0.24	0.23

Intersection Summary

Area Type: Other

Cycle Length: 57

Actuated Cycle Length: 45.4

Natural Cycle: 45

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.44

Intersection Signal Delay (s/veh): 9.2

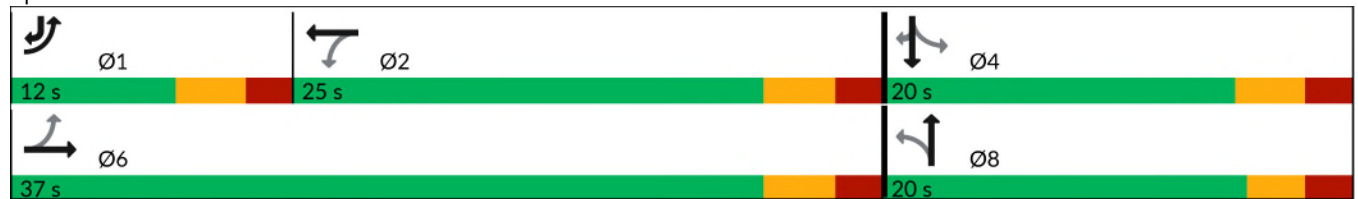
Intersection LOS: A

Intersection Capacity Utilization 55.8%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 5: Jake Hafners/Allen Road & West Taft Road



						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	4	703	681	3	6	2
Future Volume (vph)	4	703	681	3	6	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3571	0	1757	0
Flt Permitted					0.963	
Satd. Flow (perm)	0	3574	3571	0	1757	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		948	105		502	
Travel Time (s)		18.5	2.0		11.4	
Confl. Peds. (#/hr)	2			2		
Peak Hour Factor	0.96	0.96	0.92	0.92	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	736	743	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 32.2%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	703	681	3	6	2
Future Vol, veh/h	4	703	681	3	6	2
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	92	92	88	88
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	4	732	740	3	7	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	745	0	0 1118 374
Stage 1	-	-	- 744 -
Stage 2	-	-	- 374 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	865	-	- 202 627
Stage 1	-	-	- 433 -
Stage 2	-	-	- 668 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	863	-	- 201 625
Mov Cap-2 Maneuver	-	-	- 201 -
Stage 1	-	-	- 430 -
Stage 2	-	-	- 668 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.11	0	20.46
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	20	-	-	-	242
HCM Lane V/C Ratio	0.005	-	-	-	0.038
HCM Ctrl Dly (s/v)	9.2	0.1	-	-	20.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
10: Willow Road & West Taft Road

12/19/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	699	10	21	674	10	15
Future Volume (vph)	699	10	21	674	10	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3567	0	0	3567	1694	0
Flt Permitted				0.998	0.980	
Satd. Flow (perm)	3567	0	0	3567	1694	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	105			252	463	
Travel Time (s)	2.0			4.9	10.5	
Peak Hour Factor	0.96	0.96	0.93	0.93	0.50	0.50
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	738	0	0	748	50	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 43.8% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	699	10	21	674	10	15
Future Vol, veh/h	699	10	21	674	10	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	93	93	50	50
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	728	10	23	725	20	30

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	739
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.21
Pot Cap-1 Maneuver	-	-	870
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	870
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.55	18.01
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	326	-	-	109	-
HCM Lane V/C Ratio	0.153	-	-	0.026	-
HCM Ctrl Dly (s/v)	18	-	-	9.2	0.3
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Lanes, Volumes, Timings
12: West Taft Road & Crystal Drive

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	2	712	694	5	5	1
Future Volume (vph)	2	712	694	5	5	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3571	0	1764	0
Flt Permitted					0.960	
Satd. Flow (perm)	0	3574	3571	0	1764	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		252	99		489	
Travel Time (s)		4.9	1.9		11.1	
Confl. Peds. (#/hr)	1			1		
Peak Hour Factor	0.94	0.94	0.91	0.91	0.50	0.50
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	759	768	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 31.1% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	712	694	5	5	1
Future Vol, veh/h	2	712	694	5	5	1
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	91	91	50	50
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	2	757	763	5	10	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	769	0	0 1149 385
Stage 1	-	-	- 766 -
Stage 2	-	-	- 383 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	847	-	- 193 616
Stage 1	-	-	- 422 -
Stage 2	-	-	- 662 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	847	-	- 192 615
Mov Cap-2 Maneuver	-	-	- 192 -
Stage 1	-	-	- 420 -
Stage 2	-	-	- 662 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.06	0	22.53
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	10	-	-	-	217
HCM Lane V/C Ratio	0.003	-	-	-	0.055
HCM Ctrl Dly (s/v)	9.3	0	-	-	22.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	717	0	21	696	3	7
Future Volume (vph)	717	0	21	696	3	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3574	0	0	3571	1684	0
Flt Permitted				0.999	0.984	
Satd. Flow (perm)	3574	0	0	3571	1684	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	99			225	459	
Travel Time (s)	1.9			4.4	10.4	
Confl. Peds. (#/hr)		1	1			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.83	0.83
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	771	0	0	771	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 44.4%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR

Lane Configurations	↑↑			↑↑	↑↑	

Traffic Vol, veh/h	717	0	21	696	3	7

Future Vol, veh/h	717	0	21	696	3	7

Conflicting Peds, #/hr	0	1	1	0	0	0

Sign Control	Free	Free	Free	Free	Stop	Stop

RT Channelized	-	None	-	None	-	None

Storage Length	-	-	-	-	0	-

Veh in Median Storage, #	0	-	-	0	0	-

Grade, %	0	-	-	0	0	-

Peak Hour Factor	93	93	93	93	83	83

Heavy Vehicles, %	1	1	1	1	1	1

Mvmt Flow	771	0	23	748	4	8

Major/Minor	Major1	Major2	Minor1

Conflicting Flow All	0	0	772

Stage 1	-	-	772

Stage 2	-	-	419

Critical Hdwy	-	-	4.12

Critical Hdwy Stg 1	-	-	5.82

Critical Hdwy Stg 2	-	-	5.82

Follow-up Hdwy	-	-	2.21

Pot Cap-1 Maneuver	-	-	845

Stage 1	-	-	419

Stage 2	-	-	634

Platoon blocked, %	-	-	-

Mov Cap-1 Maneuver	-	-	845

Mov Cap-2 Maneuver	-	-	175

Stage 1	-	-	419

Stage 2	-	-	613

Approach	EB	WB	NB

HCM Ctrl Dly, s/v	0	0.56	15.63

HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT

Capacity (veh/h)	351	-	-	105	-

HCM Lane V/C Ratio	0.034	-	-	0.027	-

HCM Ctrl Dly (s/v)	15.6	-	-	9.4	0.3

HCM Lane LOS	C	-	-	A	A

HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Lanes, Volumes, Timings

16: West Taft Road & Dormar Drive

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	3	721	711	13	15	6
Future Volume (vph)	3	721	711	13	15	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3564	0	1746	0
Flt Permitted					0.965	
Satd. Flow (perm)	0	3574	3564	0	1746	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		225	366		485	
Travel Time (s)		4.4	7.1		11.0	
Confl. Peds. (#/hr)	2			2		
Peak Hour Factor	0.94	0.94	0.96	0.96	0.66	0.66
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	770	755	0	32	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 32.0% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	721	711	13	15	6
Future Vol, veh/h	3	721	711	13	15	6
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	96	96	66	66
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	3	767	741	14	23	9

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	756	0	0 1139 379
Stage 1	-	-	- 749 -
Stage 2	-	-	- 390 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	857	-	- 196 622
Stage 1	-	-	- 430 -
Stage 2	-	-	- 656 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	855	-	- 195 620
Mov Cap-2 Maneuver	-	-	- 195 -
Stage 1	-	-	- 428 -
Stage 2	-	-	- 656 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.08	0	22.08
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	15	-	-	-	242
HCM Lane V/C Ratio	0.004	-	-	-	0.131
HCM Ctrl Dly (s/v)	9.2	0	-	-	22.1
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Lanes, Volumes, Timings

19: West Taft Road & Rockland Drive

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	732	722	10	6	2
Future Volume (vph)	4	732	722	10	6	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3567	0	1752	0
Flt Permitted					0.964	
Satd. Flow (perm)	0	3574	3567	0	1752	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		366	424		495	
Travel Time (s)		7.1	8.3		11.3	
Confl. Peds. (#/hr)	2			2		
Peak Hour Factor	0.94	0.94	0.95	0.95	0.67	0.67
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	783	771	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 33.0% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	732	722	10	6	2
Future Vol, veh/h	4	732	722	10	6	2
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	95	95	67	67
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	4	779	760	11	9	3

Major/Minor	Major1	Major2	Minor2

Conflicting Flow All	773	0	0	1165	387
Stage 1	-	-	-	767	-
Stage 2	-	-	-	398	-
Critical Hdwy	4.12	-	-	6.82	6.92
Critical Hdwy Stg 1	-	-	-	5.82	-
Critical Hdwy Stg 2	-	-	-	5.82	-
Follow-up Hdwy	2.21	-	-	3.51	3.31
Pot Cap-1 Maneuver	845	-	-	189	614
Stage 1	-	-	-	421	-
Stage 2	-	-	-	650	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	843	-	-	187	613
Mov Cap-2 Maneuver	-	-	-	187	-
Stage 1	-	-	-	418	-
Stage 2	-	-	-	650	-

Approach	EB	WB	SB

HCM Ctrl Dly, s/v	0.11	0	21.77
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1

Capacity (veh/h)	20	-	-	-	227
HCM Lane V/C Ratio	0.005	-	-	-	0.053
HCM Ctrl Dly (s/v)	9.3	0.1	-	-	21.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lanes, Volumes, Timings

22: West Taft Road & Hazelhurst Avenue

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	12	726	718	50	33	14
Future Volume (vph)	12	726	718	50	33	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3571	3539	0	1743	0
Flt Permitted		0.999			0.966	
Satd. Flow (perm)	0	3571	3539	0	1743	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		424	540		478	
Travel Time (s)		8.3	10.5		10.9	
Confl. Peds. (#/hr)	2			2	1	
Peak Hour Factor	0.94	0.94	0.95	0.95	0.84	0.84
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	785	809	0	56	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 38.6% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	726	718	50	33	14
Future Vol, veh/h	12	726	718	50	33	14
Conflicting Peds, #/hr	2	0	0	2	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	95	95	84	84
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	13	772	756	53	39	17

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	810	0	0 1197 406
Stage 1	-	-	- 784 -
Stage 2	-	-	- 413 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	818	-	- 180 597
Stage 1	-	-	- 413 -
Stage 2	-	-	- 639 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	816	-	- 176 596
Mov Cap-2 Maneuver	-	-	- 176 -
Stage 1	-	-	- 404 -
Stage 2	-	-	- 639 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.33	0	26.51
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	59	-	-	-	223
HCM Lane V/C Ratio	0.016	-	-	-	0.251
HCM Ctrl Dly (s/v)	9.5	0.2	-	-	26.5
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	1

Lanes, Volumes, Timings

25: Rite Aid/Teacher's Drive & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	674	16	11	691	36	9	0	0	29	0	68
Future Volume (vph)	69	674	16	11	691	36	9	0	0	29	0	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	135		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3562	0	1787	5100	0	0	3396	0	0	1787	1599
Flt Permitted	0.282			0.381								
Satd. Flow (perm)	530	3562	0	716	5100	0	0	3571	0	0	1881	1579
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			9							68
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		251			531			126			490	
Travel Time (s)		4.9			10.3			2.9			11.1	
Confl. Peds. (#/hr)			1	1			1					1
Peak Hour Factor	0.97	0.97	0.97	0.95	0.95	0.95	0.56	0.56	0.56	0.76	0.76	0.76
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	711	0	12	765	0	0	16	0	0	38	89
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	8.0		5.0	8.0		5.0	5.0		10.0	10.0	5.0
Minimum Split (s)	10.0	13.0		10.0	13.0		10.0	10.0		15.0	15.0	10.0
Total Split (s)	20.0	48.0		12.0	40.0		40.0	40.0		40.0	40.0	20.0
Total Split (%)	20.0%	48.0%		12.0%	40.0%		40.0%	40.0%		40.0%	40.0%	20.0%
Maximum Green (s)	15.0	43.0		7.0	35.0		35.0	35.0		35.0	35.0	15.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	3.0	3.0		2.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	Min		None	None		None	None	None
Act Effct Green (s)	27.1	29.7		21.6	18.9			7.4			10.7	10.4
Actuated g/C Ratio	0.73	0.80		0.58	0.51			0.20			0.29	0.28
v/c Ratio	0.11	0.25		0.02	0.30			0.02			0.07	0.18

2028 Background Conditions - Saturday Peak Hour
GTS Consulting

Synchro 12 Report
Page 19

Lanes, Volumes, Timings

25: Rite Aid/Teacher's Drive & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	3.7	5.0		4.5	9.3			15.1			14.7	4.4
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay (s/veh)	3.7	5.0		4.5	9.3			15.1			14.7	4.4
LOS	A	A		A	A			B			B	A
Approach Delay (s/veh)		4.9			9.3			15.1			7.5	
Approach LOS		A			A			B			A	
Queue Length 50th (ft)	0	0		1	26			1			4	3
Queue Length 95th (ft)	18	118		5	89			5			24	16
Internal Link Dist (ft)		171			451			46			410	
Turn Bay Length (ft)	130			135								
Base Capacity (vph)	927	3386		658	4516			3161			1665	847
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.08	0.21		0.02	0.17			0.01			0.02	0.11

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 37.3

Natural Cycle: 40

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.30

Intersection Signal Delay (s/veh): 7.2

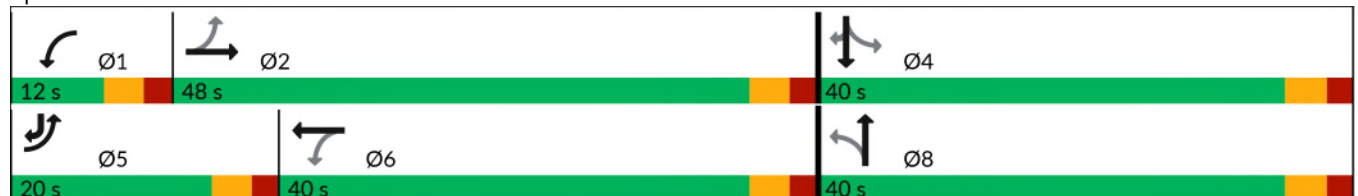
Intersection Capacity Utilization 44.1%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 25: Rite Aid/Teacher's Drive & West Taft Road



Lanes, Volumes, Timings
28: Route 11 & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	279	270	103	333	102	250	344	118	99	426	155
Future Volume (vph)	154	279	270	103	333	102	250	344	118	99	426	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	175		235	375		0	190		250
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3288	0	1787	5136	1599	1787	3438	0	1787	3574	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3288	0	1786	5136	1599	1787	3438	0	1787	3574	1599
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		209				203						
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		531			499			688			922	
Travel Time (s)		10.3			9.7			13.4			18.0	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.86	0.86	0.86	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	162	578	0	111	358	110	291	537	0	104	448	163
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	pm+ov
Protected Phases	1	6		5	2		3	8		7	4	1
Permitted Phases						2						4
Detector Phase	1	6		5	2	2	3	8		7	4	1
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0	10.0	4.0	6.0		4.0	6.0	4.0
Minimum Split (s)	10.5	16.0		10.5	16.0	16.0	10.0	12.0		10.0	12.0	10.5
Total Split (s)	22.5	37.0		29.5	44.0	44.0	27.0	31.0		18.0	22.0	22.5
Total Split (%)	19.5%	32.0%		25.5%	38.1%	38.1%	23.4%	26.8%		15.6%	19.0%	19.5%
Maximum Green (s)	16.0	31.0		23.0	38.0	38.0	21.0	25.0		12.0	16.0	16.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	3.0	2.5		3.0	2.5	2.5	2.5	2.5		2.5	2.5	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	6.0		6.5	6.0	6.0	6.0	6.0		6.0	6.0	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.0	4.0		1.0	4.0	4.0	1.5	2.0		1.0	2.0	1.0
Recall Mode	None	Min		None	Min	Min	Max	Max		Max	Max	None
Act Effct Green (s)	11.5	18.0		9.2	15.8	15.8	21.2	25.2		12.1	16.1	33.6
Actuated g/C Ratio	0.13	0.20		0.10	0.18	0.18	0.24	0.28		0.14	0.18	0.38
v/c Ratio	0.71	0.70		0.60	0.39	0.24	0.69	0.55		0.43	0.69	0.27

2028 Background Conditions - Saturday Peak Hour
GTS Consulting

Synchro 12 Report
Page 21

Lanes, Volumes, Timings
28: Route 11 & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	55.2	25.5		53.2	33.8	1.3	42.6	31.2		44.1	42.2	21.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	55.2	25.5		53.2	33.8	1.3	42.6	31.2		44.1	42.2	21.5
LOS	E	C		D	C	A	D	C		D	D	C
Approach Delay (s/veh)		32.0			31.3			35.2			37.8	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	88	101		61	66	0	149	134		54	125	62
Queue Length 95th (ft)	167	167		123	99	0	#283	210		119	#220	124
Internal Link Dist (ft)		451			419			608			842	
Turn Bay Length (ft)	200			175		235	375			190		250
Base Capacity (vph)	323	1287		464	2204	802	424	970		242	645	686
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.50	0.45		0.24	0.16	0.14	0.69	0.55		0.43	0.69	0.24

Intersection Summary

Area Type: Other

Cycle Length: 115.5

Actuated Cycle Length: 89.2

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay (s/veh): 34.3

Intersection LOS: C

Intersection Capacity Utilization 68.2%

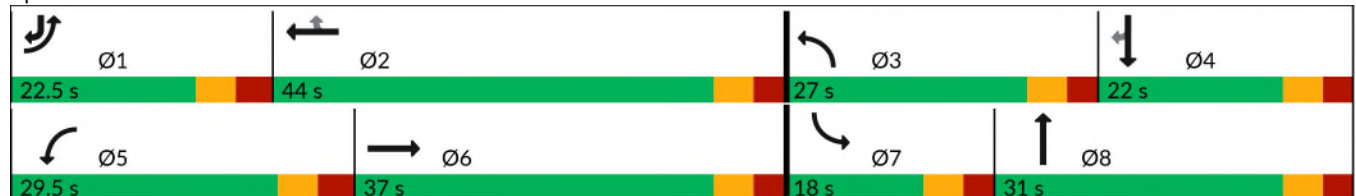
ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 28: Route 11 & West Taft Road



Lanes, Volumes, Timings

31: South Bay Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	313	96	130	360	63	112	238	81	32	167	66
Future Volume (vph)	87	313	96	130	360	63	112	238	81	32	167	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	400		380	340		0	115		400
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3449	0	1787	5023	0	1787	3438	0	1787	3424	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3449	0	1787	5023	0	1787	3438	0	1787	3424	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		29			26							
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		499			1099			982			949	
Travel Time (s)		9.7			21.4			19.1			18.5	
Peak Hour Factor	0.89	0.89	0.89	0.97	0.97	0.97	0.93	0.93	0.93	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	98	460	0	134	436	0	120	343	0	36	265	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases												
Detector Phase	1	6		5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0		4.0	8.0		4.0	8.0	
Minimum Split (s)	10.5	16.0		10.5	16.0		10.0	14.5		10.0	14.5	
Total Split (s)	22.5	44.0		28.5	50.0		34.0	46.5		19.0	31.5	
Total Split (%)	16.3%	31.9%		20.7%	36.2%		24.6%	33.7%		13.8%	22.8%	
Maximum Green (s)	16.0	38.0		22.0	44.0		28.0	40.0		13.0	25.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	2.5		3.0	2.5		2.5	3.0		2.5	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.0		6.5	6.0		6.0	6.5		6.0	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	4.0		1.5	4.0		1.0	2.0		1.0	2.0	
Recall Mode	None	Max		None	Max		None	None		None	None	
Act Effct Green (s)	9.3	41.9		11.9	44.4		10.7	21.9		5.9	12.6	
Actuated g/C Ratio	0.09	0.41		0.12	0.43		0.10	0.21		0.06	0.12	
v/c Ratio	0.60	0.32		0.65	0.20		0.65	0.46		0.35	0.63	
Control Delay (s/veh)	61.7	21.6		59.2	18.5		61.3	39.0		58.4	50.5	

2028 Background Conditions - Saturday Peak Hour
GTS Consulting

Synchro 12 Report
Page 23

Lanes, Volumes, Timings

31: South Bay Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	61.7	21.6		59.2	18.5		61.3	39.0		58.4	50.5	
LOS	E	C		E	B		E	D		E	D	
Approach Delay (s/veh)		28.7			28.1			44.8			51.4	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	63	97		85	58		76	109		23	87	
Queue Length 95th (ft)	125	173		161	104		148	168		60	140	
Internal Link Dist (ft)		419			1019			902			869	
Turn Bay Length (ft)	115			400			340			115		
Base Capacity (vph)	281	1429		387	2195		493	1357		229	844	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.35	0.32		0.35	0.20		0.24	0.25		0.16	0.31	

Intersection Summary

Area Type: Other

Cycle Length: 138

Actuated Cycle Length: 102.2

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay (s/veh): 36.1

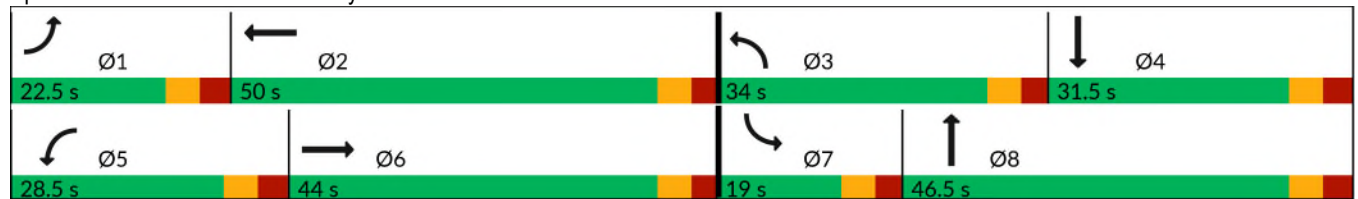
Intersection Capacity Utilization 52.7%

Analysis Period (min) 15

Intersection LOS: D

ICU Level of Service A

Splits and Phases: 31: South Bay Road & West Taft Road



Lanes, Volumes, Timings

35: Route 11 & Wally Road/7 Brew

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	0	5	19	1	49	7	656	49	43	749	7
Future Volume (vph)	7	0	5	19	1	49	7	656	49	43	749	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	190		0	175		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	0	1728	0	0	1677	0	1787	3539	0	1787	3571	0
Flt Permitted		0.971			0.986		0.950			0.950		
Satd. Flow (perm)	0	1728	0	0	1677	0	1787	3539	0	1787	3571	0
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		910			150			1056			688	
Travel Time (s)		20.7			3.4			20.6			13.4	
Confl. Peds. (#/hr)							2		2	2		2
Peak Hour Factor	0.60	0.60	0.60	0.90	0.90	0.90	0.89	0.89	0.89	0.91	0.91	0.91
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	20	0	0	76	0	8	792	0	47	831	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 38.5%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↗↗		↗	↗↗	
Traffic Vol, veh/h	7	0	5	19	1	49	7	656	49	43	749	7
Future Vol, veh/h	7	0	5	19	1	49	7	656	49	43	749	7
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	2	2	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	190	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	90	90	90	89	89	89	91	91	91
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	12	0	8	21	1	54	8	737	55	47	823	8

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	1308	1733	417	1288	1710	398	833	0	0	794	0	0
Stage 1	923	923	-	782	782	-	-	-	-	-	-	-
Stage 2	385	810	-	506	927	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.52	6.52	6.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.51	4.01	3.31	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	118	88	587	122	91	604	802	-	-	829	-	-
Stage 1	292	349	-	355	405	-	-	-	-	-	-	-
Stage 2	613	394	-	520	347	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	99	82	586	112	84	603	801	-	-	828	-	-
Mov Cap-2 Maneuver	99	82	-	112	84	-	-	-	-	-	-	-
Stage 1	275	328	-	351	401	-	-	-	-	-	-	-
Stage 2	550	389	-	483	327	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	32.4	24.23	0.09	0.52
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	801	-	-	151	263	828	-	-
HCM Lane V/C Ratio	0.01	-	-	0.132	0.292	0.057	-	-
HCM Ctrl Dly (s/v)	9.5	-	-	32.4	24.2	9.6	-	-
HCM Lane LOS	A	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	1.2	0.2	-	-

Lanes, Volumes, Timings

1: Buckley Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	344	186	214	479	125	167	143	147	210	366	57
Future Volume (vph)	14	344	186	214	479	125	167	143	147	210	366	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		340	540		0	0		0	480		480
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3574	1599	1770	3420	0	1787	3281	0	1770	3462	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1786	3574	1579	1767	3420	0	1785	3281	0	1767	3462	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			127		22			169			12	
Link Speed (mph)		40			35			35			35	
Link Distance (ft)		780			971			472			774	
Travel Time (s)		13.3			18.9			9.2			15.1	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Peak Hour Factor	0.80	0.80	0.80	0.83	0.83	0.83	0.87	0.87	0.87	0.91	0.91	0.91
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	430	233	258	728	0	192	333	0	231	465	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6	3	5	2		3	8		7	4	
Permitted Phases			6									
Detector Phase	1	6	3	5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	8.0	15.0	8.0	8.0	15.0		8.0	15.0		8.0	15.0	
Minimum Split (s)	14.0	21.0	14.0	14.0	21.0		14.0	21.0		14.0	21.0	
Total Split (s)	25.0	45.0	30.0	25.0	45.0		30.0	50.0		25.0	45.0	
Total Split (%)	17.2%	31.0%	20.7%	17.2%	31.0%		20.7%	34.5%		17.2%	31.0%	
Maximum Green (s)	19.0	39.0	24.0	19.0	39.0		24.0	44.0		19.0	39.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Min	None	None	Min		None	None		None	None	
Act Effct Green (s)	8.1	17.8	33.4	19.2	37.9		15.6	18.7		19.2	22.2	
Actuated g/C Ratio	0.08	0.18	0.34	0.19	0.38		0.16	0.19		0.19	0.22	
v/c Ratio	0.12	0.67	0.38	0.75	0.55		0.68	0.44		0.68	0.59	

Lanes, Volumes, Timings

1: Buckley Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	48.2	43.8	10.5	54.5	27.2		52.6	18.8		49.9	38.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	48.2	43.8	10.5	54.5	27.2		52.6	18.8		49.9	38.2	
LOS	D	D	B	D	C		D	B		D	D	
Approach Delay (s/veh)		32.6			34.4			31.2			42.1	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	10	127	40	146	152		109	46		128	132	
Queue Length 95th (ft)	34	181	76	#301	284		199	86		#296	222	
Internal Link Dist (ft)		700			891			392			694	
Turn Bay Length (ft)	310		340	540						480		
Base Capacity (vph)	345	1419	748	342	1404		436	1563		342	1382	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.05	0.30	0.31	0.75	0.52		0.44	0.21		0.68	0.34	

Intersection Summary

Area Type: Other

Cycle Length: 145

Actuated Cycle Length: 99

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay (s/veh): 35.2

Intersection LOS: D

Intersection Capacity Utilization 68.5%

ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Buckley Road & West Taft Road



Lanes, Volumes, Timings

5: Jake Hafners/Allen Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	641	0	1	689	67	2	0	0	201	1	127
Future Volume (vph)	60	641	0	1	689	67	2	0	0	201	1	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	0		0	0		0	0		170
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3574	0	0	3459	0	0	1787	0	0	1775	1583
Flt Permitted	0.176				0.954			0.552			0.725	
Satd. Flow (perm)	331	3574	0	0	3300	0	0	1038	0	0	1350	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					20							55
Link Speed (mph)		35			35			30			35	
Link Distance (ft)		971			948			245			583	
Travel Time (s)		18.9			18.5			5.6			11.4	
Peak Hour Factor	0.90	0.90	0.90	0.88	0.88	0.88	0.50	0.50	0.50	0.80	0.80	0.80
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	712	0	0	860	0	0	4	0	0	252	159
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	1	6			2			8			4	1
Permitted Phases	6			2			8			4		4
Detector Phase	1	6		2	2		8	8		4	4	1
Switch Phase												
Minimum Initial (s)	5.0	15.0		15.0	15.0		5.0	5.0		8.0	8.0	5.0
Minimum Split (s)	11.0	20.0		20.0	20.0		9.5	9.5		13.0	13.0	11.0
Total Split (s)	12.0	37.0		25.0	25.0		20.0	20.0		20.0	20.0	12.0
Total Split (%)	21.1%	64.9%		43.9%	43.9%		35.1%	35.1%		35.1%	35.1%	21.1%
Maximum Green (s)	7.0	32.0		20.0	20.0		15.5	15.5		15.0	15.0	7.0
Yellow Time (s)	3.0	3.0		3.0	3.0		2.5	2.5		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0			4.5			5.0	5.0
Lead/Lag	Lead			Lag	Lag							Lead
Lead-Lag Optimize?	Yes			Yes	Yes							Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Min		Min	Min		None	None		None	None	None
Act Effct Green (s)	26.4	26.4			18.3			13.4			12.8	23.9
Actuated g/C Ratio	0.53	0.53			0.37			0.27			0.26	0.48
v/c Ratio	0.19	0.37			0.70			0.01			0.72	0.20
Control Delay (s/veh)	7.1	7.5			18.0			15.0			32.8	6.8

2028 Build Conditions - Morning Peak Hour
GTS Consulting

Synchro 12 Report
Page 3

Lanes, Volumes, Timings

5: Jake Hafners/Allen Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay (s/veh)	7.1	7.5			18.0			15.0			32.8	6.8
LOS	A	A			B			B			C	A
Approach Delay (s/veh)		7.4			18.0			15.0			22.7	
Approach LOS		A			B			B			C	
Queue Length 50th (ft)	9	62			125			1			73	18
Queue Length 95th (ft)	23	91			185			4			#134	40
Internal Link Dist (ft)		891			868			165			503	
Turn Bay Length (ft)	250											170
Base Capacity (vph)	389	2394			1393			336			423	833
Starvation Cap Reductn	0	0			0			0			0	0
Spillback Cap Reductn	0	0			0			0			0	0
Storage Cap Reductn	0	0			0			0			0	0
Reduced v/c Ratio	0.17	0.30			0.62			0.01			0.60	0.19

Intersection Summary

Area Type: Other

Cycle Length: 57

Actuated Cycle Length: 49.7

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay (s/veh): 14.9

Intersection LOS: B

Intersection Capacity Utilization 61.9%

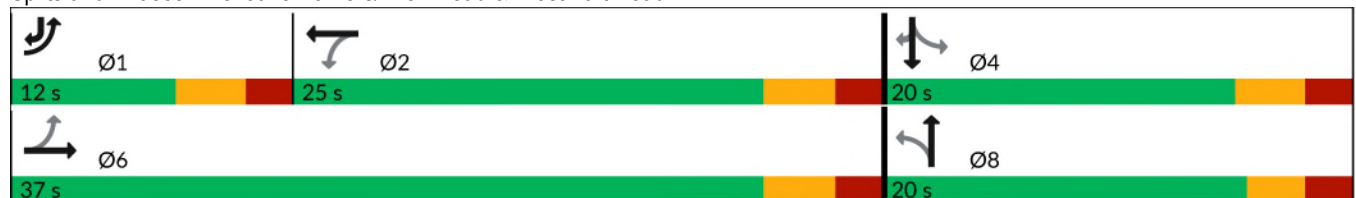
ICU Level of Service B

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 5: Jake Hafners/Allen Road & West Taft Road



						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	1	841	752	2	10	5
Future Volume (vph)	1	841	752	2	10	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3505	0	1741	0
Flt Permitted					0.967	
Satd. Flow (perm)	0	3574	3505	0	1741	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		948	105		502	
Travel Time (s)		18.5	2.0		11.4	
Peak Hour Factor	0.87	0.87	0.90	0.90	0.54	0.54
Heavy Vehicles (%)	1%	1%	3%	3%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	968	838	0	28	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 33.9%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	841	752	2	10	5
Future Vol, veh/h	1	841	752	2	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	90	90	54	54
Heavy Vehicles, %	1	1	3	3	1	1
Mvmt Flow	1	967	836	2	19	9

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	838	0	0 1322 419
Stage 1	-	-	- 837 -
Stage 2	-	-	- 486 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	799	-	- 149 586
Stage 1	-	-	- 388 -
Stage 2	-	-	- 587 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	799	-	- 149 586
Mov Cap-2 Maneuver	-	-	- 149 -
Stage 1	-	-	- 387 -
Stage 2	-	-	- 587 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	26.13
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	4	-	-	-	198
HCM Lane V/C Ratio	0.001	-	-	-	0.14
HCM Ctrl Dly (s/v)	9.5	0	-	-	26.1
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Lanes, Volumes, Timings
10: Willow Road & West Taft Road

12/19/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	831	20	5	748	6	25
Future Volume (vph)	831	20	5	748	6	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3564	0	0	3505	1525	0
Flt Permitted					0.991	
Satd. Flow (perm)	3564	0	0	3505	1525	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	105			252	463	
Travel Time (s)	2.0			4.9	10.5	
Peak Hour Factor	0.89	0.89	0.91	0.91	0.65	0.65
Heavy Vehicles (%)	1%	1%	3%	3%	10%	10%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	956	0	0	827	47	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 34.2%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	831	20	5	748	6	25
Future Vol, veh/h	831	20	5	748	6	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	91	91	65	65
Heavy Vehicles, %	1	1	3	3	10	10
Mvmt Flow	934	22	5	822	9	38

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	956
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.16
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.23
Pot Cap-1 Maneuver	-	-	709
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	709
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.17	18.06
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	323	-	-	24	-
HCM Lane V/C Ratio	0.148	-	-	0.008	-
HCM Ctrl Dly (s/v)	18.1	-	-	10.1	0.1
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Lanes, Volumes, Timings
12: West Taft Road & Crystal Drive

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	1	855	749	5	12	4
Future Volume (vph)	1	855	749	5	12	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3468	0	1752	0
Flt Permitted					0.964	
Satd. Flow (perm)	0	3574	3468	0	1752	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		252	99		489	
Travel Time (s)		4.9	1.9		11.1	
Peak Hour Factor	0.88	0.88	0.89	0.89	0.67	0.67
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	973	848	0	24	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 34.3% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	855	749	5	12	4
Future Vol, veh/h	1	855	749	5	12	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	89	89	67	67
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	1	972	842	6	18	6

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	847	0	0 1332 424
Stage 1	-	-	- 844 -
Stage 2	-	-	- 488 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	792	-	- 147 582
Stage 1	-	-	- 384 -
Stage 2	-	-	- 586 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	792	-	- 147 582
Mov Cap-2 Maneuver	-	-	- 147 -
Stage 1	-	-	- 384 -
Stage 2	-	-	- 586 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	28
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	4	-	-	-	180
HCM Lane V/C Ratio	0.001	-	-	-	0.133
HCM Ctrl Dly (s/v)	9.6	0	-	-	28
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.4

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	863	4	8	753	1	15
Future Volume (vph)	863	4	8	753	1	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3571	0	0	3501	1558	0
Flt Permitted				0.999	0.998	
Satd. Flow (perm)	3571	0	0	3501	1558	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	99			225	459	
Travel Time (s)	1.9			4.4	10.4	
Peak Hour Factor	0.88	0.88	0.89	0.89	0.67	0.67
Heavy Vehicles (%)	1%	1%	3%	3%	6%	6%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	986	0	0	855	23	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 36.4%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	863	4	8	753	1	15
Future Vol, veh/h	863	4	8	753	1	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	89	89	67	67
Heavy Vehicles, %	1	1	3	3	6	6
Mvmt Flow	981	5	9	846	1	22

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	985
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.16
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.23
Pot Cap-1 Maneuver	-	-	691
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	691
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.28	13.98
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	425	-	-	38	-
HCM Lane V/C Ratio	0.056	-	-	0.013	-
HCM Ctrl Dly (s/v)	14	-	-	10.3	0.2
HCM Lane LOS	B	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	5	873	757	5	13	4
Future Volume (vph)	5	873	757	5	13	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3468	0	1752	0
Flt Permitted					0.964	
Satd. Flow (perm)	0	3574	3468	0	1752	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		225	366		485	
Travel Time (s)		4.4	7.1		11.0	
Confl. Peds. (#/hr)	1			1		
Peak Hour Factor	0.88	0.88	0.87	0.87	0.71	0.71
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	998	876	0	24	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 37.6%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	873	757	5	13	4
Future Vol, veh/h	5	873	757	5	13	4
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	87	87	71	71
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	6	992	870	6	18	6

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	877	0	0 1381 439
Stage 1	-	-	- 874 -
Stage 2	-	-	- 507 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	772	-	- 136 569
Stage 1	-	-	- 371 -
Stage 2	-	-	- 572 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	771	-	- 135 568
Mov Cap-2 Maneuver	-	-	- 135 -
Stage 1	-	-	- 367 -
Stage 2	-	-	- 572 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.15	0	30.61
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	21	-	-	-	164
HCM Lane V/C Ratio	0.007	-	-	-	0.146
HCM Ctrl Dly (s/v)	9.7	0.1	-	-	30.6
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Lanes, Volumes, Timings

19: Site Access/Rockland Drive & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	846	38	34	710	6	38	0	39	4	0	9
Future Volume (vph)	2	846	38	34	710	6	38	0	39	4	0	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3553	0	0	3461	0	0	1694	0	0	1568	0
Flt Permitted					0.998			0.976			0.986	
Satd. Flow (perm)	0	3553	0	0	3461	0	0	1694	0	0	1568	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			424			365			495	
Travel Time (s)		7.1			8.3			8.3			11.3	
Peak Hour Factor	0.90	0.90	0.90	0.89	0.89	0.89	0.90	0.90	0.90	0.54	0.54	0.54
Heavy Vehicles (%)	1%	1%	1%	4%	4%	4%	2%	2%	2%	8%	8%	8%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	984	0	0	843	0	0	85	0	0	24	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 59.0%

ICU Level of Service B

Analysis Period (min) 15

Intersection

Int Delay, s/veh 3.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	846	38	34	710	6	38	0	39	4	0	9
Future Vol, veh/h	2	846	38	34	710	6	38	0	39	4	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	89	89	89	90	90	90	54	54	54
Heavy Vehicles, %	1	1	1	4	4	4	2	2	2	8	8	8
Mvmt Flow	2	940	42	38	798	7	42	0	43	7	0	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	804	0	0	982	0	0	1441	1846	491	1352	1864	402
Stage 1	-	-	-	-	-	-	966	966	-	878	878	-
Stage 2	-	-	-	-	-	-	475	881	-	474	987	-
Critical Hdwy	4.12	-	-	4.18	-	-	7.54	6.54	6.94	7.66	6.66	7.06
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.66	5.66	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.66	5.66	-
Follow-up Hdwy	2.21	-	-	2.24	-	-	3.52	4.02	3.32	3.58	4.08	3.38
Pot Cap-1 Maneuver	822	-	-	687	-	-	93	74	523	103	67	581
Stage 1	-	-	-	-	-	-	274	331	-	297	350	-
Stage 2	-	-	-	-	-	-	539	363	-	524	311	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	822	-	-	687	-	-	84	68	523	87	62	581
Mov Cap-2 Maneuver	-	-	-	-	-	-	84	68	-	87	62	-
Stage 1	-	-	-	-	-	-	272	330	-	276	325	-
Stage 2	-	-	-	-	-	-	486	337	-	479	310	-

Approach	EB		WB		NB		SB
HCM Ctrl Dly, s/v	0.05		1.13		59.85		24.13
HCM LOS					F		C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	146	8	-	-	161	-	-	212
HCM Lane V/C Ratio	0.587	0.003	-	-	0.056	-	-	0.113
HCM Ctrl Dly (s/v)	59.9	9.4	0	-	10.6	0.7	-	24.1
HCM Lane LOS	F	A	A	-	B	A	-	C
HCM 95th %tile Q(veh)	3	0	-	-	0.2	-	-	0.4

Lanes, Volumes, Timings

22: West Taft Road & Hazelhurst Avenue

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	7	882	736	15	56	14
Future Volume (vph)	7	882	736	15	56	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3494	0	1676	0
Flt Permitted					0.961	
Satd. Flow (perm)	0	3574	3494	0	1676	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		424	540		478	
Travel Time (s)		8.3	10.5		10.9	
Confl. Peds. (#/hr)	1			1		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.86	0.86
Heavy Vehicles (%)	1%	1%	3%	3%	6%	6%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	977	825	0	81	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

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

Intersection

Int Delay, s/veh 2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	882	736	15	56	14
Future Vol, veh/h	7	882	736	15	56	14
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	86	86
Heavy Vehicles, %	1	1	3	3	6	6
Mvmt Flow	8	969	809	16	65	16

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	826	0	0 1318 414
Stage 1	-	-	- 818 -
Stage 2	-	-	- 500 -
Critical Hdwy	4.12	-	- 6.92 7.02
Critical Hdwy Stg 1	-	-	- 5.92 -
Critical Hdwy Stg 2	-	-	- 5.92 -
Follow-up Hdwy	2.21	-	- 3.56 3.36
Pot Cap-1 Maneuver	807	-	- 144 577
Stage 1	-	-	- 384 -
Stage 2	-	-	- 563 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	806	-	- 142 576
Mov Cap-2 Maneuver	-	-	- 142 -
Stage 1	-	-	- 379 -
Stage 2	-	-	- 563 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.2	0	45.6
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	28	-	-	-	167
HCM Lane V/C Ratio	0.01	-	-	-	0.488
HCM Ctrl Dly (s/v)	9.5	0.1	-	-	45.6
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	2.3

Lanes, Volumes, Timings

25: Rite Aid/Teacher's Drive & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	884	9	1	701	80	3	0	0	89	2	47
Future Volume (vph)	45	884	9	1	701	80	3	0	0	89	2	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	135		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3567	0	1752	4954	0	0	2579	0	0	1484	1324
Flt Permitted	0.240			0.260				0.638			0.728	
Satd. Flow (perm)	451	3567	0	480	4954	0	0	1732	0	0	1134	1324
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			22							59
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		251			531			126			490	
Travel Time (s)		4.9			10.3			2.9			11.1	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.76	0.76	0.76	0.50	0.50	0.50
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	33%	33%	33%	22%	22%	22%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	981	0	1	849	0	0	4	0	0	182	94
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	8.0		5.0	8.0		5.0	5.0		10.0	10.0	5.0
Minimum Split (s)	10.0	13.0		10.0	13.0		10.0	10.0		15.0	15.0	10.0
Total Split (s)	20.0	48.0		12.0	40.0		40.0	40.0		40.0	40.0	20.0
Total Split (%)	20.0%	48.0%		12.0%	40.0%		40.0%	40.0%		40.0%	40.0%	20.0%
Maximum Green (s)	15.0	43.0		7.0	35.0		35.0	35.0		35.0	35.0	15.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	3.0	3.0		2.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	Min		None	None		None	None	None
Act Effct Green (s)	30.8	29.7		25.5	21.5			15.7			15.7	28.0
Actuated g/C Ratio	0.54	0.52		0.45	0.38			0.27			0.27	0.49
v/c Ratio	0.12	0.53		0.00	0.45			0.01			0.59	0.14

Lanes, Volumes, Timings

25: Rite Aid/Teacher's Drive & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	7.9	12.0		8.0	15.5			17.3			27.8	5.4
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay (s/veh)	7.9	12.0		8.0	15.5			17.3			27.8	5.4
LOS	A	B		A	B			B			C	A
Approach Delay (s/veh)		11.8			15.5			17.3			20.1	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)	7	92		0	78			0			57	6
Queue Length 95th (ft)	26	270		3	150			4			80	13
Internal Link Dist (ft)		171			451			46			410	
Turn Bay Length (ft)	130			135								
Base Capacity (vph)	612	2819		390	3194			1114			729	870
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.08	0.35		0.00	0.27			0.00			0.25	0.11

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 57.3

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay (s/veh): 14.3

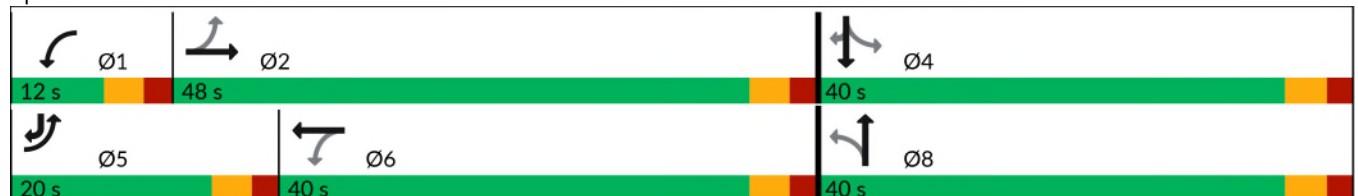
Intersection Capacity Utilization 53.1%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service A

Splits and Phases: 25: Rite Aid/Teacher's Drive & West Taft Road



Lanes, Volumes, Timings
28: Route 11 & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	564	333	63	529	52	166	165	60	55	329	87
Future Volume (vph)	76	564	333	63	529	52	166	165	60	55	329	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	175		235	375		0	190		250
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1736	3277	0	1752	5036	1568	1752	3365	0	1787	3574	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1736	3277	0	1752	5036	1568	1752	3365	0	1787	3574	1599
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		131				188						
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		531			499			688			922	
Travel Time (s)		10.3			9.7			13.4			18.0	
Peak Hour Factor	0.96	0.96	0.96	0.91	0.91	0.91	0.94	0.94	0.94	0.96	0.96	0.96
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	3%	3%	3%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	935	0	69	581	57	177	240	0	57	343	91
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	pm+ov
Protected Phases	1	6		5	2		3	8		7	4	1
Permitted Phases						2						4
Detector Phase	1	6		5	2	2	3	8		7	4	1
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0	10.0	4.0	6.0		4.0	6.0	4.0
Minimum Split (s)	10.5	16.0		10.5	16.0	16.0	10.0	12.0		10.0	12.0	10.5
Total Split (s)	15.0	30.0		16.0	31.0	31.0	20.0	30.0		14.0	24.0	15.0
Total Split (%)	16.7%	33.3%		17.8%	34.4%	34.4%	22.2%	33.3%		15.6%	26.7%	16.7%
Maximum Green (s)	8.5	24.0		9.5	25.0	25.0	14.0	24.0		8.0	18.0	8.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	3.0	2.5		3.0	2.5	2.5	2.5	2.5		2.5	2.5	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	6.0		6.5	6.0	6.0	6.0	6.0		6.0	6.0	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.0	4.0		1.0	4.0	4.0	1.5	2.0		1.0	2.0	1.0
Recall Mode	None	C-Min		None	C-Min	C-Min	Max	Max		Max	Max	None
Act Effct Green (s)	7.0	28.6		7.0	28.6	28.6	14.0	24.0		8.0	18.0	31.0
Actuated g/C Ratio	0.08	0.32		0.08	0.32	0.32	0.16	0.27		0.09	0.20	0.34
v/c Ratio	0.59	0.83		0.51	0.36	0.09	0.65	0.27		0.36	0.48	0.17
Control Delay (s/veh)	57.5	33.5		73.7	16.2	0.4	48.2	27.0		45.5	34.5	20.9

Lanes, Volumes, Timings
28: Route 11 & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	57.5	33.5		73.7	16.2	0.4	48.2	27.0		45.5	34.5	20.9
LOS	E	C		E	B	A	D	C		D	C	C
Approach Delay (s/veh)		35.4			20.6			36.0			33.2	
Approach LOS		D			C			D			C	
Queue Length 50th (ft)	45	240		44	39	0	98	57		31	92	35
Queue Length 95th (ft)	91	#387		m89	49	m0	#181	91		70	135	69
Internal Link Dist (ft)		451			419			608			842	
Turn Bay Length (ft)	200			175		235	375			190		250
Base Capacity (vph)	163	1130		184	1601	626	272	897		158	714	577
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.48	0.83		0.38	0.36	0.09	0.65	0.27		0.36	0.48	0.16

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay (s/veh): 31.1
Intersection Capacity Utilization 68.5%
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 28: Route 11 & West Taft Road



Lanes, Volumes, Timings

31: South Bay Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	533	81	139	540	45	51	149	99	32	178	53
Future Volume (vph)	65	533	81	139	540	45	51	149	99	32	178	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	400		380	340		0	115		400
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1736	3402	0	1752	4976	0	1787	3360	0	1770	3419	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1732	3402	0	1752	4976	0	1787	3360	0	1770	3419	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		19			18							
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		499			1099			982			949	
Travel Time (s)		9.7			21.4			19.1			18.5	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.77	0.77	0.77	0.80	0.80	0.80
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	667	0	149	629	0	66	323	0	40	289	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases												
Detector Phase	1	6		5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0		4.0	8.0		4.0	8.0	
Minimum Split (s)	10.5	16.0		10.5	16.0		10.0	14.5		10.0	14.5	
Total Split (s)	12.0	34.0		20.0	42.0		15.0	23.0		13.0	21.0	
Total Split (%)	13.3%	37.8%		22.2%	46.7%		16.7%	25.6%		14.4%	23.3%	
Maximum Green (s)	5.5	28.0		13.5	36.0		9.0	16.5		7.0	14.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	2.5		3.0	2.5		2.5	3.0		2.5	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.0		6.5	6.0		6.0	6.5		6.0	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	4.0		1.5	4.0		1.0	2.0		1.0	2.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	6.2	37.2		11.0	44.2		6.8	15.3		5.6	12.0	
Actuated g/C Ratio	0.07	0.41		0.12	0.49		0.08	0.17		0.06	0.13	
v/c Ratio	0.60	0.47		0.70	0.26		0.49	0.57		0.36	0.63	

2028 Build Conditions - Morning Peak Hour
GTS Consulting

Synchro 12 Report
Page 23

Lanes, Volumes, Timings

31: South Bay Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	56.7	19.8		54.6	15.4		51.9	38.4		49.4	43.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	56.7	19.8		54.6	15.4		51.9	38.4		49.4	43.2	
LOS	E	B		D	B		D	D		D	D	
Approach Delay (s/veh)		23.4			22.9			40.7			44.0	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	45	98		84	83		37	93		23	84	
Queue Length 95th (ft)	m61	m148		145	116		65	110		48	107	
Internal Link Dist (ft)		419			1019			902			869	
Turn Bay Length (ft)	115			400			340			115		
Base Capacity (vph)	124	1416		263	2451		178	659		137	550	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.57	0.47		0.57	0.26		0.37	0.49		0.29	0.53	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay (s/veh): 29.3

Intersection LOS: C

Intersection Capacity Utilization 56.5%

ICU Level of Service B

Analysis Period (min) 15

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

Splits and Phases: 31: South Bay Road & West Taft Road



Lanes, Volumes, Timings

35: Route 11 & Wally Road/7 Brew

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	22	22	0	28	16	362	23	28	693	4
Future Volume (vph)	1	0	22	22	0	28	16	362	23	28	693	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	190		0	175		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	0	1488	0	0	1702	0	1752	3473	0	1770	3536	0
Flt Permitted		0.998			0.978		0.950			0.950		
Satd. Flow (perm)	0	1488	0	0	1702	0	1752	3473	0	1770	3536	0
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		910			150			1056			688	
Travel Time (s)		20.7			3.4			20.6			13.4	
Peak Hour Factor	0.50	0.50	0.50	0.89	0.89	0.89	0.85	0.85	0.85	0.97	0.97	0.97
Heavy Vehicles (%)	11%	11%	11%	1%	1%	1%	3%	3%	3%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	46	0	0	56	0	19	453	0	29	718	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 39.5%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↘	↗		↘	↗	
Traffic Vol, veh/h	1	0	22	22	0	28	16	362	23	28	693	4
Future Vol, veh/h	1	0	22	22	0	28	16	362	23	28	693	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	190	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	89	89	89	85	85	85	97	97	97
Heavy Vehicles, %	11	11	11	1	1	1	3	3	3	2	2	2
Mvmt Flow	2	0	44	25	0	31	19	426	27	29	714	4

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	1025	1265	359	892	1253	226	719	0	0	453	0	0
Stage 1	774	774	-	477	477	-	-	-	-	-	-	-
Stage 2	251	491	-	415	776	-	-	-	-	-	-	-
Critical Hdwy	7.72	6.72	7.12	7.52	6.52	6.92	4.16	-	-	4.14	-	-
Critical Hdwy Stg 1	6.72	5.72	-	6.52	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.72	5.72	-	6.52	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.61	4.11	3.41	3.51	4.01	3.31	2.23	-	-	2.22	-	-
Pot Cap-1 Maneuver	177	156	612	238	172	780	872	-	-	1104	-	-
Stage 1	338	386	-	541	557	-	-	-	-	-	-	-
Stage 2	706	525	-	588	408	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	162	149	612	211	164	780	872	-	-	1104	-	-
Mov Cap-2 Maneuver	162	149	-	211	164	-	-	-	-	-	-	-
Stage 1	329	375	-	529	545	-	-	-	-	-	-	-
Stage 2	663	513	-	532	397	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.2	16.99	0.37	0.32
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	872	-	-	546	356	1104	-	-
HCM Lane V/C Ratio	0.022	-	-	0.084	0.158	0.026	-	-
HCM Ctrl Dly (s/v)	9.2	-	-	12.2	17	8.3	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.6	0.1	-	-

Lanes, Volumes, Timings

1: Buckley Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	484	250	172	478	184	202	221	231	213	218	65
Future Volume (vph)	76	484	250	172	478	184	202	221	231	213	218	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		340	540		0	0		0	480		480
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3574	1599	1787	3424	0	1787	3299	0	1787	3453	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3574	1599	1787	3424	0	1787	3299	0	1787	3453	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			272		38			188			26	
Link Speed (mph)		40			35			35			35	
Link Distance (ft)		780			971			472			774	
Travel Time (s)		13.3			18.9			9.2			15.1	
Peak Hour Factor	0.89	0.89	0.89	0.88	0.88	0.88	0.86	0.86	0.86	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	544	281	195	752	0	235	526	0	242	322	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6	3	5	2		3	8		7	4	
Permitted Phases			6									
Detector Phase	1	6	3	5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	8.0	15.0	8.0	8.0	15.0		8.0	15.0		8.0	15.0	
Minimum Split (s)	14.0	21.0	14.0	14.0	21.0		14.0	21.0		14.0	21.0	
Total Split (s)	25.0	45.0	30.0	25.0	45.0		30.0	50.0		25.0	45.0	
Total Split (%)	17.2%	31.0%	20.7%	17.2%	31.0%		20.7%	34.5%		17.2%	31.0%	
Maximum Green (s)	19.0	39.0	24.0	19.0	39.0		24.0	44.0		19.0	39.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Min	None	None	Min		None	None		None	None	
Act Effct Green (s)	10.1	20.8	45.2	16.0	30.0		18.3	17.8		19.3	18.7	
Actuated g/C Ratio	0.10	0.21	0.46	0.16	0.31		0.19	0.18		0.20	0.19	
v/c Ratio	0.46	0.72	0.32	0.67	0.70		0.70	0.70		0.69	0.47	
Control Delay (s/veh)	52.5	42.2	3.0	52.4	34.0		50.6	30.1		50.8	37.7	

2028 Build Conditions - Midday Peak Hour
GTS Consulting

Synchro 12 Report
Page 1

Lanes, Volumes, Timings

1: Buckley Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	52.5	42.2	3.0	52.4	34.0		50.6	30.1		50.8	37.7	
LOS	D	D	A	D	C		D	C		D	D	
Approach Delay (s/veh)		31.1			37.8			36.4			43.3	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	50	165	3	111	208		135	105		139	88	
Queue Length 95th (ft)	112	244	43	218	313		241	171		#307	155	
Internal Link Dist (ft)		700			891			392			694	
Turn Bay Length (ft)	310		340	540						480		
Base Capacity (vph)	350	1439	964	350	1401		442	1601		350	1406	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.24	0.38	0.29	0.56	0.54		0.53	0.33		0.69	0.23	

Intersection Summary

Area Type: Other

Cycle Length: 145

Actuated Cycle Length: 98.2

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay (s/veh): 36.5

Intersection LOS: D

Intersection Capacity Utilization 71.1%

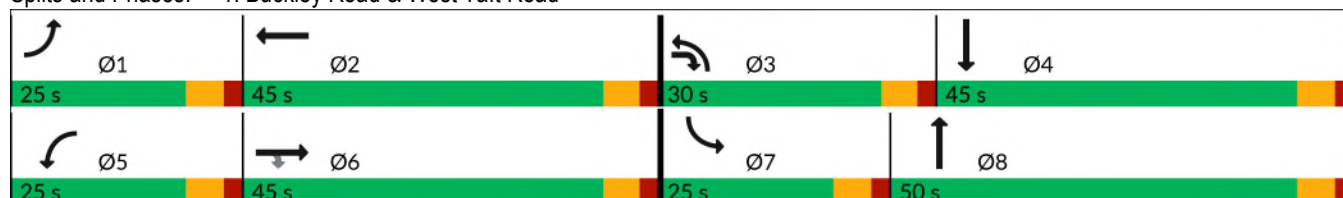
ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Buckley Road & West Taft Road



Lanes, Volumes, Timings

5: Jake Hafners/Allen Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	772	25	0	749	124	1	4	0	112	4	84
Future Volume (vph)	131	772	25	0	749	124	1	4	0	112	4	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	0		0	0		0	0		170
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3556	0	0	3499	0	0	1862	0	0	1795	1599
Flt Permitted	0.184							0.936			0.727	
Satd. Flow (perm)	346	3556	0	0	3499	0	0	1761	0	0	1368	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			36							50
Link Speed (mph)		35			35			30			35	
Link Distance (ft)		971			948			245			583	
Travel Time (s)		18.9			18.5			5.6			11.4	
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.50	0.50	0.50	0.82	0.82	0.82
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	138	839	0	0	938	0	0	10	0	0	142	102
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA			NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	1	6			2			8			4	1
Permitted Phases	6			2			8			4		4
Detector Phase	1	6		2	2		8	8		4	4	1
Switch Phase												
Minimum Initial (s)	5.0	15.0		15.0	15.0		5.0	5.0		8.0	8.0	5.0
Minimum Split (s)	11.0	20.0		20.0	20.0		9.5	9.5		13.0	13.0	11.0
Total Split (s)	12.0	37.0		25.0	25.0		20.0	20.0		20.0	20.0	12.0
Total Split (%)	21.1%	64.9%		43.9%	43.9%		35.1%	35.1%		35.1%	35.1%	21.1%
Maximum Green (s)	7.0	32.0		20.0	20.0		15.5	15.5		15.0	15.0	7.0
Yellow Time (s)	3.0	3.0		3.0	3.0		2.5	2.5		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0			4.5			5.0	5.0
Lead/Lag	Lead			Lag	Lag							Lead
Lead-Lag Optimize?	Yes			Yes	Yes							Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Min		Min	Min		None	None		None	None	None
Act Effct Green (s)	30.4	31.8			23.1			10.0			10.4	18.3
Actuated g/C Ratio	0.64	0.67			0.49			0.21			0.22	0.38
v/c Ratio	0.34	0.35			0.55			0.03			0.47	0.16
Control Delay (s/veh)	7.5	5.8			14.1			15.8			23.6	5.8

2028 Build Conditions - Midday Peak Hour
GTS Consulting

Synchro 12 Report
Page 3

Lanes, Volumes, Timings

5: Jake Hafners/Allen Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay (s/veh)	7.5	5.8			14.1			15.8			23.6	5.8
LOS	A	A			B			B			C	A
Approach Delay (s/veh)		6.1			14.1			15.8			16.1	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)	14	54			112			2			37	8
Queue Length 95th (ft)	41	110			202			7			75	26
Internal Link Dist (ft)		891			868			165			503	
Turn Bay Length (ft)	250											170
Base Capacity (vph)	439	2464			1831			590			444	676
Starvation Cap Reductn	0	0			0			0			0	0
Spillback Cap Reductn	0	0			0			0			0	0
Storage Cap Reductn	0	0			0			0			0	0
Reduced v/c Ratio	0.31	0.34			0.51			0.02			0.32	0.15

Intersection Summary

Area Type: Other

Cycle Length: 57

Actuated Cycle Length: 47.6

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay (s/veh): 10.7

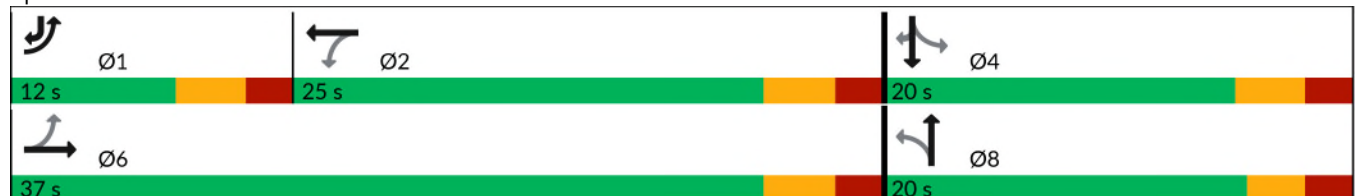
Intersection LOS: B

Intersection Capacity Utilization 72.4%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 5: Jake Hafners/Allen Road & West Taft Road



						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	1	880	869	9	6	4
Future Volume (vph)	1	880	869	9	6	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3571	0	1726	0
Flt Permitted					0.972	
Satd. Flow (perm)	0	3574	3571	0	1726	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		948	105		502	
Travel Time (s)		18.5	2.0		11.4	
Peak Hour Factor	0.89	0.89	0.97	0.97	0.83	0.83
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	990	905	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 35.0%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	880	869	9	6	4
Future Vol, veh/h	1	880	869	9	6	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	97	97	83	83
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1	989	896	9	7	5

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	905	0	0 1397 453
Stage 1	-	-	- 901 -
Stage 2	-	-	- 497 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	754	-	- 133 557
Stage 1	-	-	- 359 -
Stage 2	-	-	- 580 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	754	-	- 133 557
Mov Cap-2 Maneuver	-	-	- 133 -
Stage 1	-	-	- 359 -
Stage 2	-	-	- 580 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	25.11
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	4	-	-	-	191
HCM Lane V/C Ratio	0.001	-	-	-	0.063
HCM Ctrl Dly (s/v)	9.8	0	-	-	25.1
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lanes, Volumes, Timings
10: Willow Road & West Taft Road

12/19/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	869	17	14	869	9	10
Future Volume (vph)	869	17	14	869	9	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3564	0	0	3571	1641	0
Flt Permitted				0.999	0.978	
Satd. Flow (perm)	3564	0	0	3571	1641	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	105			252	463	
Travel Time (s)	2.0			4.9	10.5	
Confl. Peds. (#/hr)		4	4			
Peak Hour Factor	0.91	0.91	0.95	0.95	0.79	0.79
Heavy Vehicles (%)	1%	1%	1%	1%	5%	5%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	974	0	0	930	24	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 43.9% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	869	17	14	869	9	10
Future Vol, veh/h	869	17	14	869	9	10
Conflicting Peds, #/hr	0	4	4	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	95	95	79	79
Heavy Vehicles, %	1	1	1	1	5	5
Mvmt Flow	955	19	15	915	11	13

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	978
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.21
Pot Cap-1 Maneuver	-	-	708
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	705
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.43	26.34
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	193	-	-	57	-
HCM Lane V/C Ratio	0.125	-	-	0.021	-
HCM Ctrl Dly (s/v)	26.3	-	-	10.2	0.3
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Lanes, Volumes, Timings
12: West Taft Road & Crystal Drive

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	1	878	882	5	3	1
Future Volume (vph)	1	878	882	5	3	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3571	0	1752	0
Flt Permitted					0.964	
Satd. Flow (perm)	0	3574	3571	0	1752	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		252	99		489	
Travel Time (s)		4.9	1.9		11.1	
Peak Hour Factor	0.91	0.91	0.95	0.95	0.50	0.50
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	966	933	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 35.0% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	878	882	5	3	1
Future Vol, veh/h	1	878	882	5	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	95	95	50	50
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1	965	928	5	6	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	934	0	0 1416 467
Stage 1	-	-	- 931 -
Stage 2	-	-	- 485 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	735	-	- 129 545
Stage 1	-	-	- 346 -
Stage 2	-	-	- 588 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	735	-	- 129 545
Mov Cap-2 Maneuver	-	-	- 129 -
Stage 1	-	-	- 346 -
Stage 2	-	-	- 588 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	28.74
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	4	-	-	-	160
HCM Lane V/C Ratio	0.001	-	-	-	0.05
HCM Ctrl Dly (s/v)	9.9	0	-	-	28.7
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.2

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	875	6	6	883	4	4
Future Volume (vph)	875	6	6	883	4	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3571	0	0	3574	1711	0
Flt Permitted					0.976	
Satd. Flow (perm)	3571	0	0	3574	1711	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	99			225	459	
Travel Time (s)	1.9			4.4	10.4	
Confl. Peds. (#/hr)		2	2			
Peak Hour Factor	0.95	0.95	0.96	0.96	0.50	0.50
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	927	0	0	926	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 38.6%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	875	6	6	883	4	4
Future Vol, veh/h	875	6	6	883	4	4
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	96	96	50	50
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	921	6	6	920	8	8

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	929
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.21
Pot Cap-1 Maneuver	-	-	738
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	737
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.18	23.43
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	211	-	-	24	-
HCM Lane V/C Ratio	0.076	-	-	0.008	-
HCM Ctrl Dly (s/v)	23.4	-	-	9.9	0.1
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lanes, Volumes, Timings
16: West Taft Road & Dormar Drive

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	2	877	884	5	7	5
Future Volume (vph)	2	877	884	5	7	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3571	0	1611	0
Flt Permitted					0.973	
Satd. Flow (perm)	0	3574	3571	0	1611	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		225	366		485	
Travel Time (s)		4.4	7.1		11.0	
Peak Hour Factor	0.93	0.93	0.97	0.97	0.76	0.76
Heavy Vehicles (%)	1%	1%	1%	1%	8%	8%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	945	916	0	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 35.6% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	877	884	5	7	5
Future Vol, veh/h	2	877	884	5	7	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	97	97	76	76
Heavy Vehicles, %	1	1	1	1	8	8
Mvmt Flow	2	943	911	5	9	7

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	916	0	0 1390 458
Stage 1	-	-	- 914 -
Stage 2	-	-	- 476 -
Critical Hdwy	4.12	-	- 6.96 7.06
Critical Hdwy Stg 1	-	-	- 5.96 -
Critical Hdwy Stg 2	-	-	- 5.96 -
Follow-up Hdwy	2.21	-	- 3.58 3.38
Pot Cap-1 Maneuver	746	-	- 126 534
Stage 1	-	-	- 337 -
Stage 2	-	-	- 574 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	746	-	- 126 534
Mov Cap-2 Maneuver	-	-	- 126 -
Stage 1	-	-	- 336 -
Stage 2	-	-	- 574 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.06	0	26.31
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	8	-	-	-	185
HCM Lane V/C Ratio	0.003	-	-	-	0.086
HCM Ctrl Dly (s/v)	9.8	0	-	-	26.3
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Lanes, Volumes, Timings

19: Site Access/Rockland Drive & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	867	17	16	866	5	18	0	16	3	0	5
Future Volume (vph)	0	867	17	16	866	5	18	0	16	3	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3564	0	0	3567	0	0	1715	0	0	1688	0
Flt Permitted					0.999			0.974			0.982	
Satd. Flow (perm)	0	3564	0	0	3567	0	0	1715	0	0	1688	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			424			424			495	
Travel Time (s)		7.1			8.3			9.6			11.3	
Peak Hour Factor	0.91	0.91	0.91	0.97	0.97	0.97	0.90	0.90	0.90	0.67	0.67	0.67
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	972	0	0	914	0	0	38	0	0	11	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 45.5%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	867	17	16	866	5	18	0	16	3	0	5
Future Vol, veh/h	0	867	17	16	866	5	18	0	16	3	0	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	97	97	97	90	90	90	67	67	67
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	0	953	19	16	893	5	20	0	18	4	0	7

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	898	0	0	971	0	0	1441	1893	486	1405	1900	449
Stage 1	-	-	-	-	-	-	962	962	-	928	928	-
Stage 2	-	-	-	-	-	-	479	931	-	476	971	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.52	6.52	6.92	7.52	6.52	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Follow-up Hdwy	2.21	-	-	2.21	-	-	3.51	4.01	3.31	3.51	4.01	3.31
Pot Cap-1 Maneuver	758	-	-	711	-	-	94	70	530	100	69	560
Stage 1	-	-	-	-	-	-	277	335	-	290	347	-
Stage 2	-	-	-	-	-	-	539	346	-	541	331	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	758	-	-	711	-	-	90	68	530	94	67	560
Mov Cap-2 Maneuver	-	-	-	-	-	-	90	68	-	94	67	-
Stage 1	-	-	-	-	-	-	277	335	-	281	336	-
Stage 2	-	-	-	-	-	-	515	335	-	523	331	-

Approach	EB		WB		NB		SB
HCM Ctrl Dly, s/v	0		0.48		37.58		24.6
HCM LOS					E		C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	148	758	-	-	64	-	-	196
HCM Lane V/C Ratio	0.256	-	-	-	0.023	-	-	0.061
HCM Ctrl Dly (s/v)	37.6	0	-	-	10.2	0.3	-	24.6
HCM Lane LOS	E	A	-	-	B	A	-	C
HCM 95th %tile Q(veh)	1	0	-	-	0.1	-	-	0.2

Lanes, Volumes, Timings

22: West Taft Road & Hazelhurst Avenue

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	15	871	872	33	26	15
Future Volume (vph)	15	871	872	33	26	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3571	3556	0	1732	0
Flt Permitted		0.999			0.969	
Satd. Flow (perm)	0	3571	3556	0	1732	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		424	540		478	
Travel Time (s)		8.3	10.5		10.9	
Peak Hour Factor	0.94	0.94	0.93	0.93	0.73	0.73
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	943	973	0	57	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 44.7%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	871	872	33	26	15
Future Vol, veh/h	15	871	872	33	26	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	93	93	73	73
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	16	927	938	35	36	21

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	973	0	0 1451 487
Stage 1	-	-	- 955 -
Stage 2	-	-	- 495 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	710	-	- 123 529
Stage 1	-	-	- 336 -
Stage 2	-	-	- 581 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	710	-	- 119 529
Mov Cap-2 Maneuver	-	-	- 119 -
Stage 1	-	-	- 326 -
Stage 2	-	-	- 581 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.47	0	37.34
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	61	-	-	-	166
HCM Lane V/C Ratio	0.022	-	-	-	0.338
HCM Ctrl Dly (s/v)	10.2	0.3	-	-	37.3
HCM Lane LOS	B	A	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	-	1.4

Lanes, Volumes, Timings

25: Rite Aid/Teacher's Drive & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	828	11	11	828	27	8	0	2	24	0	69
Future Volume (vph)	58	828	11	11	828	27	8	0	2	24	0	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	135		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3566	0	1787	5110	0	0	3346	0	0	1787	1599
Flt Permitted	0.248			0.322				0.955				
Satd. Flow (perm)	467	3566	0	606	5110	0	0	3328	0	0	1881	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			5			131				37
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		251			531			126			490	
Travel Time (s)		4.9			10.3			2.9			11.1	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.83	0.83	0.83	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	884	0	12	910	0	0	12	0	0	27	77
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	8.0		5.0	8.0		5.0	5.0		10.0	10.0	5.0
Minimum Split (s)	10.0	13.0		10.0	13.0		10.0	10.0		15.0	15.0	10.0
Total Split (s)	20.0	48.0		12.0	40.0		40.0	40.0		40.0	40.0	20.0
Total Split (%)	20.0%	48.0%		12.0%	40.0%		40.0%	40.0%		40.0%	40.0%	20.0%
Maximum Green (s)	15.0	43.0		7.0	35.0		35.0	35.0		35.0	35.0	15.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	3.0	3.0		2.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	Min		None	None		None	None	None
Act Effct Green (s)	29.4	32.9		24.0	21.3			6.6			10.6	9.2
Actuated g/C Ratio	0.79	0.89		0.65	0.58			0.18			0.29	0.25
v/c Ratio	0.10	0.28		0.02	0.31			0.02			0.05	0.18

2028 Build Conditions - Midday Peak Hour
GTS Consulting

Synchro 12 Report
Page 19

Lanes, Volumes, Timings

25: Rite Aid/Teacher's Drive & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	2.3	3.6		3.0	7.0			0.0			13.8	7.5
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay (s/veh)	2.3	3.6		3.0	7.0			0.0			13.8	7.5
LOS	A	A		A	A			A			B	A
Approach Delay (s/veh)		3.5			7.0						9.1	
Approach LOS		A			A						A	
Queue Length 50th (ft)	0	0		1	30			0			2	5
Queue Length 95th (ft)	16	151		5	105			0			25	27
Internal Link Dist (ft)		171			451			46			410	
Turn Bay Length (ft)	130			135								
Base Capacity (vph)	941	3412		655	4665			3049			1717	793
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.06	0.26		0.02	0.20			0.00			0.02	0.10

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 37

Natural Cycle: 45

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.31

Intersection Signal Delay (s/veh): 5.4

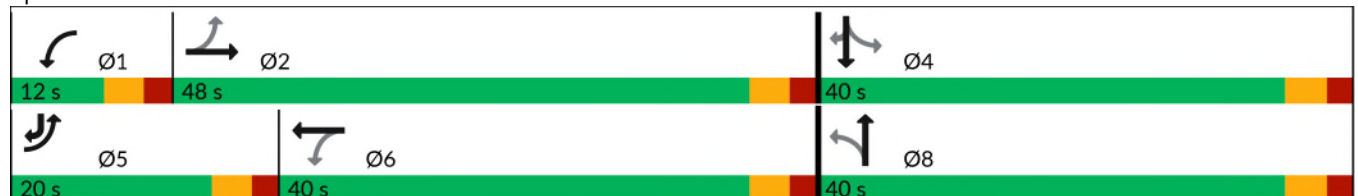
Intersection Capacity Utilization 48.2%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 25: Rite Aid/Teacher's Drive & West Taft Road



Lanes, Volumes, Timings
28: Route 11 & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	176	402	276	119	433	148	267	316	114	94	392	166
Future Volume (vph)	176	402	276	119	433	148	267	316	114	94	392	166
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	175		235	375		0	190		250
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3337	0	1787	5136	1599	1770	3398	0	1787	3574	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3337	0	1783	5136	1599	1770	3398	0	1787	3574	1599
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		169				235						
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		531			499			688			922	
Travel Time (s)		10.3			9.7			13.4			18.0	
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.97	0.97	0.97	0.94	0.94	0.94	0.95	0.95	0.95	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	181	699	0	127	461	157	281	453	0	97	404	171
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	pm+ov
Protected Phases	1	6		5	2		3	8		7	4	1
Permitted Phases						2						4
Detector Phase	1	6		5	2	2	3	8		7	4	1
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0	10.0	4.0	6.0		4.0	6.0	4.0
Minimum Split (s)	10.5	16.0		10.5	16.0	16.0	10.0	12.0		10.0	12.0	10.5
Total Split (s)	22.0	33.0		17.0	28.0	28.0	28.0	33.0		17.0	22.0	22.0
Total Split (%)	22.0%	33.0%		17.0%	28.0%	28.0%	28.0%	33.0%		17.0%	22.0%	22.0%
Maximum Green (s)	15.5	27.0		10.5	22.0	22.0	22.0	27.0		11.0	16.0	15.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	3.0	2.5		3.0	2.5	2.5	2.5	2.5		2.5	2.5	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	6.0		6.5	6.0	6.0	6.0	6.0		6.0	6.0	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.0	4.0		1.0	4.0	4.0	1.5	2.0		1.0	2.0	1.0
Recall Mode	None	C-Min		None	C-Min	C-Min	Max	Max		Max	Max	None
Act Effct Green (s)	12.9	24.4		9.4	20.9	20.9	25.7	27.0		14.7	16.0	34.9
Actuated g/C Ratio	0.13	0.24		0.09	0.21	0.21	0.26	0.27		0.15	0.16	0.35
v/c Ratio	0.79	0.74		0.76	0.43	0.30	0.62	0.49		0.37	0.71	0.31

2028 Build Conditions - Midday Peak Hour
GTS Consulting

Synchro 12 Report
Page 21

Lanes, Volumes, Timings
28: Route 11 & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	65.6	31.2		89.6	25.5	2.8	41.1	33.0		45.0	47.4	24.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	65.6	31.2		89.6	25.5	2.8	41.1	33.0		45.0	47.4	24.8
LOS	E	C		F	C	A	D	C		D	D	C
Approach Delay (s/veh)		38.3			31.6			36.1			41.3	
Approach LOS		D			C			D			D	
Queue Length 50th (ft)	113	166		89	100	15	164	130		58	131	78
Queue Length 95th (ft)	#194	226		#168	50	5	#280	180		113	183	128
Internal Link Dist (ft)		451			419			608			842	
Turn Bay Length (ft)	200			175		235	375			190		250
Base Capacity (vph)	276	1024		187	1129	535	455	917		263	571	599
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.66	0.68		0.68	0.41	0.29	0.62	0.49		0.37	0.71	0.29

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay (s/veh): 36.8
Intersection Capacity Utilization 72.7%
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 28: Route 11 & West Taft Road



Lanes, Volumes, Timings

31: South Bay Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	450	88	116	545	66	119	203	126	62	149	36
Future Volume (vph)	72	450	88	116	545	66	119	203	126	62	149	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	400		380	340		0	115		400
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3485	0	1770	5004	0	1770	3334	0	1787	3471	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3485	0	1770	5004	0	1770	3334	0	1787	3471	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		23			22							
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		499			1099			982			949	
Travel Time (s)		9.7			21.4			19.1			18.5	
Peak Hour Factor	0.90	0.90	0.90	0.87	0.87	0.87	0.86	0.86	0.86	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	598	0	133	702	0	138	383	0	70	210	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases												
Detector Phase	1	6		5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0		4.0	8.0		4.0	8.0	
Minimum Split (s)	10.5	16.0		10.5	16.0		10.0	14.5		10.0	14.5	
Total Split (s)	17.0	36.0		18.0	37.0		24.0	31.0		15.0	22.0	
Total Split (%)	17.0%	36.0%		18.0%	37.0%		24.0%	31.0%		15.0%	22.0%	
Maximum Green (s)	10.5	30.0		11.5	31.0		18.0	24.5		9.0	15.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	2.5		3.0	2.5		2.5	3.0		2.5	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.0		6.5	6.0		6.0	6.5		6.0	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	4.0		1.5	4.0		1.0	2.0		1.0	2.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	8.1	40.5		11.4	46.1		11.4	17.9		7.1	11.6	
Actuated g/C Ratio	0.08	0.41		0.11	0.46		0.11	0.18		0.07	0.12	
v/c Ratio	0.56	0.42		0.66	0.30		0.69	0.64		0.55	0.52	
Control Delay (s/veh)	55.8	19.2		57.5	19.0		59.3	43.5		60.7	46.0	

2028 Build Conditions - Midday Peak Hour
GTS Consulting

Synchro 12 Report
Page 23

Lanes, Volumes, Timings

31: South Bay Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	55.8	19.2		57.5	19.0		59.3	43.5		60.7	46.0	
LOS	E	B		E	B		E	D		E	D	
Approach Delay (s/veh)		23.5			25.2			47.7			49.6	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	53	101		83	102		87	125		44	67	
Queue Length 95th (ft)	m89	144		137	154		136	157		87	101	
Internal Link Dist (ft)		419			1019			902			869	
Turn Bay Length (ft)	115			400			340			115		
Base Capacity (vph)	192	1426		224	2316		318	816		160	538	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.42	0.42		0.59	0.30		0.43	0.47		0.44	0.39	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 2 (2%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay (s/veh): 32.7

Intersection LOS: C

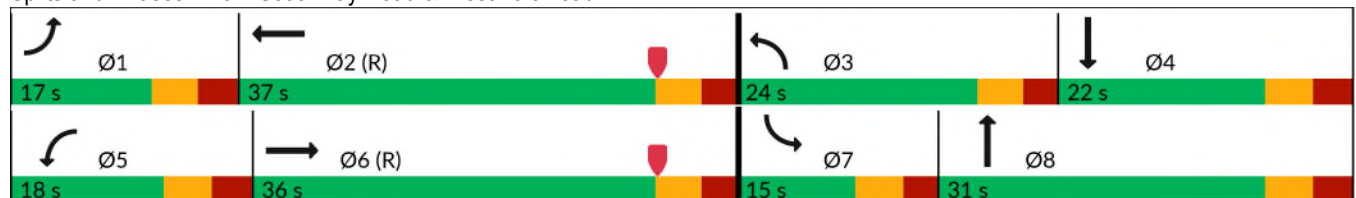
Intersection Capacity Utilization 55.8%

ICU Level of Service B

Analysis Period (min) 15

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

Splits and Phases: 31: South Bay Road & West Taft Road



Lanes, Volumes, Timings

35: Route 11 & Wally Road/7 Brew

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	1	15	9	0	25	13	664	23	19	755	13
Future Volume (vph)	8	1	15	9	0	25	13	664	23	19	755	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	190		0	175		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	0	1614	0	0	1675	0	1787	3556	0	1787	3564	0
Flt Permitted		0.984			0.987		0.950			0.950		
Satd. Flow (perm)	0	1614	0	0	1675	0	1787	3556	0	1787	3564	0
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		910			150			1056			688	
Travel Time (s)		20.7			3.4			20.6			13.4	
Confl. Peds. (#/hr)			2	2			1		1	1		1
Peak Hour Factor	0.56	0.56	0.56	0.71	0.71	0.71	0.96	0.96	0.96	0.93	0.93	0.93
Heavy Vehicles (%)	6%	6%	6%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	43	0	0	48	0	14	716	0	20	826	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 31.9%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Traffic Vol, veh/h	8	1	15	9	0	25	13	664	23	19	755	13
Future Vol, veh/h	8	1	15	9	0	25	13	664	23	19	755	13
Conflicting Peds, #/hr	0	0	2	2	0	0	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	190	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	56	56	56	71	71	71	96	96	96	93	93	93
Heavy Vehicles, %	6	6	6	1	1	1	1	1	1	1	1	1
Mvmt Flow	14	2	27	13	0	35	14	692	24	20	812	14

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	1234	1604	416	1181	1599	359	827	0	0	717	0	0
Stage 1	861	861	-	732	732	-	-	-	-	-	-	-
Stage 2	373	744	-	450	868	-	-	-	-	-	-	-
Critical Hdwy	7.62	6.62	7.02	7.52	6.52	6.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.62	5.62	-	6.52	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.62	5.62	-	6.52	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.56	4.06	3.36	3.51	4.01	3.31	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	129	100	575	146	106	641	806	-	-	887	-	-
Stage 1	309	362	-	381	427	-	-	-	-	-	-	-
Stage 2	609	410	-	561	370	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	117	96	573	131	102	640	806	-	-	886	-	-
Mov Cap-2 Maneuver	117	96	-	131	102	-	-	-	-	-	-	-
Stage 1	301	353	-	374	420	-	-	-	-	-	-	-
Stage 2	566	403	-	519	361	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	24.39	18.42	0.18	0.22
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	806	-	-	228	316	886	-	-
HCM Lane V/C Ratio	0.017	-	-	0.188	0.152	0.023	-	-
HCM Ctrl Dly (s/v)	9.5	-	-	24.4	18.4	9.2	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.5	0.1	-	-

Lanes, Volumes, Timings

1: Buckley Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	613	153	185	568	213	308	381	253	204	240	67
Future Volume (vph)	79	613	153	185	568	213	308	381	253	204	240	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		340	540		0	0		0	480		480
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3574	1599	1787	3428	0	1787	3360	0	1770	3422	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3574	1599	1787	3428	0	1787	3360	0	1770	3422	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			172		37			111			24	
Link Speed (mph)		40			35			35			35	
Link Distance (ft)		780			971			472			774	
Travel Time (s)		13.3			18.9			9.2			15.1	
Peak Hour Factor	0.89	0.89	0.89	0.94	0.94	0.94	0.91	0.91	0.91	0.87	0.87	0.87
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	89	689	172	197	831	0	338	697	0	234	353	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6	3	5	2		3	8		7	4	
Permitted Phases			6									
Detector Phase	1	6	3	5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	8.0	15.0	8.0	8.0	15.0		8.0	15.0		8.0	15.0	
Minimum Split (s)	14.0	21.0	14.0	14.0	21.0		14.0	21.0		14.0	21.0	
Total Split (s)	25.0	45.0	30.0	25.0	45.0		30.0	50.0		25.0	45.0	
Total Split (%)	17.2%	31.0%	20.7%	17.2%	31.0%		20.7%	34.5%		17.2%	31.0%	
Maximum Green (s)	19.0	39.0	24.0	19.0	39.0		24.0	44.0		19.0	39.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Min	None	None	Min		None	None		None	None	
Act Effct Green (s)	10.9	27.0	57.6	16.9	33.0		24.4	26.7		19.3	21.6	
Actuated g/C Ratio	0.10	0.24	0.50	0.15	0.29		0.21	0.23		0.17	0.19	
v/c Ratio	0.52	0.82	0.19	0.75	0.82		0.89	0.80		0.78	0.53	
Control Delay (s/veh)	63.7	50.5	3.1	67.1	44.4		71.4	42.9		67.1	42.6	

2028 Build Conditions - Evening Peak Hour
GTS Consulting

Synchro 12 Report
Page 1

Lanes, Volumes, Timings

1: Buckley Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	63.7	50.5	3.1	67.1	44.4		71.4	42.9		67.1	42.6	
LOS	E	D	A	E	D		E	D		E	D	
Approach Delay (s/veh)		43.1			48.7			52.2			52.4	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	64	257	0	139	282		246	222		170	118	
Queue Length 95th (ft)	132	359	37	#297	428		#534	325		#362	176	
Internal Link Dist (ft)		700			891			392			694	
Turn Bay Length (ft)	310		340	540						480		
Base Capacity (vph)	301	1240	890	301	1222		381	1382		299	1202	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.30	0.56	0.19	0.65	0.68		0.89	0.50		0.78	0.29	

Intersection Summary

Area Type: Other

Cycle Length: 145

Actuated Cycle Length: 114.4

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay (s/veh): 48.8

Intersection LOS: D

Intersection Capacity Utilization 79.1%

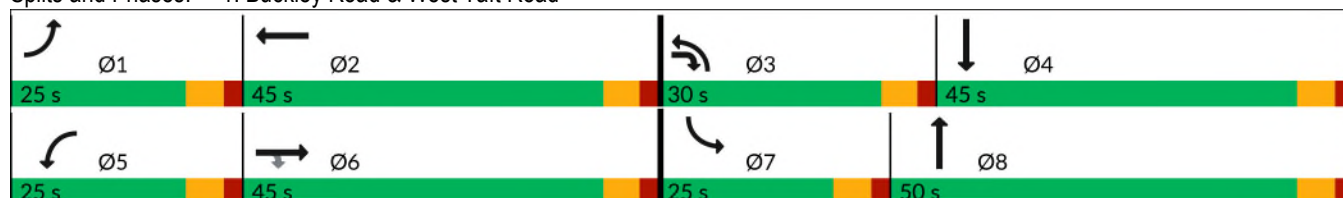
ICU Level of Service D

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Buckley Road & West Taft Road



Lanes, Volumes, Timings

5: Jake Hafners/Allen Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	189	857	24	1	832	186	10	2	2	136	2	124
Future Volume (vph)	189	857	24	1	832	186	10	2	2	136	2	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	0		0	0		0	0		170
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3560	0	0	3478	0	0	1781	0	0	1793	1599
Flt Permitted	0.149				0.954			0.763			0.715	
Satd. Flow (perm)	280	3560	0	0	3318	0	0	1407	0	0	1345	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			52			3				38
Link Speed (mph)		35			35			30			35	
Link Distance (ft)		971			948			245			583	
Travel Time (s)		18.9			18.5			5.6			11.4	
Peak Hour Factor	0.98	0.98	0.98	0.95	0.95	0.95	0.70	0.70	0.70	0.79	0.79	0.79
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	193	898	0	0	1073	0	0	20	0	0	175	157
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	1	6			2			8			4	1
Permitted Phases	6			2			8			4		4
Detector Phase	1	6		2	2		8	8		4	4	1
Switch Phase												
Minimum Initial (s)	5.0	15.0		15.0	15.0		5.0	5.0		8.0	8.0	5.0
Minimum Split (s)	11.0	20.0		20.0	20.0		9.5	9.5		13.0	13.0	11.0
Total Split (s)	12.0	37.0		25.0	25.0		20.0	20.0		20.0	20.0	12.0
Total Split (%)	21.1%	64.9%		43.9%	43.9%		35.1%	35.1%		35.1%	35.1%	21.1%
Maximum Green (s)	7.0	32.0		20.0	20.0		15.5	15.5		15.0	15.0	7.0
Yellow Time (s)	3.0	3.0		3.0	3.0		2.5	2.5		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0			4.5			5.0	5.0
Lead/Lag	Lead			Lag	Lag							Lead
Lead-Lag Optimize?	Yes			Yes	Yes							Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Min		Min	Min		None	None		None	None	None
Act Effct Green (s)	30.3	32.3			23.9			11.0			11.8	19.1
Actuated g/C Ratio	0.63	0.67			0.50			0.23			0.25	0.40
v/c Ratio	0.50	0.38			0.64			0.06			0.53	0.24
Control Delay (s/veh)	11.1	6.2			17.2			15.1			25.1	8.2

2028 Build Conditions - Evening Peak Hour
GTS Consulting

Synchro 12 Report
Page 3

Lanes, Volumes, Timings

5: Jake Hafners/Allen Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay (s/veh)	11.1	6.2			17.2			15.1			25.1	8.2
LOS	B	A			B			B			C	A
Approach Delay (s/veh)		7.1			17.2			15.1			17.1	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)	23	66			150			4			51	22
Queue Length 95th (ft)	68	119			#288			13			87	42
Internal Link Dist (ft)		891			868			165			503	
Turn Bay Length (ft)	250											170
Base Capacity (vph)	419	2406			1555			504			464	687
Starvation Cap Reductn	0	0			0			0			0	0
Spillback Cap Reductn	0	0			0			0			0	0
Storage Cap Reductn	0	0			0			0			0	0
Reduced v/c Ratio	0.46	0.37			0.69			0.04			0.38	0.23

Intersection Summary

Area Type: Other

Cycle Length: 57

Actuated Cycle Length: 48.1

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay (s/veh): 12.8

Intersection LOS: B

Intersection Capacity Utilization 75.6%

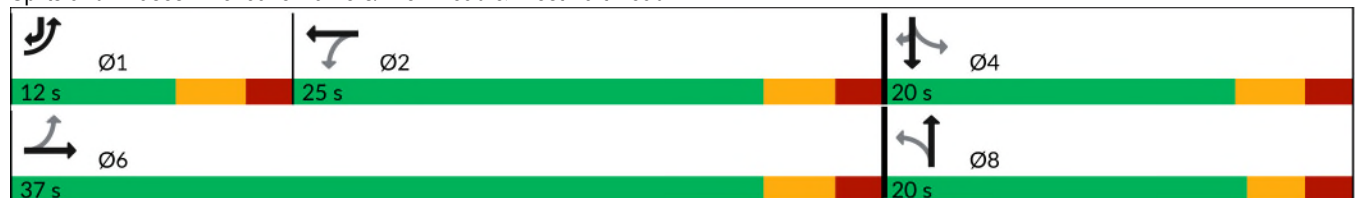
ICU Level of Service D

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 5: Jake Hafners/Allen Road & West Taft Road



Lanes, Volumes, Timings

8: West Taft Road & Pine Tree Drive

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	0	995	1016	18	4	3
Future Volume (vph)	0	995	1016	18	4	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3564	0	1726	0
Flt Permitted					0.972	
Satd. Flow (perm)	0	3574	3564	0	1726	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		948	105		502	
Travel Time (s)		18.5	2.0		11.4	
Confl. Peds. (#/hr)	2			2		
Peak Hour Factor	0.98	0.98	0.96	0.96	0.58	0.58
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1015	1077	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 38.7%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	995	1016	18	4	3
Future Vol, veh/h	0	995	1016	18	4	3
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	96	96	58	58
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	1015	1058	19	7	5

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1079	0	0 1577 541
Stage 1	-	-	- 1070 -
Stage 2	-	-	- 508 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	648	-	- 101 488
Stage 1	-	-	- 293 -
Stage 2	-	-	- 572 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	647	-	- 101 487
Mov Cap-2 Maneuver	-	-	- 101 -
Stage 1	-	-	- 292 -
Stage 2	-	-	- 572 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	30.54
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	647	-	-	-	153
HCM Lane V/C Ratio	-	-	-	-	0.079
HCM Ctrl Dly (s/v)	0	-	-	-	30.5
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Lanes, Volumes, Timings
10: Willow Road & West Taft Road

12/19/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	983	16	21	1031	3	13
Future Volume (vph)	983	16	21	1031	3	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3567	0	0	3571	1657	0
Flt Permitted				0.999	0.991	
Satd. Flow (perm)	3567	0	0	3571	1657	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	105			252	463	
Travel Time (s)	2.0			4.9	10.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.57	0.57
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1041	0	0	1096	28	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 53.5% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	983	16	21	1031	3	13
Future Vol, veh/h	983	16	21	1031	3	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	57	57
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1024	17	22	1074	5	23

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1041
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.21
Pot Cap-1 Maneuver	-	-	670
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	670
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.67	19.71
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	273	-	-	72	-
HCM Lane V/C Ratio	0.103	-	-	0.033	-
HCM Ctrl Dly (s/v)	19.7	-	-	10.6	0.5
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Lanes, Volumes, Timings
12: West Taft Road & Crystal Drive

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	4	992	1047	9	5	5
Future Volume (vph)	4	992	1047	9	5	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3571	0	1711	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	3574	3571	0	1711	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		252	99		489	
Travel Time (s)		4.9	1.9		11.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.50	0.50
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1037	1100	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 40.2% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	992	1047	9	5	5
Future Vol, veh/h	4	992	1047	9	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	50	50
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	4	1033	1091	9	10	10

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1100	0	0 1620 550
Stage 1	-	-	- 1095 -
Stage 2	-	-	- 525 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	636	-	- 95 481
Stage 1	-	-	- 284 -
Stage 2	-	-	- 561 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	636	-	- 94 481
Mov Cap-2 Maneuver	-	-	- 94 -
Stage 1	-	-	- 281 -
Stage 2	-	-	- 561 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.14	0	31.22
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	14	-	-	-	157
HCM Lane V/C Ratio	0.007	-	-	-	0.127
HCM Ctrl Dly (s/v)	10.7	0.1	-	-	31.2
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.4

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	989	8	16	1049	7	18
Future Volume (vph)	989	8	16	1049	7	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3571	0	0	3571	1673	0
Flt Permitted				0.999	0.986	
Satd. Flow (perm)	3571	0	0	3571	1673	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	99			225	459	
Travel Time (s)	1.9			4.4	10.4	
Peak Hour Factor	0.94	0.94	0.96	0.96	0.63	0.63
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1061	0	0	1110	40	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 50.3%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	989	8	16	1049	7	18
Future Vol, veh/h	989	8	16	1049	7	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	96	96	63	63
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1052	9	17	1093	11	29

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1061
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.21
Pot Cap-1 Maneuver	-	-	658
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	658
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.53	25.18
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	218	-	-	54	-
HCM Lane V/C Ratio	0.182	-	-	0.025	-
HCM Ctrl Dly (s/v)	25.2	-	-	10.6	0.4
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	9	998	1062	22	8	3
Future Volume (vph)	9	998	1062	22	8	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3564	0	1752	0
Flt Permitted					0.964	
Satd. Flow (perm)	0	3574	3564	0	1752	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		225	366		485	
Travel Time (s)		4.4	7.1		11.0	
Confl. Peds. (#/hr)	4			4		
Peak Hour Factor	0.97	0.97	0.96	0.96	0.69	0.69
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1038	1129	0	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 43.9%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	998	1062	22	8	3
Future Vol, veh/h	9	998	1062	22	8	3
Conflicting Peds, #/hr	4	0	0	4	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	96	96	69	69
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	9	1029	1106	23	12	4

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1133	0	0 1655 569
Stage 1	-	-	- 1122 -
Stage 2	-	-	- 533 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	618	-	- 90 468
Stage 1	-	-	- 275 -
Stage 2	-	-	- 556 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	616	-	- 88 466
Mov Cap-2 Maneuver	-	-	- 88 -
Stage 1	-	-	- 268 -
Stage 2	-	-	- 556 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.32	0	42.17
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	32	-	-	-	113
HCM Lane V/C Ratio	0.015	-	-	-	0.142
HCM Ctrl Dly (s/v)	10.9	0.2	-	-	42.2
HCM Lane LOS	B	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Lanes, Volumes, Timings

19: Site Access/Rockland Drive & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	956	46	41	1040	10	43	0	39	1	0	1
Future Volume (vph)	4	956	46	41	1040	10	43	0	39	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3549	0	0	3564	0	0	1715	0	0	1711	0
Flt Permitted					0.998			0.974			0.976	
Satd. Flow (perm)	0	3549	0	0	3564	0	0	1715	0	0	1711	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			424			409			495	
Travel Time (s)		7.1			8.3			9.3			11.3	
Confl. Peds. (#/hr)	2					2						
Peak Hour Factor	0.97	0.97	0.97	0.95	0.95	0.95	0.90	0.90	0.90	0.50	0.50	0.50
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	1037	0	0	1149	0	0	91	0	0	4	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 71.8%

ICU Level of Service C

Analysis Period (min) 15

Intersection

Int Delay, s/veh 6.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	956	46	41	1040	10	43	0	39	1	0	1
Future Vol, veh/h	4	956	46	41	1040	10	43	0	39	1	0	1
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	95	95	95	90	90	90	50	50	50
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	4	986	47	43	1095	11	48	0	43	2	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1107	0	0	1033	0	0	1651	2211	516	1689	2230	555
Stage 1	-	-	-	-	-	-	1018	1018	-	1188	1188	-
Stage 2	-	-	-	-	-	-	634	1194	-	501	1041	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.52	6.52	6.92	7.52	6.52	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Follow-up Hdwy	2.21	-	-	2.21	-	-	3.51	4.01	3.31	3.51	4.01	3.31
Pot Cap-1 Maneuver	632	-	-	674	-	-	66	44	506	61	43	478
Stage 1	-	-	-	-	-	-	256	315	-	201	262	-
Stage 2	-	-	-	-	-	-	436	260	-	523	307	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	631	-	-	674	-	-	59	40	506	50	38	477
Mov Cap-2 Maneuver	-	-	-	-	-	-	59	40	-	50	38	-
Stage 1	-	-	-	-	-	-	254	312	-	182	237	-
Stage 2	-	-	-	-	-	-	394	236	-	474	304	-

Approach	EB		WB		NB		SB
HCM Ctrl Dly, s/v	0.14		1.28		139.93		46.31
HCM LOS					F		E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	101	13	-	-	134	-	-	91
HCM Lane V/C Ratio	0.899	0.007	-	-	0.064	-	-	0.044
HCM Ctrl Dly (s/v)	139.9	10.7	0.1	-	10.7	0.9	-	46.3
HCM Lane LOS	F	B	A	-	B	A	-	E
HCM 95th %tile Q(veh)	5.2	0	-	-	0.2	-	-	0.1

Lanes, Volumes, Timings

22: West Taft Road & Hazelhurst Avenue

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	13	983	1083	75	21	8
Future Volume (vph)	13	983	1083	75	21	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3571	3539	0	1746	0
Flt Permitted		0.999			0.965	
Satd. Flow (perm)	0	3571	3539	0	1746	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		424	540		478	
Travel Time (s)		8.3	10.5		10.9	
Confl. Peds. (#/hr)	3			3		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.81	0.81
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1049	1219	0	36	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 46.3% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	983	1083	75	21	8
Future Vol, veh/h	13	983	1083	75	21	8
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	81	81
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	14	1035	1140	79	26	10

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1222	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.21	-	-
Pot Cap-1 Maneuver	572	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	570	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.52	0	59.64
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	47	-	-	-	100
HCM Lane V/C Ratio	0.024	-	-	-	0.357
HCM Ctrl Dly (s/v)	11.5	0.4	-	-	59.6
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	1.4

Lanes, Volumes, Timings

25: Rite Aid/Teacher's Drive & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	905	11	6	1064	62	6	1	3	46	1	88
Future Volume (vph)	88	905	11	6	1064	62	6	1	3	46	1	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	135		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3566	0	1787	5095	0	0	3300	0	0	1793	1599
Flt Permitted	0.157			0.297				0.841			0.777	
Satd. Flow (perm)	295	3566	0	559	5095	0	0	2854	0	0	1462	1579
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			10			4				22
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		251			531			126			490	
Travel Time (s)		4.9			10.3			2.9			11.1	
Confl. Peds. (#/hr)			1	1			1					1
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.83	0.83	0.83	0.86	0.86	0.86
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	965	0	7	1237	0	0	12	0	0	54	102
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	8.0		5.0	8.0		5.0	5.0		10.0	10.0	5.0
Minimum Split (s)	10.0	13.0		10.0	13.0		10.0	10.0		15.0	15.0	10.0
Total Split (s)	20.0	48.0		12.0	40.0		40.0	40.0		40.0	40.0	20.0
Total Split (%)	20.0%	48.0%		12.0%	40.0%		40.0%	40.0%		40.0%	40.0%	20.0%
Maximum Green (s)	15.0	43.0		7.0	35.0		35.0	35.0		35.0	35.0	15.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	3.0	3.0		2.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	Min		None	None		None	None	None
Act Effct Green (s)	35.6	37.2		29.2	26.7			8.5			11.0	13.4
Actuated g/C Ratio	0.73	0.76		0.60	0.55			0.17			0.23	0.28
v/c Ratio	0.20	0.35		0.01	0.44			0.02			0.16	0.23

Lanes, Volumes, Timings

25: Rite Aid/Teacher's Drive & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	4.4	5.6		4.2	10.8			18.4			22.5	11.0
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay (s/veh)	4.4	5.6		4.2	10.8			18.4			22.5	11.0
LOS	A	A		A	B			B			C	B
Approach Delay (s/veh)		5.5			10.8			18.4			14.9	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)	10	68		1	113			1			15	15
Queue Length 95th (ft)	22	168		4	157			7			45	45
Internal Link Dist (ft)		171			451			46			410	
Turn Bay Length (ft)	130			135								
Base Capacity (vph)	718	2980		546	3847			2154			1103	713
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.13	0.32		0.01	0.32			0.01			0.05	0.14

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 48.7

Natural Cycle: 45

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.44

Intersection Signal Delay (s/veh): 8.8

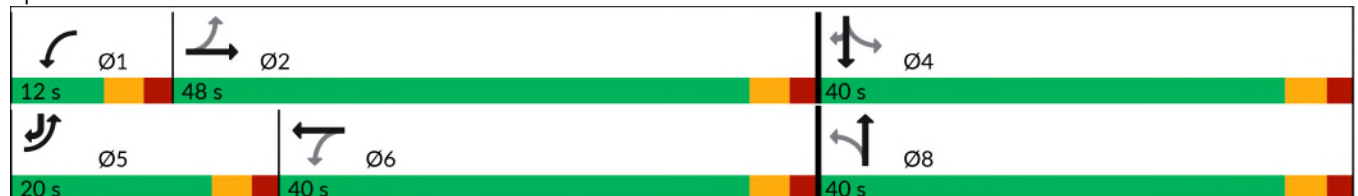
Intersection LOS: A

Intersection Capacity Utilization 51.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 25: Rite Aid/Teacher's Drive & West Taft Road



Lanes, Volumes, Timings
28: Route 11 & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	534	259	84	627	183	353	357	91	86	391	152
Future Volume (vph)	161	534	259	84	627	183	353	357	91	86	391	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	175		235	375		0	190		250
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1770	3366	0	1787	5136	1599	1787	3463	0	1787	3574	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3366	0	1787	5136	1599	1787	3463	0	1787	3574	1599
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		72				213						
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		531			499			688			922	
Travel Time (s)		10.3			9.7			13.4			18.0	
Peak Hour Factor	0.98	0.98	0.98	0.95	0.95	0.95	0.94	0.94	0.94	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	164	809	0	88	660	193	376	477	0	96	434	169
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	pm+ov
Protected Phases	1	6		5	2		3	8		7	4	1
Permitted Phases						2						4
Detector Phase	1	6		5	2	2	3	8		7	4	1
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0	10.0	4.0	6.0		4.0	6.0	4.0
Minimum Split (s)	10.5	16.0		10.5	16.0	16.0	10.0	12.0		10.0	12.0	10.5
Total Split (s)	25.0	35.0		20.0	30.0	30.0	32.0	36.0		19.0	23.0	25.0
Total Split (%)	22.7%	31.8%		18.2%	27.3%	27.3%	29.1%	32.7%		17.3%	20.9%	22.7%
Maximum Green (s)	18.5	29.0		13.5	24.0	24.0	26.0	30.0		13.0	17.0	18.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	3.0	2.5		3.0	2.5	2.5	2.5	2.5		2.5	2.5	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	6.0		6.5	6.0	6.0	6.0	6.0		6.0	6.0	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.0	4.0		1.0	4.0	4.0	1.5	2.0		1.0	2.0	1.0
Recall Mode	None	C-Min		None	C-Min	C-Min	Max	Max		Max	Max	None
Act Effct Green (s)	13.6	34.1		9.0	27.3	27.3	27.6	30.0		14.6	17.0	36.6
Actuated g/C Ratio	0.12	0.31		0.08	0.25	0.25	0.25	0.27		0.13	0.15	0.33
v/c Ratio	0.75	0.74		0.60	0.52	0.35	0.84	0.51		0.41	0.79	0.32
Control Delay (s/veh)	67.1	36.5		80.0	27.3	3.1	57.7	36.0		50.6	56.0	28.4

2028 Build Conditions - Evening Peak Hour
GTS Consulting

Synchro 12 Report
Page 21

Lanes, Volumes, Timings
28: Route 11 & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	67.1	36.5		80.0	27.3	3.1	57.7	36.0		50.6	56.0	28.4
LOS	E	D		E	C	A	E	D		D	E	C
Approach Delay (s/veh)		41.7			27.2			45.5			48.6	
Approach LOS		D			C			D			D	
Queue Length 50th (ft)	115	252		68	112	6	260	151		65	158	89
Queue Length 95th (ft)	181	#367		121	90	13	#432	203		119	#227	137
Internal Link Dist (ft)		451			419			608			842	
Turn Bay Length (ft)	200			175		235	375			190		250
Base Capacity (vph)	297	1094		219	1275	557	448	944		237	552	603
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.55	0.74		0.40	0.52	0.35	0.84	0.51		0.41	0.79	0.28

Intersection Summary

Area Type: Other
 Cycle Length: 110
 Actuated Cycle Length: 110
 Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay (s/veh): 40.1
 Intersection Capacity Utilization 78.5%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 28: Route 11 & West Taft Road



Lanes, Volumes, Timings

31: South Bay Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	542	77	152	630	80	175	402	142	47	162	89
Future Volume (vph)	92	542	77	152	630	80	175	402	142	47	162	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	400		380	340		0	115		400
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1752	3438	0	1787	5048	0	1770	3401	0	1736	3287	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1752	3438	0	1787	5048	0	1770	3401	0	1736	3287	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		15			21							
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		499			1099			982			949	
Travel Time (s)		9.7			21.4			19.1			18.5	
Peak Hour Factor	0.89	0.89	0.89	0.94	0.94	0.94	0.92	0.92	0.92	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	1%	1%	1%	2%	2%	2%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	103	696	0	162	755	0	190	591	0	48	259	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases												
Detector Phase	1	6		5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0		4.0	8.0		4.0	8.0	
Minimum Split (s)	10.5	16.0		10.5	16.0		10.0	14.5		10.0	14.5	
Total Split (s)	17.0	39.0		18.0	40.0		29.0	33.0		20.0	24.0	
Total Split (%)	15.5%	35.5%		16.4%	36.4%		26.4%	30.0%		18.2%	21.8%	
Maximum Green (s)	10.5	33.0		11.5	34.0		23.0	26.5		14.0	17.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	2.5		3.0	2.5		2.5	3.0		2.5	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.0		6.5	6.0		6.0	6.5		6.0	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	4.0		1.5	4.0		1.0	2.0		1.0	2.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	9.6	41.5		13.8	45.7		15.4	24.9		6.8	14.3	
Actuated g/C Ratio	0.09	0.38		0.13	0.42		0.14	0.23		0.06	0.13	
v/c Ratio	0.68	0.53		0.72	0.36		0.77	0.77		0.45	0.61	
Control Delay (s/veh)	74.7	19.7		65.1	23.7		64.9	47.0		62.3	51.1	

2028 Build Conditions - Evening Peak Hour
GTS Consulting

Synchro 12 Report
Page 23

Lanes, Volumes, Timings

31: South Bay Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	74.7	19.7		65.1	23.7		64.9	47.0		62.3	51.1	
LOS	E	B		E	C		E	D		E	D	
Approach Delay (s/veh)		26.7			31.0			51.4			52.8	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	79	100		110	131		133	213		34	94	
Queue Length 95th (ft)	m117	154		#225	194		200	261		73	135	
Internal Link Dist (ft)		419			1019			902			869	
Turn Bay Length (ft)	115			400			340			115		
Base Capacity (vph)	175	1305		228	2111		370	838		220	524	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.59	0.53		0.71	0.36		0.51	0.71		0.22	0.49	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 4 (4%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay (s/veh): 37.9

Intersection LOS: D

Intersection Capacity Utilization 65.7%

ICU Level of Service C

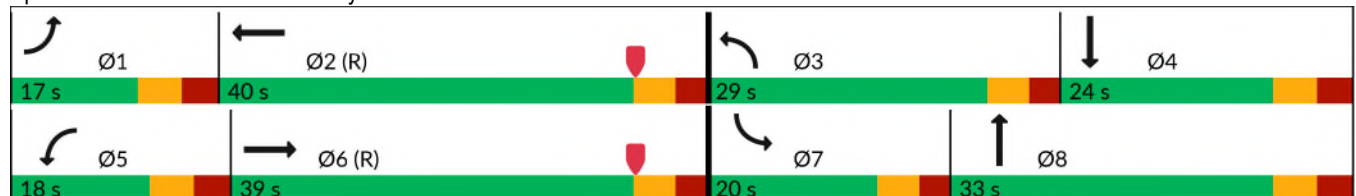
Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 31: South Bay Road & West Taft Road



Lanes, Volumes, Timings

35: Route 11 & Wally Road/7 Brew

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	0	19	6	0	18	26	771	23	16	710	8
Future Volume (vph)	12	0	19	6	0	18	26	771	23	16	710	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	190		0	175		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	0	1694	0	0	1671	0	1787	3560	0	1787	3567	0
Flt Permitted		0.981			0.988		0.950			0.950		
Satd. Flow (perm)	0	1694	0	0	1671	0	1787	3560	0	1787	3567	0
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		910			150			1056			688	
Travel Time (s)		20.7			3.4			20.6			13.4	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.67	0.67	0.67	0.86	0.86	0.86	0.99	0.99	0.99	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	46	0	0	28	0	26	802	0	17	772	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 32.0%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	0	19	6	0	18	26	771	23	16	710	8
Future Vol, veh/h	12	0	19	6	0	18	26	771	23	16	710	8
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	190	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	86	86	86	99	99	99	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	18	0	28	7	0	21	26	779	23	17	763	9

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	1245	1658	387	1259	1650	401	773	0	0	802	0	0
Stage 1	803	803	-	843	843	-	-	-	-	-	-	-
Stage 2	442	855	-	416	807	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.52	6.52	6.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.51	4.01	3.31	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	131	98	614	128	99	602	845	-	-	824	-	-
Stage 1	345	396	-	327	380	-	-	-	-	-	-	-
Stage 2	567	375	-	587	395	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	120	93	614	116	94	602	844	-	-	824	-	-
Mov Cap-2 Maneuver	120	93	-	116	94	-	-	-	-	-	-	-
Stage 1	338	388	-	317	368	-	-	-	-	-	-	-
Stage 2	530	364	-	548	386	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	23.83	18.52	0.3	0.21
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	844	-	-	237	294	824	-	-
HCM Lane V/C Ratio	0.031	-	-	0.195	0.095	0.021	-	-
HCM Ctrl Dly (s/v)	9.4	-	-	23.8	18.5	9.5	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.3	0.1	-	-

Lanes, Volumes, Timings

1: Buckley Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	396	151	167	415	163	184	198	177	213	196	79
Future Volume (vph)	54	396	151	167	415	163	184	198	177	213	196	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		340	540		0	0		0	480		480
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3574	1599	1787	3424	0	1787	3320	0	1787	3421	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3574	1599	1787	3424	0	1787	3320	0	1787	3421	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			174		39			160			41	
Link Speed (mph)		40			35			35			35	
Link Distance (ft)		780			971			472			774	
Travel Time (s)		13.3			18.9			9.2			15.1	
Peak Hour Factor	0.87	0.87	0.87	0.93	0.93	0.93	0.90	0.90	0.90	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	455	174	180	621	0	204	417	0	227	293	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6	3	5	2		3	8		7	4	
Permitted Phases			6									
Detector Phase	1	6	3	5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	8.0	15.0	8.0	8.0	15.0		8.0	15.0		8.0	15.0	
Minimum Split (s)	14.0	21.0	14.0	14.0	21.0		14.0	21.0		14.0	21.0	
Total Split (s)	25.0	45.0	30.0	25.0	45.0		30.0	50.0		25.0	45.0	
Total Split (%)	17.2%	31.0%	20.7%	17.2%	31.0%		20.7%	34.5%		17.2%	31.0%	
Maximum Green (s)	19.0	39.0	24.0	19.0	39.0		24.0	44.0		19.0	39.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Min	None	None	Min		None	None		None	None	
Act Effct Green (s)	8.9	17.3	38.8	14.4	26.0		15.4	16.1		18.5	19.2	
Actuated g/C Ratio	0.10	0.19	0.43	0.16	0.29		0.17	0.18		0.20	0.21	
v/c Ratio	0.35	0.67	0.22	0.63	0.61		0.67	0.58		0.62	0.39	
Control Delay (s/veh)	46.4	39.9	3.1	47.1	30.5		47.2	24.9		43.2	30.3	

2028 Build Conditions - Saturday Peak Hour
GTS Consulting

Synchro 12 Report
Page 1

Lanes, Volumes, Timings

1: Buckley Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	46.4	39.9	3.1	47.1	30.5		47.2	24.9		43.2	30.3	
LOS	D	D	A	D	C		D	C		D	C	
Approach Delay (s/veh)		31.2			34.2			32.2			35.9	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	34	127	0	96	156		110	70		117	64	
Queue Length 95th (ft)	78	193	31	183	241		197	131		#243	126	
Internal Link Dist (ft)		700			891			392			694	
Turn Bay Length (ft)	310		340	540						480		
Base Capacity (vph)	378	1553	923	378	1510		477	1709		378	1510	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.16	0.29	0.19	0.48	0.41		0.43	0.24		0.60	0.19	

Intersection Summary

Area Type: Other

Cycle Length: 145

Actuated Cycle Length: 90.5

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay (s/veh): 33.3

Intersection LOS: C

Intersection Capacity Utilization 67.7%

ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Buckley Road & West Taft Road



Lanes, Volumes, Timings

5: Jake Hafners/Allen Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	144	623	19	0	597	106	3	0	0	107	0	145
Future Volume (vph)	144	623	19	0	597	106	3	0	0	107	0	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	0		0	0		0	0		170
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3556	0	0	3492	0	0	1787	0	0	1787	1599
Flt Permitted	0.250							0.681			0.755	
Satd. Flow (perm)	470	3556	0	0	3492	0	0	1281	0	0	1420	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			39							94
Link Speed (mph)		35			35			30			35	
Link Distance (ft)		971			948			245			583	
Travel Time (s)		18.9			18.5			5.6			11.4	
Peak Hour Factor	0.97	0.97	0.97	0.92	0.92	0.92	0.75	0.75	0.75	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	148	662	0	0	764	0	0	4	0	0	119	161
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA			NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	1	6			2			8			4	1
Permitted Phases	6			2			8			4		4
Detector Phase	1	6		2	2		8	8		4	4	1
Switch Phase												
Minimum Initial (s)	5.0	15.0		15.0	15.0		5.0	5.0		8.0	8.0	5.0
Minimum Split (s)	11.0	20.0		20.0	20.0		9.5	9.5		13.0	13.0	11.0
Total Split (s)	12.0	37.0		25.0	25.0		20.0	20.0		20.0	20.0	12.0
Total Split (%)	21.1%	64.9%		43.9%	43.9%		35.1%	35.1%		35.1%	35.1%	21.1%
Maximum Green (s)	7.0	32.0		20.0	20.0		15.5	15.5		15.0	15.0	7.0
Yellow Time (s)	3.0	3.0		3.0	3.0		2.5	2.5		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0			4.5			5.0	5.0
Lead/Lag	Lead			Lag	Lag							Lead
Lead-Lag Optimize?	Yes			Yes	Yes							Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Min		Min	Min		None	None		None	None	None
Act Effct Green (s)	29.2	30.5			21.7			9.2			9.6	17.5
Actuated g/C Ratio	0.64	0.67			0.48			0.20			0.21	0.38
v/c Ratio	0.31	0.28			0.45			0.02			0.40	0.24
Control Delay (s/veh)	6.6	5.1			12.5			15.7			21.5	5.2

2028 Build Conditions - Saturday Peak Hour
GTS Consulting

Synchro 12 Report
Page 3

Lanes, Volumes, Timings

5: Jake Hafners/Allen Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay (s/veh)	6.6	5.1			12.5			15.7			21.5	5.2
LOS	A	A			B			B			C	A
Approach Delay (s/veh)		5.3			12.5			15.7			12.1	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)	14	36			80			1			28	9
Queue Length 95th (ft)	40	76			147			6			72	39
Internal Link Dist (ft)		891			868			165			503	
Turn Bay Length (ft)	250											170
Base Capacity (vph)	507	2556			1885			445			478	703
Starvation Cap Reductn	0	0			0			0			0	0
Spillback Cap Reductn	0	0			0			0			0	0
Storage Cap Reductn	0	0			0			0			0	0
Reduced v/c Ratio	0.29	0.26			0.41			0.01			0.25	0.23

Intersection Summary

Area Type: Other

Cycle Length: 57

Actuated Cycle Length: 45.6

Natural Cycle: 45

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.45

Intersection Signal Delay (s/veh): 9.3

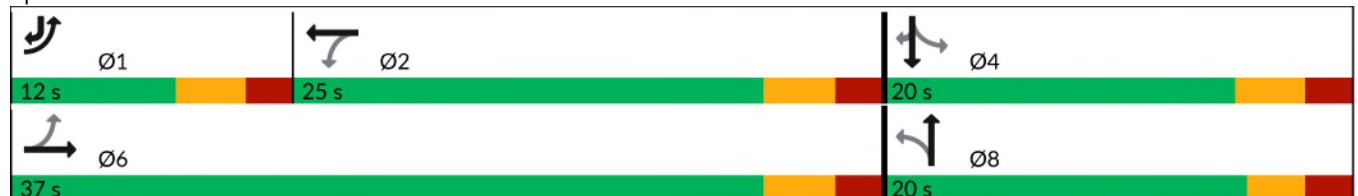
Intersection LOS: A

Intersection Capacity Utilization 56.9%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 5: Jake Hafners/Allen Road & West Taft Road



						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	4	726	701	3	6	2
Future Volume (vph)	4	726	701	3	6	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3571	0	1757	0
Flt Permitted					0.963	
Satd. Flow (perm)	0	3574	3571	0	1757	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		948	105		502	
Travel Time (s)		18.5	2.0		11.4	
Confl. Peds. (#/hr)	2			2		
Peak Hour Factor	0.96	0.96	0.92	0.92	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	760	765	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 32.9%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	726	701	3	6	2
Future Vol, veh/h	4	726	701	3	6	2
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	92	92	88	88
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	4	756	762	3	7	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	767	0	0 1152 385
Stage 1	-	-	- 766 -
Stage 2	-	-	- 386 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	849	-	- 193 616
Stage 1	-	-	- 422 -
Stage 2	-	-	- 659 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	847	-	- 191 615
Mov Cap-2 Maneuver	-	-	- 191 -
Stage 1	-	-	- 419 -
Stage 2	-	-	- 659 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.11	0	21.24
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	20	-	-	-	231
HCM Lane V/C Ratio	0.005	-	-	-	0.039
HCM Ctrl Dly (s/v)	9.3	0.1	-	-	21.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
10: Willow Road & West Taft Road

12/19/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	722	10	21	694	10	15
Future Volume (vph)	722	10	21	694	10	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3567	0	0	3571	1694	0
Flt Permitted				0.999	0.980	
Satd. Flow (perm)	3567	0	0	3571	1694	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	105			252	463	
Travel Time (s)	2.0			4.9	10.5	
Peak Hour Factor	0.96	0.96	0.93	0.93	0.50	0.50
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	762	0	0	769	50	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

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

Intersection

Int Delay, s/veh 0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	722	10	21	694	10	15
Future Vol, veh/h	722	10	21	694	10	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	93	93	50	50
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	752	10	23	746	20	30

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	763
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.21
Pot Cap-1 Maneuver	-	-	852
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	852
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.56	18.68
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	313	-	-	106	-
HCM Lane V/C Ratio	0.16	-	-	0.026	-
HCM Ctrl Dly (s/v)	18.7	-	-	9.3	0.3
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Lanes, Volumes, Timings
12: West Taft Road & Crystal Drive

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	2	735	714	5	5	1
Future Volume (vph)	2	735	714	5	5	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3571	0	1764	0
Flt Permitted					0.960	
Satd. Flow (perm)	0	3574	3571	0	1764	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		252	99		489	
Travel Time (s)		4.9	1.9		11.1	
Confl. Peds. (#/hr)	1			1		
Peak Hour Factor	0.94	0.94	0.91	0.91	0.50	0.50
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	784	790	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	735	714	5	5	1
Future Vol, veh/h	2	735	714	5	5	1
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	91	91	50	50
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	2	782	785	5	10	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	791	0	0 1184 396
Stage 1	-	-	- 788 -
Stage 2	-	-	- 395 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	832	-	- 184 606
Stage 1	-	-	- 411 -
Stage 2	-	-	- 652 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	831	-	- 183 605
Mov Cap-2 Maneuver	-	-	- 183 -
Stage 1	-	-	- 409 -
Stage 2	-	-	- 652 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.06	0	23.46
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	10	-	-	-	207
HCM Lane V/C Ratio	0.003	-	-	-	0.058
HCM Ctrl Dly (s/v)	9.3	0	-	-	23.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	740	0	21	716	3	7
Future Volume (vph)	740	0	21	716	3	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3574	0	0	3571	1684	0
Flt Permitted				0.999	0.984	
Satd. Flow (perm)	3574	0	0	3571	1684	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	99			225	459	
Travel Time (s)	1.9			4.4	10.4	
Confl. Peds. (#/hr)		1	1			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.83	0.83
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	796	0	0	793	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 44.9%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.4

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations   0  21  716  3  7

Traffic Vol, veh/h 740 0 21 716 3 7

Future Vol, veh/h 740 0 21 716 3 7

Conflicting Peds, #/hr 0 1 1 0 0 0

Sign Control Free Free Free Free Stop Stop

RT Channelized - None - None - None

Storage Length - - - - 0 -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 93 93 93 93 83 83

Heavy Vehicles, % 1 1 1 1 1 1

Mvmt Flow 796 0 23 770 4 8

Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 0 797 0 1227 399

Stage 1 - - - - 797 -

Stage 2 - - - - 430 -

Critical Hdwy - - 4.12 - 6.82 6.92

Critical Hdwy Stg 1 - - - - 5.82 -

Critical Hdwy Stg 2 - - - - 5.82 -

Follow-up Hdwy - - 2.21 - 3.51 3.31

Pot Cap-1 Maneuver - - 828 - 172 604

Stage 1 - - - - 407 -

Stage 2 - - - - 626 -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver - - 827 - 166 603

Mov Cap-2 Maneuver - - - - 166 -

Stage 1 - - - - 406 -

Stage 2 - - - - 605 -

Approach EB WB NB

HCM Ctrl Dly, s/v 0 0.57 16.08

HCM LOS C

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h) 337 - - 103 -

HCM Lane V/C Ratio 0.036 - - 0.027 -

HCM Ctrl Dly (s/v) 16.1 - - 9.5 0.3

HCM Lane LOS C - - A A

HCM 95th %tile Q(veh) 0.1 - - 0.1 -

Lanes, Volumes, Timings
16: West Taft Road & Dormar Drive

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	3	744	731	13	15	6
Future Volume (vph)	3	744	731	13	15	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3564	0	1746	0
Flt Permitted					0.965	
Satd. Flow (perm)	0	3574	3564	0	1746	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		225	366		485	
Travel Time (s)		4.4	7.1		11.0	
Confl. Peds. (#/hr)	2			2		
Peak Hour Factor	0.94	0.94	0.96	0.96	0.66	0.66
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	794	775	0	32	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 32.7% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	744	731	13	15	6
Future Vol, veh/h	3	744	731	13	15	6
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	96	96	66	66
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	3	791	761	14	23	9

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	777	0	0 1172 390
Stage 1	-	-	- 770 -
Stage 2	-	-	- 402 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	842	-	- 187 612
Stage 1	-	-	- 420 -
Stage 2	-	-	- 647 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	840	-	- 185 611
Mov Cap-2 Maneuver	-	-	- 185 -
Stage 1	-	-	- 417 -
Stage 2	-	-	- 647 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.08	0	23.01
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	14	-	-	-	232
HCM Lane V/C Ratio	0.004	-	-	-	0.137
HCM Ctrl Dly (s/v)	9.3	0	-	-	23
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Lanes, Volumes, Timings

19: Site Access/Rockland Drive & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	732	23	20	732	10	20	0	18	6	0	2
Future Volume (vph)	4	732	23	20	732	10	20	0	18	6	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3560	0	0	3564	0	0	1715	0	0	1752	0
Flt Permitted					0.999			0.974			0.964	
Satd. Flow (perm)	0	3560	0	0	3564	0	0	1715	0	0	1752	0
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			424			435			495	
Travel Time (s)		7.1			8.3			9.9			11.3	
Confl. Peds. (#/hr)	2					2						
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.90	0.90	0.90	0.67	0.67	0.67
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	807	0	0	803	0	0	42	0	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 45.0%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	732	23	20	732	10	20	0	18	6	0	2
Future Vol, veh/h	4	732	23	20	732	10	20	0	18	6	0	2
Conflicting Peds, #/hr	2	0	0	0	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	95	95	95	90	90	90	67	67	67
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	4	779	24	21	771	11	22	0	20	9	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	783	0	0	803	0	0	1227	1625	402	1218	1632	393
Stage 1	-	-	-	-	-	-	799	799	-	820	820	-
Stage 2	-	-	-	-	-	-	427	825	-	398	812	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.52	6.52	6.92	7.52	6.52	6.92
Critical Hdwy Stg 1	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.52	5.52	-	6.52	5.52	-
Follow-up Hdwy	2.21	-	-	2.21	-	-	3.51	4.01	3.31	3.51	4.01	3.31
Pot Cap-1 Maneuver	837	-	-	823	-	-	136	102	601	138	101	609
Stage 1	-	-	-	-	-	-	347	398	-	337	389	-
Stage 2	-	-	-	-	-	-	578	387	-	602	393	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	836	-	-	823	-	-	130	98	601	128	97	608
Mov Cap-2 Maneuver	-	-	-	-	-	-	130	98	-	128	97	-
Stage 1	-	-	-	-	-	-	345	395	-	326	376	-
Stage 2	-	-	-	-	-	-	557	374	-	578	390	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.11	0.53	26.89	29.46
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	206	18	-	-	93	-	-	159
HCM Lane V/C Ratio	0.205	0.005	-	-	0.026	-	-	0.075
HCM Ctrl Dly (s/v)	26.9	9.3	0.1	-	9.5	0.3	-	29.5
HCM Lane LOS	D	A	A	-	A	A	-	D
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	0.2

Lanes, Volumes, Timings

22: West Taft Road & Hazelhurst Avenue

12/19/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	12	744	738	50	33	14
Future Volume (vph)	12	744	738	50	33	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3571	3539	0	1743	0
Flt Permitted		0.999			0.966	
Satd. Flow (perm)	0	3571	3539	0	1743	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		424	540		478	
Travel Time (s)		8.3	10.5		10.9	
Confl. Peds. (#/hr)	2			2	1	
Peak Hour Factor	0.94	0.94	0.95	0.95	0.84	0.84
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	804	830	0	56	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

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

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	744	738	50	33	14
Future Vol, veh/h	12	744	738	50	33	14
Conflicting Peds, #/hr	2	0	0	2	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	95	95	84	84
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	13	791	777	53	39	17

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	831	0	0 1227 417
Stage 1	-	-	- 805 -
Stage 2	-	-	- 422 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	803	-	- 172 588
Stage 1	-	-	- 403 -
Stage 2	-	-	- 632 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	802	-	- 168 587
Mov Cap-2 Maneuver	-	-	- 168 -
Stage 1	-	-	- 394 -
Stage 2	-	-	- 632 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.34	0	27.78
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	57	-	-	-	213
HCM Lane V/C Ratio	0.016	-	-	-	0.262
HCM Ctrl Dly (s/v)	9.6	0.2	-	-	27.8
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	1

Lanes, Volumes, Timings

25: Rite Aid/Teacher's Drive & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	692	16	11	711	36	9	0	0	29	0	68
Future Volume (vph)	69	692	16	11	711	36	9	0	0	29	0	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	135		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3562	0	1787	5100	0	0	3396	0	0	1787	1599
Flt Permitted	0.277			0.375								
Satd. Flow (perm)	521	3562	0	705	5100	0	0	3571	0	0	1881	1579
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			8							63
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		251			531			126			490	
Travel Time (s)		4.9			10.3			2.9			11.1	
Confl. Peds. (#/hr)			1	1			1					1
Peak Hour Factor	0.97	0.97	0.97	0.95	0.95	0.95	0.56	0.56	0.56	0.76	0.76	0.76
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	729	0	12	786	0	0	16	0	0	38	89
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	8.0		5.0	8.0		5.0	5.0		10.0	10.0	5.0
Minimum Split (s)	10.0	13.0		10.0	13.0		10.0	10.0		15.0	15.0	10.0
Total Split (s)	20.0	48.0		12.0	40.0		40.0	40.0		40.0	40.0	20.0
Total Split (%)	20.0%	48.0%		12.0%	40.0%		40.0%	40.0%		40.0%	40.0%	20.0%
Maximum Green (s)	15.0	43.0		7.0	35.0		35.0	35.0		35.0	35.0	15.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	3.0	3.0		2.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	Min		None	None		None	None	None
Act Effct Green (s)	27.5	30.1		22.0	19.3			7.4			10.6	10.4
Actuated g/C Ratio	0.73	0.80		0.58	0.51			0.20			0.28	0.28
v/c Ratio	0.11	0.26		0.02	0.30			0.02			0.07	0.18

2028 Build Conditions - Saturday Peak Hour
GTS Consulting

Synchro 12 Report
Page 19

Lanes, Volumes, Timings

25: Rite Aid/Teacher's Drive & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	3.7	5.0		4.4	9.3			15.3			14.9	4.8
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay (s/veh)	3.7	5.0		4.4	9.3			15.3			14.9	4.8
LOS	A	A		A	A			B			B	A
Approach Delay (s/veh)		4.9			9.2			15.3			7.8	
Approach LOS		A			A			B			A	
Queue Length 50th (ft)	0	0		1	26			1			4	3
Queue Length 95th (ft)	18	121		5	91			5			24	17
Internal Link Dist (ft)		171			451			46			410	
Turn Bay Length (ft)	130			135								
Base Capacity (vph)	920	3454		654	4509			3156			1662	836
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.08	0.21		0.02	0.17			0.01			0.02	0.11

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 37.7

Natural Cycle: 40

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.30

Intersection Signal Delay (s/veh): 7.2

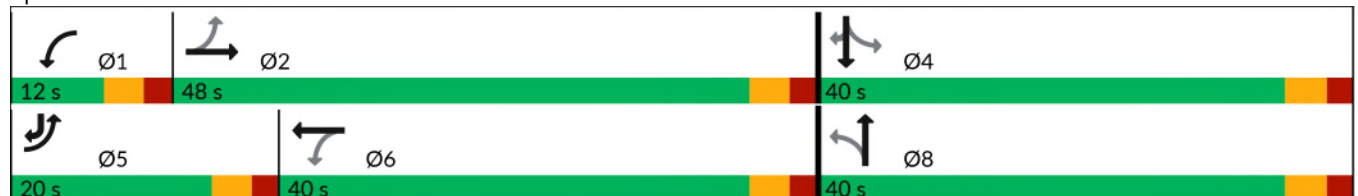
Intersection Capacity Utilization 44.6%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 25: Rite Aid/Teacher's Drive & West Taft Road



Lanes, Volumes, Timings
28: Route 11 & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	156	293	272	103	348	102	253	344	118	99	426	157
Future Volume (vph)	156	293	272	103	348	102	253	344	118	99	426	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	175		235	375		0	190		250
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3296	0	1787	5136	1599	1787	3438	0	1787	3574	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3296	0	1786	5136	1599	1787	3438	0	1787	3574	1599
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		200				203						
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		531			499			688			922	
Travel Time (s)		10.3			9.7			13.4			18.0	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.86	0.86	0.86	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	164	594	0	111	374	110	294	537	0	104	448	165
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	pm+ov
Protected Phases	1	6		5	2		3	8		7	4	1
Permitted Phases						2						4
Detector Phase	1	6		5	2	2	3	8		7	4	1
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0	10.0	4.0	6.0		4.0	6.0	4.0
Minimum Split (s)	10.5	16.0		10.5	16.0	16.0	10.0	12.0		10.0	12.0	10.5
Total Split (s)	22.5	37.0		29.5	44.0	44.0	27.0	31.0		18.0	22.0	22.5
Total Split (%)	19.5%	32.0%		25.5%	38.1%	38.1%	23.4%	26.8%		15.6%	19.0%	19.5%
Maximum Green (s)	16.0	31.0		23.0	38.0	38.0	21.0	25.0		12.0	16.0	16.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	3.0	2.5		3.0	2.5	2.5	2.5	2.5		2.5	2.5	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	6.0		6.5	6.0	6.0	6.0	6.0		6.0	6.0	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.0	4.0		1.0	4.0	4.0	1.5	2.0		1.0	2.0	1.0
Recall Mode	None	Min		None	Min	Min	Max	Max		Max	Max	None
Act Effct Green (s)	11.6	18.7		9.3	16.3	16.3	21.2	25.2		12.1	16.1	33.8
Actuated g/C Ratio	0.13	0.21		0.10	0.18	0.18	0.24	0.28		0.13	0.18	0.38
v/c Ratio	0.71	0.71		0.60	0.40	0.24	0.70	0.56		0.43	0.70	0.28

2028 Build Conditions - Saturday Peak Hour
GTS Consulting

Synchro 12 Report
Page 21

Lanes, Volumes, Timings
28: Route 11 & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	55.8	26.5		53.6	33.7	1.3	43.7	31.7		44.6	42.9	21.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	55.8	26.5		53.6	33.7	1.3	43.7	31.7		44.6	42.9	21.9
LOS	E	C		D	C	A	D	C		D	D	C
Approach Delay (s/veh)		32.8			31.4			36.0			38.3	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	90	109		61	69	0	153	136		55	126	63
Queue Length 95th (ft)	171	177		124	103	0	#292	212		121	#224	127
Internal Link Dist (ft)		451			419			608			842	
Turn Bay Length (ft)	200			175		235	375			190		250
Base Capacity (vph)	320	1275		460	2186	797	420	963		240	640	680
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.51	0.47		0.24	0.17	0.14	0.70	0.56		0.43	0.70	0.24

Intersection Summary

Area Type: Other

Cycle Length: 115.5

Actuated Cycle Length: 90

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay (s/veh): 34.8

Intersection LOS: C

Intersection Capacity Utilization 68.8%

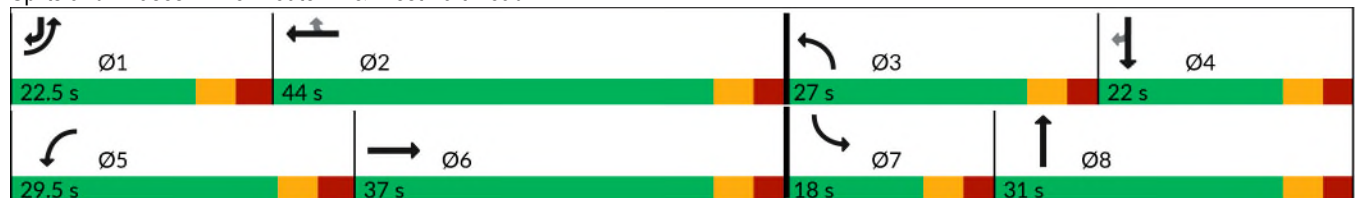
ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 28: Route 11 & West Taft Road



Lanes, Volumes, Timings

31: South Bay Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	323	98	130	370	63	115	238	81	32	167	68
Future Volume (vph)	89	323	98	130	370	63	115	238	81	32	167	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	400		380	340		0	115		400
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3449	0	1787	5023	0	1787	3438	0	1787	3421	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3449	0	1787	5023	0	1787	3438	0	1787	3421	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		28			25							
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		499			1099			982			949	
Travel Time (s)		9.7			21.4			19.1			18.5	
Peak Hour Factor	0.89	0.89	0.89	0.97	0.97	0.97	0.93	0.93	0.93	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	100	473	0	134	446	0	124	343	0	36	267	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases												
Detector Phase	1	6		5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0		4.0	8.0		4.0	8.0	
Minimum Split (s)	10.5	16.0		10.5	16.0		10.0	14.5		10.0	14.5	
Total Split (s)	22.5	44.0		28.5	50.0		34.0	46.5		19.0	31.5	
Total Split (%)	16.3%	31.9%		20.7%	36.2%		24.6%	33.7%		13.8%	22.8%	
Maximum Green (s)	16.0	38.0		22.0	44.0		28.0	40.0		13.0	25.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	2.5		3.0	2.5		2.5	3.0		2.5	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.0		6.5	6.0		6.0	6.5		6.0	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	4.0		1.5	4.0		1.0	2.0		1.0	2.0	
Recall Mode	None	Max		None	Max		None	None		None	None	
Act Effct Green (s)	9.5	42.0		12.0	44.4		10.9	22.3		5.9	12.7	
Actuated g/C Ratio	0.09	0.41		0.12	0.43		0.11	0.22		0.06	0.12	
v/c Ratio	0.61	0.33		0.65	0.20		0.66	0.46		0.35	0.63	
Control Delay (s/veh)	62.0	22.1		59.3	18.9		61.9	38.9		58.8	50.8	

2028 Build Conditions - Saturday Peak Hour
GTS Consulting

Synchro 12 Report
Page 23

Lanes, Volumes, Timings

31: South Bay Road & West Taft Road

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	62.0	22.1		59.3	18.9		61.9	38.9		58.8	50.8	
LOS	E	C		E	B		E	D		E	D	
Approach Delay (s/veh)		29.0			28.2			45.0			51.7	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	64	102		85	61		79	110		23	88	
Queue Length 95th (ft)	128	180		161	107		153	168		61	142	
Internal Link Dist (ft)		419			1019			902			869	
Turn Bay Length (ft)	115			400			340			115		
Base Capacity (vph)	280	1424		385	2182		491	1349		227	839	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.36	0.33		0.35	0.20		0.25	0.25		0.16	0.32	

Intersection Summary

Area Type: Other

Cycle Length: 138

Actuated Cycle Length: 102.8

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay (s/veh): 36.2

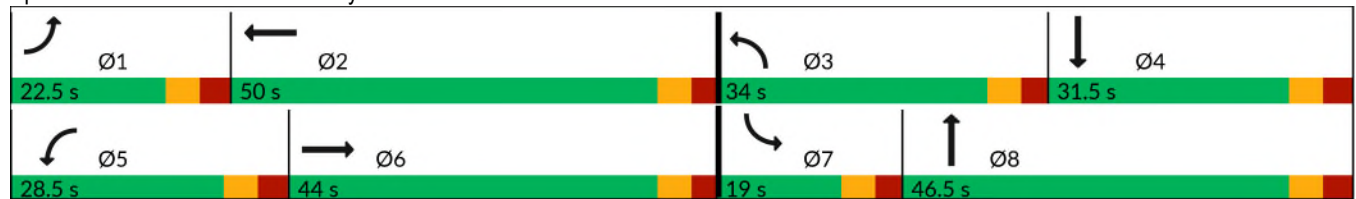
Intersection Capacity Utilization 53.3%

Analysis Period (min) 15

Intersection LOS: D

ICU Level of Service A

Splits and Phases: 31: South Bay Road & West Taft Road



Lanes, Volumes, Timings

35: Route 11 & Wally Road/7 Brew

12/19/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	0	11	19	1	49	14	659	49	43	751	7
Future Volume (vph)	7	0	11	19	1	49	14	659	49	43	751	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	190		0	175		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	0	1694	0	0	1677	0	1787	3539	0	1787	3571	0
Flt Permitted		0.980			0.986		0.950			0.950		
Satd. Flow (perm)	0	1694	0	0	1677	0	1787	3539	0	1787	3571	0
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		910			150			1056			688	
Travel Time (s)		20.7			3.4			20.6			13.4	
Confl. Peds. (#/hr)							2		2	2		2
Peak Hour Factor	0.60	0.60	0.60	0.90	0.90	0.90	0.89	0.89	0.89	0.91	0.91	0.91
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	30	0	0	76	0	16	795	0	47	833	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 39.1%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	0	11	19	1	49	14	659	49	43	751	7
Future Vol, veh/h	7	0	11	19	1	49	14	659	49	43	751	7
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	2	2	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	190	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	90	90	90	89	89	89	91	91	91
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	12	0	18	21	1	54	16	740	55	47	825	8

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	1328	1755	418	1309	1731	400	835	0	0	798	0	0
Stage 1	926	926	-	801	801	-	-	-	-	-	-	-
Stage 2	402	829	-	507	929	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.52	6.52	6.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.51	4.01	3.31	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	114	85	586	118	88	603	801	-	-	827	-	-
Stage 1	291	348	-	346	397	-	-	-	-	-	-	-
Stage 2	598	386	-	519	347	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	95	78	585	105	81	602	799	-	-	825	-	-
Mov Cap-2 Maneuver	95	78	-	105	81	-	-	-	-	-	-	-
Stage 1	274	327	-	339	389	-	-	-	-	-	-	-
Stage 2	532	377	-	474	326	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	26.93	25.43	0.19	0.52
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	799	-	-	194	252	825	-	-
HCM Lane V/C Ratio	0.02	-	-	0.155	0.304	0.057	-	-
HCM Ctrl Dly (s/v)	9.6	-	-	26.9	25.4	9.6	-	-
HCM Lane LOS	A	-	-	D	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	1.2	0.2	-	-

Lanes, Volumes, Timings

1: Buckley Road & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	344	186	214	479	125	167	143	147	210	366	57
Future Volume (vph)	14	344	186	214	479	125	167	143	147	210	366	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		340	540		0	0		0	480		480
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3574	1599	1770	3420	0	1787	3281	0	1770	3462	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1786	3574	1579	1767	3420	0	1785	3281	0	1767	3462	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			127		22			169			12	
Link Speed (mph)		40			35			35			35	
Link Distance (ft)		780			971			472			774	
Travel Time (s)		13.3			18.9			9.2			15.1	
Confl. Peds. (#/hr)	1		1	1		1	1		1	1		1
Peak Hour Factor	0.80	0.80	0.80	0.83	0.83	0.83	0.87	0.87	0.87	0.91	0.91	0.91
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	18	430	233	258	728	0	192	333	0	231	465	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6	3	5	2		3	8		7	4	
Permitted Phases			6									
Detector Phase	1	6	3	5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	8.0	15.0	8.0	8.0	15.0		8.0	15.0		8.0	15.0	
Minimum Split (s)	14.0	21.0	14.0	14.0	21.0		14.0	21.0		14.0	21.0	
Total Split (s)	25.0	45.0	30.0	25.0	45.0		30.0	50.0		25.0	45.0	
Total Split (%)	17.2%	31.0%	20.7%	17.2%	31.0%		20.7%	34.5%		17.2%	31.0%	
Maximum Green (s)	19.0	39.0	24.0	19.0	39.0		24.0	44.0		19.0	39.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Min	None	None	Min		None	None		None	None	
Act Effct Green (s)	8.1	17.8	33.4	19.2	37.9		15.6	18.7		19.2	22.2	
Actuated g/C Ratio	0.08	0.18	0.34	0.19	0.38		0.16	0.19		0.19	0.22	
v/c Ratio	0.12	0.67	0.38	0.75	0.55		0.68	0.44		0.68	0.59	

Lanes, Volumes, Timings

1: Buckley Road & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	48.2	43.8	10.5	54.5	27.2		52.6	18.8		49.9	38.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	48.2	43.8	10.5	54.5	27.2		52.6	18.8		49.9	38.2	
LOS	D	D	B	D	C		D	B		D	D	
Approach Delay (s/veh)		32.6			34.4			31.2			42.1	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	10	127	40	146	152		109	46		128	132	
Queue Length 95th (ft)	34	181	76	#301	284		199	86		#296	222	
Internal Link Dist (ft)		700			891			392			694	
Turn Bay Length (ft)	310		340	540						480		
Base Capacity (vph)	345	1419	748	342	1404		436	1563		342	1382	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.05	0.30	0.31	0.75	0.52		0.44	0.21		0.68	0.34	

Intersection Summary

Area Type: Other

Cycle Length: 145

Actuated Cycle Length: 99

Natural Cycle: 80

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay (s/veh): 35.2

Intersection LOS: D

Intersection Capacity Utilization 68.5%

ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Buckley Road & West Taft Road



Lanes, Volumes, Timings

5: Jake Hafners/Allen Road & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	641	0	1	689	67	2	0	0	201	1	127
Future Volume (vph)	60	641	0	1	689	67	2	0	0	201	1	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	0		0	0		0	0		170
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3574	0	0	3459	0	0	1787	0	0	1775	1583
Flt Permitted	0.176				0.954			0.552			0.725	
Satd. Flow (perm)	331	3574	0	0	3300	0	0	1038	0	0	1350	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					20							55
Link Speed (mph)		35			35			30			35	
Link Distance (ft)		971			948			245			583	
Travel Time (s)		18.9			18.5			5.6			11.4	
Peak Hour Factor	0.90	0.90	0.90	0.88	0.88	0.88	0.50	0.50	0.50	0.80	0.80	0.80
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	67	712	0	0	860	0	0	4	0	0	252	159
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	1	6			2			8			4	1
Permitted Phases	6			2			8			4		4
Detector Phase	1	6		2	2		8	8		4	4	1
Switch Phase												
Minimum Initial (s)	5.0	15.0		15.0	15.0		5.0	5.0		8.0	8.0	5.0
Minimum Split (s)	11.0	20.0		20.0	20.0		9.5	9.5		13.0	13.0	11.0
Total Split (s)	12.0	37.0		25.0	25.0		20.0	20.0		20.0	20.0	12.0
Total Split (%)	21.1%	64.9%		43.9%	43.9%		35.1%	35.1%		35.1%	35.1%	21.1%
Maximum Green (s)	7.0	32.0		20.0	20.0		15.5	15.5		15.0	15.0	7.0
Yellow Time (s)	3.0	3.0		3.0	3.0		2.5	2.5		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0			4.5			5.0	5.0
Lead/Lag	Lead			Lag	Lag							Lead
Lead-Lag Optimize?	Yes			Yes	Yes							Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Min		Min	Min		None	None		None	None	None
Act Effct Green (s)	26.4	26.4			18.3			13.4			12.8	23.9
Actuated g/C Ratio	0.53	0.53			0.37			0.27			0.26	0.48
v/c Ratio	0.19	0.37			0.70			0.01			0.72	0.20
Control Delay (s/veh)	7.1	7.5			18.0			15.0			32.8	6.8

2028 Build Conditions - Morning Peak Hour - With Mitigation
GTS Consulting

Synchro 12 Report
Page 3

Lanes, Volumes, Timings

5: Jake Hafners/Allen Road & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay (s/veh)	7.1	7.5			18.0			15.0			32.8	6.8
LOS	A	A			B			B			C	A
Approach Delay (s/veh)		7.4			18.0			15.0			22.7	
Approach LOS		A			B			B			C	
Queue Length 50th (ft)	9	62			125			1			73	18
Queue Length 95th (ft)	23	91			185			4			#134	40
Internal Link Dist (ft)		891			868			165			503	
Turn Bay Length (ft)	250											170
Base Capacity (vph)	389	2394			1393			336			423	833
Starvation Cap Reductn	0	0			0			0			0	0
Spillback Cap Reductn	0	0			0			0			0	0
Storage Cap Reductn	0	0			0			0			0	0
Reduced v/c Ratio	0.17	0.30			0.62			0.01			0.60	0.19

Intersection Summary

Area Type: Other

Cycle Length: 57

Actuated Cycle Length: 49.7

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay (s/veh): 14.9

Intersection LOS: B

Intersection Capacity Utilization 61.9%

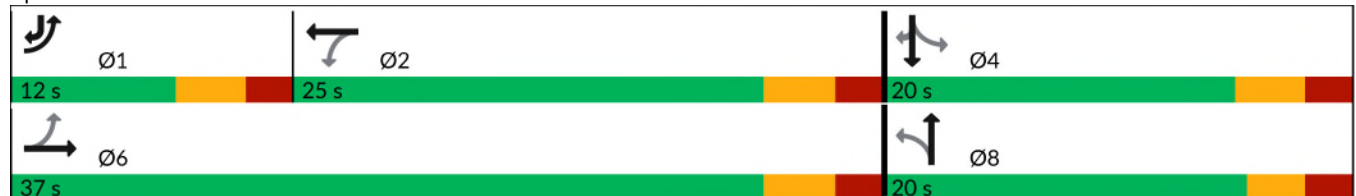
ICU Level of Service B

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 5: Jake Hafners/Allen Road & West Taft Road



						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	1	841	752	2	10	5
Future Volume (vph)	1	841	752	2	10	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3505	0	1741	0
Flt Permitted					0.967	
Satd. Flow (perm)	0	3574	3505	0	1741	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		948	105		502	
Travel Time (s)		18.5	2.0		11.4	
Peak Hour Factor	0.87	0.87	0.90	0.90	0.54	0.54
Heavy Vehicles (%)	1%	1%	3%	3%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	968	838	0	28	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 33.9%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	841	752	2	10	5
Future Vol, veh/h	1	841	752	2	10	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	90	90	54	54
Heavy Vehicles, %	1	1	3	3	1	1
Mvmt Flow	1	967	836	2	19	9

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	838	0	0 1322 419
Stage 1	-	-	- 837 -
Stage 2	-	-	- 486 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	799	-	- 149 586
Stage 1	-	-	- 388 -
Stage 2	-	-	- 587 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	799	-	- 149 586
Mov Cap-2 Maneuver	-	-	- 149 -
Stage 1	-	-	- 387 -
Stage 2	-	-	- 587 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	26.13
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	4	-	-	-	198
HCM Lane V/C Ratio	0.001	-	-	-	0.14
HCM Ctrl Dly (s/v)	9.5	0	-	-	26.1
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Lanes, Volumes, Timings
10: Willow Road & West Taft Road

12/20/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	831	20	5	748	6	25
Future Volume (vph)	831	20	5	748	6	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3564	0	0	3505	1525	0
Flt Permitted					0.991	
Satd. Flow (perm)	3564	0	0	3505	1525	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	105			252	463	
Travel Time (s)	2.0			4.9	10.5	
Peak Hour Factor	0.89	0.89	0.91	0.91	0.65	0.65
Heavy Vehicles (%)	1%	1%	3%	3%	10%	10%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	956	0	0	827	47	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 34.2% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR

Lane Configurations	↑↑			↑↑	↑↑	

Traffic Vol, veh/h	831	20	5	748	6	25

Future Vol, veh/h	831	20	5	748	6	25

Conflicting Peds, #/hr	0	0	0	0	0	0

Sign Control	Free	Free	Free	Free	Stop	Stop

RT Channelized	-	None	-	None	-	None

Storage Length	-	-	-	-	0	-

Veh in Median Storage, #	0	-	-	0	0	-

Grade, %	0	-	-	0	0	-

Peak Hour Factor	89	89	91	91	65	65

Heavy Vehicles, %	1	1	3	3	10	10

Mvmt Flow	934	22	5	822	9	38

Major/Minor	Major1	Major2	Minor1

Conflicting Flow All	0	0	956

Stage 1	-	-	945

Stage 2	-	-	422

Critical Hdwy	-	4.16	7

Critical Hdwy Stg 1	-	-	6

Critical Hdwy Stg 2	-	-	6

Follow-up Hdwy	-	2.23	3.6

Pot Cap-1 Maneuver	-	709	129

Stage 1	-	-	320

Stage 2	-	-	607

Platoon blocked, %	-	-	-

Mov Cap-1 Maneuver	-	709	127

Mov Cap-2 Maneuver	-	-	127

Stage 1	-	-	320

Stage 2	-	-	601

Approach	EB	WB	NB

HCM Ctrl Dly, s/v	0	0.17	18.06

HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT

Capacity (veh/h)	323	-	-	24	-

HCM Lane V/C Ratio	0.148	-	-	0.008	-

HCM Ctrl Dly (s/v)	18.1	-	-	10.1	0.1

HCM Lane LOS	C	-	-	B	A

HCM 95th %tile Q(veh)	0.5	-	-	0	-

Lanes, Volumes, Timings
12: West Taft Road & Crystal Drive

12/20/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	1	855	749	5	12	4
Future Volume (vph)	1	855	749	5	12	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3468	0	1752	0
Flt Permitted					0.964	
Satd. Flow (perm)	0	3574	3468	0	1752	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		252	99		489	
Travel Time (s)		4.9	1.9		11.1	
Peak Hour Factor	0.88	0.88	0.89	0.89	0.67	0.67
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	973	848	0	24	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 34.3% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	855	749	5	12	4
Future Vol, veh/h	1	855	749	5	12	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	89	89	67	67
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	1	972	842	6	18	6

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	847	0	0 1332 424
Stage 1	-	-	- 844 -
Stage 2	-	-	- 488 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	792	-	- 147 582
Stage 1	-	-	- 384 -
Stage 2	-	-	- 586 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	792	-	- 147 582
Mov Cap-2 Maneuver	-	-	- 147 -
Stage 1	-	-	- 384 -
Stage 2	-	-	- 586 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	28
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	4	-	-	-	180
HCM Lane V/C Ratio	0.001	-	-	-	0.133
HCM Ctrl Dly (s/v)	9.6	0	-	-	28
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.4

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	863	4	8	753	1	15
Future Volume (vph)	863	4	8	753	1	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3571	0	0	3501	1558	0
Flt Permitted				0.999	0.998	
Satd. Flow (perm)	3571	0	0	3501	1558	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	99			225	459	
Travel Time (s)	1.9			4.4	10.4	
Peak Hour Factor	0.88	0.88	0.89	0.89	0.67	0.67
Heavy Vehicles (%)	1%	1%	3%	3%	6%	6%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	986	0	0	855	23	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 36.4%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	863	4	8	753	1	15
Future Vol, veh/h	863	4	8	753	1	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	89	89	67	67
Heavy Vehicles, %	1	1	3	3	6	6
Mvmt Flow	981	5	9	846	1	22

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	985
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.16
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.23
Pot Cap-1 Maneuver	-	-	691
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	691
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.28	13.98
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	425	-	-	38	-
HCM Lane V/C Ratio	0.056	-	-	0.013	-
HCM Ctrl Dly (s/v)	14	-	-	10.3	0.2
HCM Lane LOS	B	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	5	873	757	5	13	4
Future Volume (vph)	5	873	757	5	13	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3468	0	1752	0
Flt Permitted					0.964	
Satd. Flow (perm)	0	3574	3468	0	1752	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		225	366		485	
Travel Time (s)		4.4	7.1		11.0	
Confl. Peds. (#/hr)	1			1		
Peak Hour Factor	0.88	0.88	0.87	0.87	0.71	0.71
Heavy Vehicles (%)	1%	1%	4%	4%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	998	876	0	24	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 37.6%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	873	757	5	13	4
Future Vol, veh/h	5	873	757	5	13	4
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	87	87	71	71
Heavy Vehicles, %	1	1	4	4	1	1
Mvmt Flow	6	992	870	6	18	6

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	877	0	0 1381 439
Stage 1	-	-	- 874 -
Stage 2	-	-	- 507 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	772	-	- 136 569
Stage 1	-	-	- 371 -
Stage 2	-	-	- 572 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	771	-	- 135 568
Mov Cap-2 Maneuver	-	-	- 135 -
Stage 1	-	-	- 367 -
Stage 2	-	-	- 572 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.15	0	30.61
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	21	-	-	-	164
HCM Lane V/C Ratio	0.007	-	-	-	0.146
HCM Ctrl Dly (s/v)	9.7	0.1	-	-	30.6
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Lanes, Volumes, Timings

19: Site Access/Rockland Drive & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	2	846	38	34	710	6	38	0	39	4	0	9
Future Volume (vph)	2	846	38	34	710	6	38	0	39	4	0	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3553	0	1736	3468	0	0	1694	0	0	1568	0
Flt Permitted	0.348			0.284				0.831			0.871	
Satd. Flow (perm)	655	3553	0	519	3468	0	0	1443	0	0	1385	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			2			43			31	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			424			365			495	
Travel Time (s)		7.1			8.3			8.3			11.3	
Peak Hour Factor	0.90	0.90	0.90	0.89	0.89	0.89	0.90	0.90	0.90	0.54	0.54	0.54
Heavy Vehicles (%)	1%	1%	1%	4%	4%	4%	2%	2%	2%	8%	8%	8%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	2	982	0	38	805	0	0	85	0	0	24	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		11.0	11.0		11.0	11.0	
Total Split (s)	50.0	50.0		50.0	50.0		20.0	20.0		20.0	20.0	
Total Split (%)	71.4%	71.4%		71.4%	71.4%		28.6%	28.6%		28.6%	28.6%	
Maximum Green (s)	45.0	45.0		45.0	45.0		15.0	15.0		15.0	15.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)	35.8	35.8		35.8	35.8			7.6			7.6	
Actuated g/C Ratio	0.78	0.78		0.78	0.78			0.17			0.17	
v/c Ratio	0.00	0.35		0.09	0.30			0.31			0.09	
Control Delay (s/veh)	3.5	3.9		4.4	3.6			15.3			8.8	

2028 Build Conditions - Morning Peak Hour - With Mitigation
GTS Consulting

Synchro 12 Report
Page 15

Lanes, Volumes, Timings

19: Site Access/Rockland Drive & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)	3.5	3.9		4.4	3.6			15.3			8.8	
LOS	A	A		A	A			B			A	
Approach Delay (s/veh)		3.9			3.7			15.3			8.8	
Approach LOS		A			A			B			A	
Queue Length 50th (ft)	0	53		3	42			9			0	
Queue Length 95th (ft)	2	104		14	83			49			5	
Internal Link Dist (ft)		286			344			285			415	
Turn Bay Length (ft)	150			150								
Base Capacity (vph)	606	3290		480	3211			520			492	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.00	0.30		0.08	0.25			0.16			0.05	

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 45.9

Natural Cycle: 40

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.35

Intersection Signal Delay (s/veh): 4.3

Intersection Capacity Utilization 44.0%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 19: Site Access/Rockland Drive & West Taft Road



Lanes, Volumes, Timings

22: West Taft Road & Hazelhurst Avenue

12/20/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	7	882	736	15	56	14
Future Volume (vph)	7	882	736	15	56	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3494	0	1676	0
Flt Permitted					0.961	
Satd. Flow (perm)	0	3574	3494	0	1676	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		424	540		478	
Travel Time (s)		8.3	10.5		10.9	
Confl. Peds. (#/hr)	1			1		
Peak Hour Factor	0.91	0.91	0.91	0.91	0.86	0.86
Heavy Vehicles (%)	1%	1%	3%	3%	6%	6%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	977	825	0	81	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

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

Intersection

Int Delay, s/veh 2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	882	736	15	56	14
Future Vol, veh/h	7	882	736	15	56	14
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	86	86
Heavy Vehicles, %	1	1	3	3	6	6
Mvmt Flow	8	969	809	16	65	16

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	826	0	0 1318 414
Stage 1	-	-	- 818 -
Stage 2	-	-	- 500 -
Critical Hdwy	4.12	-	- 6.92 7.02
Critical Hdwy Stg 1	-	-	- 5.92 -
Critical Hdwy Stg 2	-	-	- 5.92 -
Follow-up Hdwy	2.21	-	- 3.56 3.36
Pot Cap-1 Maneuver	807	-	- 144 577
Stage 1	-	-	- 384 -
Stage 2	-	-	- 563 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	806	-	- 142 576
Mov Cap-2 Maneuver	-	-	- 142 -
Stage 1	-	-	- 379 -
Stage 2	-	-	- 563 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.2	0	45.6
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	28	-	-	-	167
HCM Lane V/C Ratio	0.01	-	-	-	0.488
HCM Ctrl Dly (s/v)	9.5	0.1	-	-	45.6
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	2.3

Lanes, Volumes, Timings

25: Rite Aid/Teacher's Drive & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	884	9	1	701	80	3	0	0	89	2	47
Future Volume (vph)	45	884	9	1	701	80	3	0	0	89	2	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	135		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3567	0	1752	4954	0	0	2579	0	0	1484	1324
Flt Permitted	0.240			0.260				0.638			0.728	
Satd. Flow (perm)	451	3567	0	480	4954	0	0	1732	0	0	1134	1324
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			22							59
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		251			531			126			490	
Travel Time (s)		4.9			10.3			2.9			11.1	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.91	0.91	0.91	0.92	0.92	0.92	0.76	0.76	0.76	0.50	0.50	0.50
Heavy Vehicles (%)	1%	1%	1%	3%	3%	3%	33%	33%	33%	22%	22%	22%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	981	0	1	849	0	0	4	0	0	182	94
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	8.0		5.0	8.0		5.0	5.0		10.0	10.0	5.0
Minimum Split (s)	10.0	13.0		10.0	13.0		10.0	10.0		15.0	15.0	10.0
Total Split (s)	20.0	48.0		12.0	40.0		40.0	40.0		40.0	40.0	20.0
Total Split (%)	20.0%	48.0%		12.0%	40.0%		40.0%	40.0%		40.0%	40.0%	20.0%
Maximum Green (s)	15.0	43.0		7.0	35.0		35.0	35.0		35.0	35.0	15.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	3.0	3.0		2.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	Min		None	None		None	None	None
Act Effct Green (s)	30.8	29.7		25.5	21.5			15.7			15.7	28.0
Actuated g/C Ratio	0.54	0.52		0.45	0.38			0.27			0.27	0.49
v/c Ratio	0.12	0.53		0.00	0.45			0.01			0.59	0.14

2028 Build Conditions - Morning Peak Hour - With Mitigation
GTS Consulting

Synchro 12 Report
Page 19

Lanes, Volumes, Timings

25: Rite Aid/Teacher's Drive & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	7.9	12.0		8.0	15.5			17.3			27.8	5.4
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay (s/veh)	7.9	12.0		8.0	15.5			17.3			27.8	5.4
LOS	A	B		A	B			B			C	A
Approach Delay (s/veh)		11.8			15.5			17.3			20.1	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)	7	92		0	78			0			57	6
Queue Length 95th (ft)	26	270		3	150			4			80	13
Internal Link Dist (ft)		171			451			46			410	
Turn Bay Length (ft)	130			135								
Base Capacity (vph)	612	2819		390	3194			1114			729	870
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.08	0.35		0.00	0.27			0.00			0.25	0.11

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 57.3

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.59

Intersection Signal Delay (s/veh): 14.3

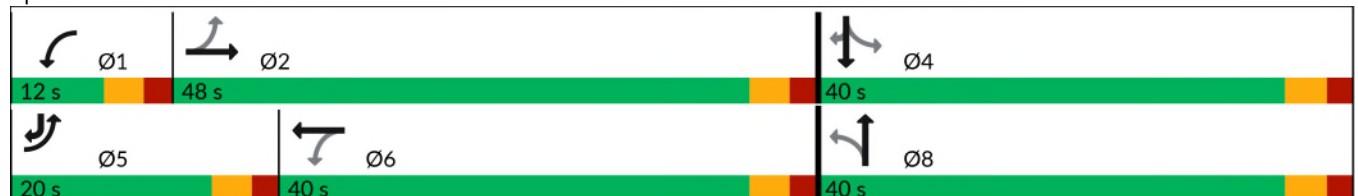
Intersection Capacity Utilization 53.1%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service A

Splits and Phases: 25: Rite Aid/Teacher's Drive & West Taft Road



Lanes, Volumes, Timings
28: Route 11 & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	564	333	63	529	52	166	165	60	55	329	87
Future Volume (vph)	76	564	333	63	529	52	166	165	60	55	329	87
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	175		235	375		0	190		250
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1736	3277	0	1752	5036	1568	1752	3365	0	1787	3574	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1736	3277	0	1752	5036	1568	1752	3365	0	1787	3574	1599
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		131				188						
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		531			499			688			922	
Travel Time (s)		10.3			9.7			13.4			18.0	
Peak Hour Factor	0.96	0.96	0.96	0.91	0.91	0.91	0.94	0.94	0.94	0.96	0.96	0.96
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	3%	3%	3%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	79	935	0	69	581	57	177	240	0	57	343	91
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	pm+ov
Protected Phases	1	6		5	2		3	8		7	4	1
Permitted Phases						2						4
Detector Phase	1	6		5	2	2	3	8		7	4	1
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0	10.0	4.0	6.0		4.0	6.0	4.0
Minimum Split (s)	10.5	16.0		10.5	16.0	16.0	10.0	12.0		10.0	12.0	10.5
Total Split (s)	15.0	30.0		16.0	31.0	31.0	20.0	30.0		14.0	24.0	15.0
Total Split (%)	16.7%	33.3%		17.8%	34.4%	34.4%	22.2%	33.3%		15.6%	26.7%	16.7%
Maximum Green (s)	8.5	24.0		9.5	25.0	25.0	14.0	24.0		8.0	18.0	8.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	3.0	2.5		3.0	2.5	2.5	2.5	2.5		2.5	2.5	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	6.0		6.5	6.0	6.0	6.0	6.0		6.0	6.0	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.0	4.0		1.0	4.0	4.0	1.5	2.0		1.0	2.0	1.0
Recall Mode	None	C-Min		None	C-Min	C-Min	Max	Max		Max	Max	None
Act Effct Green (s)	7.0	28.6		7.0	28.6	28.6	14.0	24.0		8.0	18.0	31.0
Actuated g/C Ratio	0.08	0.32		0.08	0.32	0.32	0.16	0.27		0.09	0.20	0.34
v/c Ratio	0.59	0.83		0.51	0.36	0.09	0.65	0.27		0.36	0.48	0.17
Control Delay (s/veh)	57.5	33.5		73.7	16.2	0.4	48.2	27.0		45.5	34.5	20.9

2028 Build Conditions - Morning Peak Hour - With Mitigation
GTS Consulting

Synchro 12 Report
Page 21

Lanes, Volumes, Timings
28: Route 11 & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	57.5	33.5		73.7	16.2	0.4	48.2	27.0		45.5	34.5	20.9
LOS	E	C		E	B	A	D	C		D	C	C
Approach Delay (s/veh)		35.4			20.6			36.0			33.2	
Approach LOS		D			C			D			C	
Queue Length 50th (ft)	45	240		44	39	0	98	57		31	92	35
Queue Length 95th (ft)	91	#387		m89	49	m0	#181	91		70	135	69
Internal Link Dist (ft)		451			419			608			842	
Turn Bay Length (ft)	200			175		235	375			190		250
Base Capacity (vph)	163	1130		184	1601	626	272	897		158	714	577
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.48	0.83		0.38	0.36	0.09	0.65	0.27		0.36	0.48	0.16

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay (s/veh): 31.1
Intersection Capacity Utilization 68.5%
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 28: Route 11 & West Taft Road



Lanes, Volumes, Timings

31: South Bay Road & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	533	81	139	540	45	51	149	99	32	178	53
Future Volume (vph)	65	533	81	139	540	45	51	149	99	32	178	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	400		380	340		0	115		400
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1736	3402	0	1752	4976	0	1787	3360	0	1770	3419	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1732	3402	0	1752	4976	0	1787	3360	0	1770	3419	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		19			18							
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		499			1099			982			949	
Travel Time (s)		9.7			21.4			19.1			18.5	
Confl. Peds. (#/hr)	1					1						
Peak Hour Factor	0.92	0.92	0.92	0.93	0.93	0.93	0.77	0.77	0.77	0.80	0.80	0.80
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	667	0	149	629	0	66	323	0	40	289	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases												
Detector Phase	1	6		5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0		4.0	8.0		4.0	8.0	
Minimum Split (s)	10.5	16.0		10.5	16.0		10.0	14.5		10.0	14.5	
Total Split (s)	12.0	34.0		20.0	42.0		15.0	23.0		13.0	21.0	
Total Split (%)	13.3%	37.8%		22.2%	46.7%		16.7%	25.6%		14.4%	23.3%	
Maximum Green (s)	5.5	28.0		13.5	36.0		9.0	16.5		7.0	14.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	2.5		3.0	2.5		2.5	3.0		2.5	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.0		6.5	6.0		6.0	6.5		6.0	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	4.0		1.5	4.0		1.0	2.0		1.0	2.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	6.2	37.2		11.0	44.2		6.8	15.3		5.6	12.0	
Actuated g/C Ratio	0.07	0.41		0.12	0.49		0.08	0.17		0.06	0.13	
v/c Ratio	0.60	0.47		0.70	0.26		0.49	0.57		0.36	0.63	

2028 Build Conditions - Morning Peak Hour - With Mitigation
GTS Consulting

Synchro 12 Report
Page 23

Lanes, Volumes, Timings

31: South Bay Road & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	56.7	19.8		54.6	15.4		51.9	38.4		49.4	43.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	56.7	19.8		54.6	15.4		51.9	38.4		49.4	43.2	
LOS	E	B		D	B		D	D		D	D	
Approach Delay (s/veh)		23.4			22.9			40.7			44.0	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	45	98		84	83		37	93		23	84	
Queue Length 95th (ft)	m61	m148		145	116		65	110		48	107	
Internal Link Dist (ft)		419			1019			902			869	
Turn Bay Length (ft)	115			400			340			115		
Base Capacity (vph)	124	1416		263	2451		178	659		137	550	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.57	0.47		0.57	0.26		0.37	0.49		0.29	0.53	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.70

Intersection Signal Delay (s/veh): 29.3

Intersection LOS: C

Intersection Capacity Utilization 56.5%

ICU Level of Service B

Analysis Period (min) 15

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

Splits and Phases: 31: South Bay Road & West Taft Road



Lanes, Volumes, Timings

35: Route 11 & Wally Road/7 Brew

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	0	22	22	0	28	16	362	23	28	693	4
Future Volume (vph)	1	0	22	22	0	28	16	362	23	28	693	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	190		0	175		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	0	1488	0	0	1702	0	1752	3473	0	1770	3536	0
Flt Permitted		0.998			0.978		0.950			0.950		
Satd. Flow (perm)	0	1488	0	0	1702	0	1752	3473	0	1770	3536	0
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		910			150			1056			688	
Travel Time (s)		20.7			3.4			20.6			13.4	
Peak Hour Factor	0.50	0.50	0.50	0.89	0.89	0.89	0.85	0.85	0.85	0.97	0.97	0.97
Heavy Vehicles (%)	11%	11%	11%	1%	1%	1%	3%	3%	3%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	46	0	0	56	0	19	453	0	29	718	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 39.5%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↗	↗↗		↗	↗↗	
Traffic Vol, veh/h	1	0	22	22	0	28	16	362	23	28	693	4
Future Vol, veh/h	1	0	22	22	0	28	16	362	23	28	693	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	190	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	50	50	89	89	89	85	85	85	97	97	97
Heavy Vehicles, %	11	11	11	1	1	1	3	3	3	2	2	2
Mvmt Flow	2	0	44	25	0	31	19	426	27	29	714	4

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	1025	1265	359	892	1253	226	719	0	0	453	0	0
Stage 1	774	774	-	477	477	-	-	-	-	-	-	-
Stage 2	251	491	-	415	776	-	-	-	-	-	-	-
Critical Hdwy	7.72	6.72	7.12	7.52	6.52	6.92	4.16	-	-	4.14	-	-
Critical Hdwy Stg 1	6.72	5.72	-	6.52	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.72	5.72	-	6.52	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.61	4.11	3.41	3.51	4.01	3.31	2.23	-	-	2.22	-	-
Pot Cap-1 Maneuver	177	156	612	238	172	780	872	-	-	1104	-	-
Stage 1	338	386	-	541	557	-	-	-	-	-	-	-
Stage 2	706	525	-	588	408	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	162	149	612	211	164	780	872	-	-	1104	-	-
Mov Cap-2 Maneuver	162	149	-	211	164	-	-	-	-	-	-	-
Stage 1	329	375	-	529	545	-	-	-	-	-	-	-
Stage 2	663	513	-	532	397	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.2	16.99	0.37	0.32
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	872	-	-	546	356	1104	-	-
HCM Lane V/C Ratio	0.022	-	-	0.084	0.158	0.026	-	-
HCM Ctrl Dly (s/v)	9.2	-	-	12.2	17	8.3	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	0.6	0.1	-	-

Lanes, Volumes, Timings

1: Buckley Road & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	484	250	172	478	184	202	221	231	213	218	65
Future Volume (vph)	76	484	250	172	478	184	202	221	231	213	218	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		340	540		0	0		0	480		480
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3574	1599	1787	3424	0	1787	3299	0	1787	3453	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3574	1599	1787	3424	0	1787	3299	0	1787	3453	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			272		38			188			26	
Link Speed (mph)		40			35			35			35	
Link Distance (ft)		780			971			472			774	
Travel Time (s)		13.3			18.9			9.2			15.1	
Peak Hour Factor	0.89	0.89	0.89	0.88	0.88	0.88	0.86	0.86	0.86	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	544	281	195	752	0	235	526	0	242	322	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6	3	5	2		3	8		7	4	
Permitted Phases			6									
Detector Phase	1	6	3	5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	8.0	15.0	8.0	8.0	15.0		8.0	15.0		8.0	15.0	
Minimum Split (s)	14.0	21.0	14.0	14.0	21.0		14.0	21.0		14.0	21.0	
Total Split (s)	25.0	45.0	30.0	25.0	45.0		30.0	50.0		25.0	45.0	
Total Split (%)	17.2%	31.0%	20.7%	17.2%	31.0%		20.7%	34.5%		17.2%	31.0%	
Maximum Green (s)	19.0	39.0	24.0	19.0	39.0		24.0	44.0		19.0	39.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Min	None	None	Min		None	None		None	None	
Act Effct Green (s)	10.1	20.8	45.2	16.0	30.0		18.3	17.8		19.3	18.7	
Actuated g/C Ratio	0.10	0.21	0.46	0.16	0.31		0.19	0.18		0.20	0.19	
v/c Ratio	0.46	0.72	0.32	0.67	0.70		0.70	0.70		0.69	0.47	
Control Delay (s/veh)	52.5	42.2	3.0	52.4	34.0		50.6	30.1		50.8	37.7	

2028 Build Conditions - Midday Peak Hour - With Mitigation
GTS Consulting

Synchro 12 Report
Page 1

Lanes, Volumes, Timings

1: Buckley Road & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	52.5	42.2	3.0	52.4	34.0		50.6	30.1		50.8	37.7	
LOS	D	D	A	D	C		D	C		D	D	
Approach Delay (s/veh)		31.1			37.8			36.4			43.3	
Approach LOS		C			D			D			D	
Queue Length 50th (ft)	50	165	3	111	208		135	105		139	88	
Queue Length 95th (ft)	112	244	43	218	313		241	171		#307	155	
Internal Link Dist (ft)		700			891			392			694	
Turn Bay Length (ft)	310		340	540						480		
Base Capacity (vph)	350	1439	964	350	1401		442	1601		350	1406	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.24	0.38	0.29	0.56	0.54		0.53	0.33		0.69	0.23	

Intersection Summary

Area Type: Other

Cycle Length: 145

Actuated Cycle Length: 98.2

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.72

Intersection Signal Delay (s/veh): 36.5

Intersection LOS: D

Intersection Capacity Utilization 71.1%

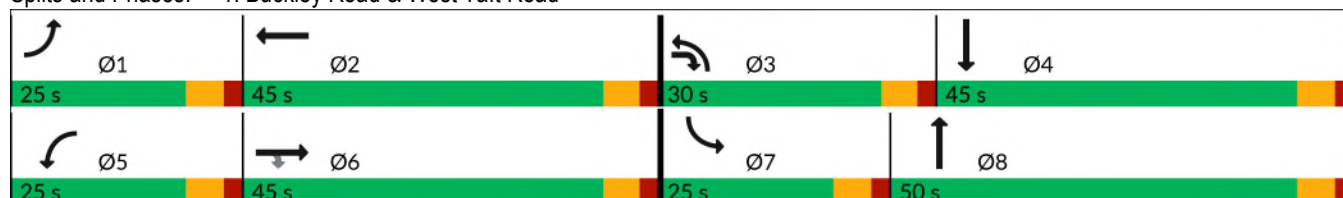
ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Buckley Road & West Taft Road



Lanes, Volumes, Timings

5: Jake Hafners/Allen Road & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	131	772	25	0	749	124	1	4	0	112	4	84
Future Volume (vph)	131	772	25	0	749	124	1	4	0	112	4	84
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	0		0	0		0	0		170
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3556	0	0	3499	0	0	1862	0	0	1795	1599
Flt Permitted	0.184							0.936			0.727	
Satd. Flow (perm)	346	3556	0	0	3499	0	0	1761	0	0	1368	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			36							50
Link Speed (mph)		35			35			30			35	
Link Distance (ft)		971			948			245			583	
Travel Time (s)		18.9			18.5			5.6			11.4	
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.50	0.50	0.50	0.82	0.82	0.82
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	138	839	0	0	938	0	0	10	0	0	142	102
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA			NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	1	6			2			8			4	1
Permitted Phases	6			2			8			4		4
Detector Phase	1	6		2	2		8	8		4	4	1
Switch Phase												
Minimum Initial (s)	5.0	15.0		15.0	15.0		5.0	5.0		8.0	8.0	5.0
Minimum Split (s)	11.0	20.0		20.0	20.0		9.5	9.5		13.0	13.0	11.0
Total Split (s)	12.0	37.0		25.0	25.0		20.0	20.0		20.0	20.0	12.0
Total Split (%)	21.1%	64.9%		43.9%	43.9%		35.1%	35.1%		35.1%	35.1%	21.1%
Maximum Green (s)	7.0	32.0		20.0	20.0		15.5	15.5		15.0	15.0	7.0
Yellow Time (s)	3.0	3.0		3.0	3.0		2.5	2.5		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0			4.5			5.0	5.0
Lead/Lag	Lead			Lag	Lag							Lead
Lead-Lag Optimize?	Yes			Yes	Yes							Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Min		Min	Min		None	None		None	None	None
Act Effct Green (s)	30.4	31.8			23.1			10.0			10.4	18.3
Actuated g/C Ratio	0.64	0.67			0.49			0.21			0.22	0.38
v/c Ratio	0.34	0.35			0.55			0.03			0.47	0.16
Control Delay (s/veh)	7.5	5.8			14.1			15.8			23.6	5.8

2028 Build Conditions - Midday Peak Hour - With Mitigation
GTS Consulting

Synchro 12 Report
Page 3

Lanes, Volumes, Timings

5: Jake Hafners/Allen Road & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay (s/veh)	7.5	5.8			14.1			15.8			23.6	5.8
LOS	A	A			B			B			C	A
Approach Delay (s/veh)		6.1			14.1			15.8			16.1	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)	14	54			112			2			37	8
Queue Length 95th (ft)	41	110			202			7			75	26
Internal Link Dist (ft)		891			868			165			503	
Turn Bay Length (ft)	250											170
Base Capacity (vph)	439	2464			1831			590			444	676
Starvation Cap Reductn	0	0			0			0			0	0
Spillback Cap Reductn	0	0			0			0			0	0
Storage Cap Reductn	0	0			0			0			0	0
Reduced v/c Ratio	0.31	0.34			0.51			0.02			0.32	0.15

Intersection Summary

Area Type: Other

Cycle Length: 57

Actuated Cycle Length: 47.6

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay (s/veh): 10.7

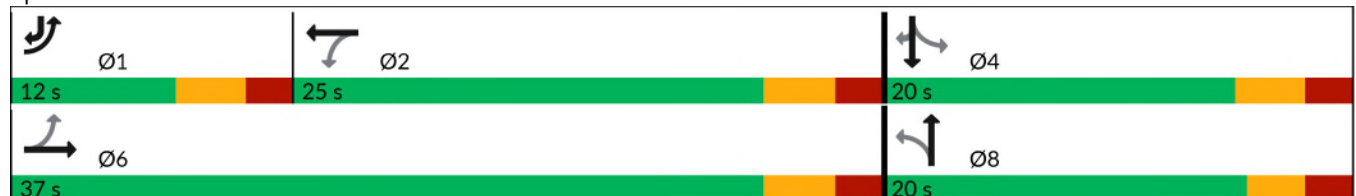
Intersection LOS: B

Intersection Capacity Utilization 72.4%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 5: Jake Hafners/Allen Road & West Taft Road



						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	1	880	869	9	6	4
Future Volume (vph)	1	880	869	9	6	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3571	0	1726	0
Flt Permitted					0.972	
Satd. Flow (perm)	0	3574	3571	0	1726	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		948	105		502	
Travel Time (s)		18.5	2.0		11.4	
Peak Hour Factor	0.89	0.89	0.97	0.97	0.83	0.83
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	990	905	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 35.0%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	880	869	9	6	4
Future Vol, veh/h	1	880	869	9	6	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	97	97	83	83
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1	989	896	9	7	5

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	905	0	0 1397 453
Stage 1	-	-	- 901 -
Stage 2	-	-	- 497 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	754	-	- 133 557
Stage 1	-	-	- 359 -
Stage 2	-	-	- 580 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	754	-	- 133 557
Mov Cap-2 Maneuver	-	-	- 133 -
Stage 1	-	-	- 359 -
Stage 2	-	-	- 580 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	25.11
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	4	-	-	-	191
HCM Lane V/C Ratio	0.001	-	-	-	0.063
HCM Ctrl Dly (s/v)	9.8	0	-	-	25.1
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Lanes, Volumes, Timings
10: Willow Road & West Taft Road

12/20/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	869	17	14	869	9	10
Future Volume (vph)	869	17	14	869	9	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3564	0	0	3571	1641	0
Flt Permitted				0.999	0.978	
Satd. Flow (perm)	3564	0	0	3571	1641	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	105			252	463	
Travel Time (s)	2.0			4.9	10.5	
Confl. Peds. (#/hr)		4	4			
Peak Hour Factor	0.91	0.91	0.95	0.95	0.79	0.79
Heavy Vehicles (%)	1%	1%	1%	1%	5%	5%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	974	0	0	930	24	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 43.9% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	869	17	14	869	9	10
Future Vol, veh/h	869	17	14	869	9	10
Conflicting Peds, #/hr	0	4	4	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	95	95	79	79
Heavy Vehicles, %	1	1	1	1	5	5
Mvmt Flow	955	19	15	915	11	13

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	978
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.21
Pot Cap-1 Maneuver	-	-	708
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	705
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.43	26.34
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	193	-	-	57	-
HCM Lane V/C Ratio	0.125	-	-	0.021	-
HCM Ctrl Dly (s/v)	26.3	-	-	10.2	0.3
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Lanes, Volumes, Timings
12: West Taft Road & Crystal Drive

12/20/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	1	878	882	5	3	1
Future Volume (vph)	1	878	882	5	3	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3571	0	1752	0
Flt Permitted					0.964	
Satd. Flow (perm)	0	3574	3571	0	1752	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		252	99		489	
Travel Time (s)		4.9	1.9		11.1	
Peak Hour Factor	0.91	0.91	0.95	0.95	0.50	0.50
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	966	933	0	8	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 35.0% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	878	882	5	3	1
Future Vol, veh/h	1	878	882	5	3	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	95	95	50	50
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1	965	928	5	6	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	934	0	0 1416 467
Stage 1	-	-	- 931 -
Stage 2	-	-	- 485 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	735	-	- 129 545
Stage 1	-	-	- 346 -
Stage 2	-	-	- 588 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	735	-	- 129 545
Mov Cap-2 Maneuver	-	-	- 129 -
Stage 1	-	-	- 346 -
Stage 2	-	-	- 588 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.03	0	28.74
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	4	-	-	-	160
HCM Lane V/C Ratio	0.001	-	-	-	0.05
HCM Ctrl Dly (s/v)	9.9	0	-	-	28.7
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.2

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	875	6	6	883	4	4
Future Volume (vph)	875	6	6	883	4	4
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3571	0	0	3574	1711	0
Flt Permitted					0.976	
Satd. Flow (perm)	3571	0	0	3574	1711	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	99			225	459	
Travel Time (s)	1.9			4.4	10.4	
Confl. Peds. (#/hr)		2	2			
Peak Hour Factor	0.95	0.95	0.96	0.96	0.50	0.50
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	927	0	0	926	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 38.6%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	875	6	6	883	4	4
Future Vol, veh/h	875	6	6	883	4	4
Conflicting Peds, #/hr	0	2	2	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	96	96	50	50
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	921	6	6	920	8	8

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	929
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.21
Pot Cap-1 Maneuver	-	-	738
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	737
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.18	23.43
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	211	-	-	24	-
HCM Lane V/C Ratio	0.076	-	-	0.008	-
HCM Ctrl Dly (s/v)	23.4	-	-	9.9	0.1
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Lanes, Volumes, Timings

16: West Taft Road & Dormar Drive

12/20/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	2	877	884	5	7	5
Future Volume (vph)	2	877	884	5	7	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3571	0	1611	0
Flt Permitted					0.973	
Satd. Flow (perm)	0	3574	3571	0	1611	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		225	366		485	
Travel Time (s)		4.4	7.1		11.0	
Peak Hour Factor	0.93	0.93	0.97	0.97	0.76	0.76
Heavy Vehicles (%)	1%	1%	1%	1%	8%	8%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	945	916	0	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 35.6%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	877	884	5	7	5
Future Vol, veh/h	2	877	884	5	7	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	97	97	76	76
Heavy Vehicles, %	1	1	1	1	8	8
Mvmt Flow	2	943	911	5	9	7

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	916	0	0 1390 458
Stage 1	-	-	- 914 -
Stage 2	-	-	- 476 -
Critical Hdwy	4.12	-	- 6.96 7.06
Critical Hdwy Stg 1	-	-	- 5.96 -
Critical Hdwy Stg 2	-	-	- 5.96 -
Follow-up Hdwy	2.21	-	- 3.58 3.38
Pot Cap-1 Maneuver	746	-	- 126 534
Stage 1	-	-	- 337 -
Stage 2	-	-	- 574 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	746	-	- 126 534
Mov Cap-2 Maneuver	-	-	- 126 -
Stage 1	-	-	- 336 -
Stage 2	-	-	- 574 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.06	0	26.31
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	8	-	-	-	185
HCM Lane V/C Ratio	0.003	-	-	-	0.086
HCM Ctrl Dly (s/v)	9.8	0	-	-	26.3
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Lanes, Volumes, Timings

19: Site Access/Rockland Drive & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	867	17	16	866	5	18	0	16	3	0	5
Future Volume (vph)	0	867	17	16	866	5	18	0	16	3	0	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1881	3564	0	1787	3571	0	0	1715	0	0	1688	0
Flt Permitted				0.295								
Satd. Flow (perm)	1881	3564	0	555	3571	0	0	1761	0	0	1719	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6			2			31			31	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			424			424			495	
Travel Time (s)		7.1			8.3			9.6			11.3	
Peak Hour Factor	0.91	0.91	0.91	0.97	0.97	0.97	0.90	0.90	0.90	0.67	0.67	0.67
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	972	0	16	898	0	0	38	0	0	11	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		11.0	11.0		11.0	11.0	
Total Split (s)	50.0	50.0		50.0	50.0		20.0	20.0		20.0	20.0	
Total Split (%)	71.4%	71.4%		71.4%	71.4%		28.6%	28.6%		28.6%	28.6%	
Maximum Green (s)	45.0	45.0		45.0	45.0		15.0	15.0		15.0	15.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		38.8		38.8	38.8			6.7			6.7	
Actuated g/C Ratio		0.88		0.88	0.88			0.15			0.15	
v/c Ratio		0.31		0.03	0.29			0.13			0.04	
Control Delay (s/veh)		2.3		2.7	2.2			12.0			4.0	

2028 Build Conditions - Midday Peak Hour - With Mitigation
GTS Consulting

Synchro 12 Report
Page 15

Lanes, Volumes, Timings

19: Site Access/Rockland Drive & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay		0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)		2.3		2.7	2.2			12.0			4.0	
LOS		A		A	A			B			A	
Approach Delay (s/veh)		2.3			2.3			12.0			4.0	
Approach LOS		A			A			B			A	
Queue Length 50th (ft)		0		0	0			1			0	
Queue Length 95th (ft)		84		6	76			24			2	
Internal Link Dist (ft)		286			344			344			415	
Turn Bay Length (ft)				150								
Base Capacity (vph)		3295		513	3301			642			627	
Starvation Cap Reductn		0		0	0			0			0	
Spillback Cap Reductn		0		0	0			0			0	
Storage Cap Reductn		0		0	0			0			0	
Reduced v/c Ratio		0.29		0.03	0.27			0.06			0.02	

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 44.3

Natural Cycle: 40

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.31

Intersection Signal Delay (s/veh): 2.5

Intersection Capacity Utilization 37.8%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 19: Site Access/Rockland Drive & West Taft Road



Lanes, Volumes, Timings

22: West Taft Road & Hazelhurst Avenue

12/20/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	15	871	872	33	26	15
Future Volume (vph)	15	871	872	33	26	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3571	3556	0	1732	0
Flt Permitted		0.999			0.969	
Satd. Flow (perm)	0	3571	3556	0	1732	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		424	540		478	
Travel Time (s)		8.3	10.5		10.9	
Peak Hour Factor	0.94	0.94	0.93	0.93	0.73	0.73
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	943	973	0	57	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 44.7% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	871	872	33	26	15
Future Vol, veh/h	15	871	872	33	26	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	93	93	73	73
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	16	927	938	35	36	21

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	973	0	0 1451 487
Stage 1	-	-	- 955 -
Stage 2	-	-	- 495 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	710	-	- 123 529
Stage 1	-	-	- 336 -
Stage 2	-	-	- 581 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	710	-	- 119 529
Mov Cap-2 Maneuver	-	-	- 119 -
Stage 1	-	-	- 326 -
Stage 2	-	-	- 581 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.47	0	37.34
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	61	-	-	-	166
HCM Lane V/C Ratio	0.022	-	-	-	0.338
HCM Ctrl Dly (s/v)	10.2	0.3	-	-	37.3
HCM Lane LOS	B	A	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	-	1.4

Lanes, Volumes, Timings

25: Rite Aid/Teacher's Drive & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	58	828	11	11	828	27	8	0	2	24	0	69
Future Volume (vph)	58	828	11	11	828	27	8	0	2	24	0	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	135		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3566	0	1787	5110	0	0	3346	0	0	1787	1599
Flt Permitted	0.248			0.322				0.955				
Satd. Flow (perm)	467	3566	0	606	5110	0	0	3328	0	0	1881	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			5			131				37
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		251			531			126			490	
Travel Time (s)		4.9			10.3			2.9			11.1	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.95	0.95	0.95	0.94	0.94	0.94	0.83	0.83	0.83	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	61	884	0	12	910	0	0	12	0	0	27	77
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	8.0		5.0	8.0		5.0	5.0		10.0	10.0	5.0
Minimum Split (s)	10.0	13.0		10.0	13.0		10.0	10.0		15.0	15.0	10.0
Total Split (s)	20.0	48.0		12.0	40.0		40.0	40.0		40.0	40.0	20.0
Total Split (%)	20.0%	48.0%		12.0%	40.0%		40.0%	40.0%		40.0%	40.0%	20.0%
Maximum Green (s)	15.0	43.0		7.0	35.0		35.0	35.0		35.0	35.0	15.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	3.0	3.0		2.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	Min		None	None		None	None	None
Act Effct Green (s)	29.4	32.9		24.0	21.3			6.6			10.6	9.2
Actuated g/C Ratio	0.79	0.89		0.65	0.58			0.18			0.29	0.25
v/c Ratio	0.10	0.28		0.02	0.31			0.02			0.05	0.18

2028 Build Conditions - Midday Peak Hour - With Mitigation
GTS Consulting

Synchro 12 Report
Page 19

Lanes, Volumes, Timings

25: Rite Aid/Teacher's Drive & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	2.3	3.6		3.0	7.0			0.0			13.8	7.5
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay (s/veh)	2.3	3.6		3.0	7.0			0.0			13.8	7.5
LOS	A	A		A	A			A			B	A
Approach Delay (s/veh)		3.5			7.0						9.1	
Approach LOS		A			A						A	
Queue Length 50th (ft)	0	0		1	30			0			2	5
Queue Length 95th (ft)	16	151		5	105			0			25	27
Internal Link Dist (ft)		171			451			46			410	
Turn Bay Length (ft)	130			135								
Base Capacity (vph)	941	3412		655	4665			3049			1717	793
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.06	0.26		0.02	0.20			0.00			0.02	0.10

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 37

Natural Cycle: 45

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.31

Intersection Signal Delay (s/veh): 5.4

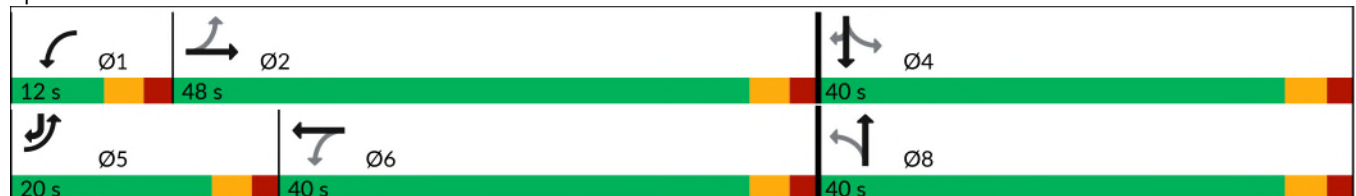
Intersection Capacity Utilization 48.2%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 25: Rite Aid/Teacher's Drive & West Taft Road



Lanes, Volumes, Timings
28: Route 11 & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	176	402	276	119	433	148	267	316	114	94	392	166
Future Volume (vph)	176	402	276	119	433	148	267	316	114	94	392	166
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	175		235	375		0	190		250
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3337	0	1787	5136	1599	1770	3398	0	1787	3574	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3337	0	1783	5136	1599	1770	3398	0	1787	3574	1599
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		169				235						
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		531			499			688			922	
Travel Time (s)		10.3			9.7			13.4			18.0	
Confl. Peds. (#/hr)			2	2								
Peak Hour Factor	0.97	0.97	0.97	0.94	0.94	0.94	0.95	0.95	0.95	0.97	0.97	0.97
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	181	699	0	127	461	157	281	453	0	97	404	171
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	pm+ov
Protected Phases	1	6		5	2		3	8		7	4	1
Permitted Phases						2						4
Detector Phase	1	6		5	2	2	3	8		7	4	1
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0	10.0	4.0	6.0		4.0	6.0	4.0
Minimum Split (s)	10.5	16.0		10.5	16.0	16.0	10.0	12.0		10.0	12.0	10.5
Total Split (s)	22.0	33.0		17.0	28.0	28.0	28.0	33.0		17.0	22.0	22.0
Total Split (%)	22.0%	33.0%		17.0%	28.0%	28.0%	28.0%	33.0%		17.0%	22.0%	22.0%
Maximum Green (s)	15.5	27.0		10.5	22.0	22.0	22.0	27.0		11.0	16.0	15.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	3.0	2.5		3.0	2.5	2.5	2.5	2.5		2.5	2.5	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	6.0		6.5	6.0	6.0	6.0	6.0		6.0	6.0	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.0	4.0		1.0	4.0	4.0	1.5	2.0		1.0	2.0	1.0
Recall Mode	None	C-Min		None	C-Min	C-Min	Max	Max		Max	Max	None
Act Effct Green (s)	12.9	24.4		9.4	20.9	20.9	25.7	27.0		14.7	16.0	34.9
Actuated g/C Ratio	0.13	0.24		0.09	0.21	0.21	0.26	0.27		0.15	0.16	0.35
v/c Ratio	0.79	0.74		0.76	0.43	0.30	0.62	0.49		0.37	0.71	0.31

2028 Build Conditions - Midday Peak Hour - With Mitigation
GTS Consulting

Synchro 12 Report
Page 21

Lanes, Volumes, Timings
28: Route 11 & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	65.6	31.2		89.6	25.5	2.8	41.1	33.0		45.0	47.4	24.8
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	65.6	31.2		89.6	25.5	2.8	41.1	33.0		45.0	47.4	24.8
LOS	E	C		F	C	A	D	C		D	D	C
Approach Delay (s/veh)		38.3			31.6			36.1			41.3	
Approach LOS		D			C			D			D	
Queue Length 50th (ft)	113	166		89	100	15	164	130		58	131	78
Queue Length 95th (ft)	#194	226		#168	50	5	#280	180		113	183	128
Internal Link Dist (ft)		451			419			608			842	
Turn Bay Length (ft)	200			175		235	375			190		250
Base Capacity (vph)	276	1024		187	1129	535	455	917		263	571	599
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.66	0.68		0.68	0.41	0.29	0.62	0.49		0.37	0.71	0.29

Intersection Summary

Area Type: Other
Cycle Length: 100
Actuated Cycle Length: 100
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.79
Intersection Signal Delay (s/veh): 36.8
Intersection Capacity Utilization 72.7%
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 28: Route 11 & West Taft Road



Lanes, Volumes, Timings

31: South Bay Road & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	450	88	116	545	66	119	203	126	62	149	36
Future Volume (vph)	72	450	88	116	545	66	119	203	126	62	149	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	400		380	340		0	115		400
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3485	0	1770	5004	0	1770	3334	0	1787	3471	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3485	0	1770	5004	0	1770	3334	0	1787	3471	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		23			22							
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		499			1099			982			949	
Travel Time (s)		9.7			21.4			19.1			18.5	
Peak Hour Factor	0.90	0.90	0.90	0.87	0.87	0.87	0.86	0.86	0.86	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	2%	2%	2%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	80	598	0	133	702	0	138	383	0	70	210	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases												
Detector Phase	1	6		5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0		4.0	8.0		4.0	8.0	
Minimum Split (s)	10.5	16.0		10.5	16.0		10.0	14.5		10.0	14.5	
Total Split (s)	17.0	36.0		18.0	37.0		24.0	31.0		15.0	22.0	
Total Split (%)	17.0%	36.0%		18.0%	37.0%		24.0%	31.0%		15.0%	22.0%	
Maximum Green (s)	10.5	30.0		11.5	31.0		18.0	24.5		9.0	15.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	2.5		3.0	2.5		2.5	3.0		2.5	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.0		6.5	6.0		6.0	6.5		6.0	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	4.0		1.5	4.0		1.0	2.0		1.0	2.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	8.1	40.5		11.4	46.1		11.4	17.9		7.1	11.6	
Actuated g/C Ratio	0.08	0.41		0.11	0.46		0.11	0.18		0.07	0.12	
v/c Ratio	0.56	0.42		0.66	0.30		0.69	0.64		0.55	0.52	
Control Delay (s/veh)	55.8	19.2		57.5	19.0		59.3	43.5		60.7	46.0	

2028 Build Conditions - Midday Peak Hour - With Mitigation
GTS Consulting

Synchro 12 Report
Page 23

Lanes, Volumes, Timings

31: South Bay Road & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	55.8	19.2		57.5	19.0		59.3	43.5		60.7	46.0	
LOS	E	B		E	B		E	D		E	D	
Approach Delay (s/veh)		23.5			25.2			47.7			49.6	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	53	101		83	102		87	125		44	67	
Queue Length 95th (ft)	m89	144		137	154		136	157		87	101	
Internal Link Dist (ft)		419			1019			902			869	
Turn Bay Length (ft)	115			400			340			115		
Base Capacity (vph)	192	1426		224	2316		318	816		160	538	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.42	0.42		0.59	0.30		0.43	0.47		0.44	0.39	

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 2 (2%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay (s/veh): 32.7

Intersection LOS: C

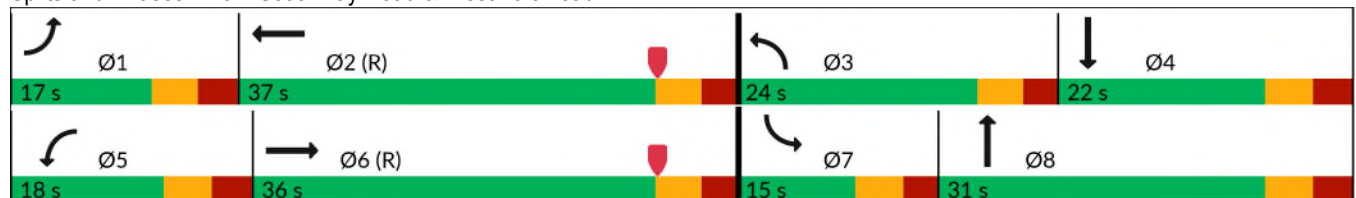
Intersection Capacity Utilization 55.8%

ICU Level of Service B

Analysis Period (min) 15

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

Splits and Phases: 31: South Bay Road & West Taft Road



Lanes, Volumes, Timings

35: Route 11 & Wally Road/7 Brew

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	1	15	9	0	25	13	664	23	19	755	13
Future Volume (vph)	8	1	15	9	0	25	13	664	23	19	755	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	190		0	175		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	0	1614	0	0	1675	0	1787	3556	0	1787	3564	0
Flt Permitted		0.984			0.987		0.950			0.950		
Satd. Flow (perm)	0	1614	0	0	1675	0	1787	3556	0	1787	3564	0
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		910			150			1056			688	
Travel Time (s)		20.7			3.4			20.6			13.4	
Confl. Peds. (#/hr)			2	2			1		1	1		1
Peak Hour Factor	0.56	0.56	0.56	0.71	0.71	0.71	0.96	0.96	0.96	0.93	0.93	0.93
Heavy Vehicles (%)	6%	6%	6%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	43	0	0	48	0	14	716	0	20	826	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 31.9%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↙	↕		↙	↕	
Traffic Vol, veh/h	8	1	15	9	0	25	13	664	23	19	755	13
Future Vol, veh/h	8	1	15	9	0	25	13	664	23	19	755	13
Conflicting Peds, #/hr	0	0	2	2	0	0	1	0	1	1	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	190	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	56	56	56	71	71	71	96	96	96	93	93	93
Heavy Vehicles, %	6	6	6	1	1	1	1	1	1	1	1	1
Mvmt Flow	14	2	27	13	0	35	14	692	24	20	812	14

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	1234	1604	416	1181	1599	359	827	0	0	717	0	0
Stage 1	861	861	-	732	732	-	-	-	-	-	-	-
Stage 2	373	744	-	450	868	-	-	-	-	-	-	-
Critical Hdwy	7.62	6.62	7.02	7.52	6.52	6.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.62	5.62	-	6.52	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.62	5.62	-	6.52	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.56	4.06	3.36	3.51	4.01	3.31	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	129	100	575	146	106	641	806	-	-	887	-	-
Stage 1	309	362	-	381	427	-	-	-	-	-	-	-
Stage 2	609	410	-	561	370	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	117	96	573	131	102	640	806	-	-	886	-	-
Mov Cap-2 Maneuver	117	96	-	131	102	-	-	-	-	-	-	-
Stage 1	301	353	-	374	420	-	-	-	-	-	-	-
Stage 2	566	403	-	519	361	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	24.39	18.42	0.18	0.22
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	806	-	-	228	316	886	-	-
HCM Lane V/C Ratio	0.017	-	-	0.188	0.152	0.023	-	-
HCM Ctrl Dly (s/v)	9.5	-	-	24.4	18.4	9.2	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.5	0.1	-	-

Lanes, Volumes, Timings

1: Buckley Road & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	613	153	185	568	213	308	381	253	204	240	67
Future Volume (vph)	79	613	153	185	568	213	308	381	253	204	240	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		340	540		0	0		0	480		480
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3574	1599	1787	3428	0	1787	3360	0	1770	3422	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3574	1599	1787	3428	0	1787	3360	0	1770	3422	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			172		37			111			24	
Link Speed (mph)		40			35			35			35	
Link Distance (ft)		780			971			472			774	
Travel Time (s)		13.3			18.9			9.2			15.1	
Peak Hour Factor	0.89	0.89	0.89	0.94	0.94	0.94	0.91	0.91	0.91	0.87	0.87	0.87
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	2%	2%	2%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	89	689	172	197	831	0	338	697	0	234	353	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6	3	5	2		3	8		7	4	
Permitted Phases			6									
Detector Phase	1	6	3	5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	8.0	15.0	8.0	8.0	15.0		8.0	15.0		8.0	15.0	
Minimum Split (s)	14.0	21.0	14.0	14.0	21.0		14.0	21.0		14.0	21.0	
Total Split (s)	25.0	45.0	30.0	25.0	45.0		30.0	50.0		25.0	45.0	
Total Split (%)	17.2%	31.0%	20.7%	17.2%	31.0%		20.7%	34.5%		17.2%	31.0%	
Maximum Green (s)	19.0	39.0	24.0	19.0	39.0		24.0	44.0		19.0	39.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Min	None	None	Min		None	None		None	None	
Act Effct Green (s)	10.9	27.0	57.6	16.9	33.0		24.4	26.7		19.3	21.6	
Actuated g/C Ratio	0.10	0.24	0.50	0.15	0.29		0.21	0.23		0.17	0.19	
v/c Ratio	0.52	0.82	0.19	0.75	0.82		0.89	0.80		0.78	0.53	
Control Delay (s/veh)	63.7	50.5	3.1	67.1	44.4		71.4	42.9		67.1	42.6	

2028 Build Conditions - Evening Peak Hour - With Mitigation
GTS Consulting

Synchro 12 Report
Page 1

Lanes, Volumes, Timings

1: Buckley Road & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	63.7	50.5	3.1	67.1	44.4		71.4	42.9		67.1	42.6	
LOS	E	D	A	E	D		E	D		E	D	
Approach Delay (s/veh)		43.1			48.7			52.2			52.4	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	64	257	0	139	282		246	222		170	118	
Queue Length 95th (ft)	132	359	37	#297	428		#534	325		#362	176	
Internal Link Dist (ft)		700			891			392			694	
Turn Bay Length (ft)	310		340	540						480		
Base Capacity (vph)	301	1240	890	301	1222		381	1382		299	1202	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.30	0.56	0.19	0.65	0.68		0.89	0.50		0.78	0.29	

Intersection Summary

Area Type: Other

Cycle Length: 145

Actuated Cycle Length: 114.4

Natural Cycle: 90

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.89

Intersection Signal Delay (s/veh): 48.8

Intersection LOS: D

Intersection Capacity Utilization 79.1%

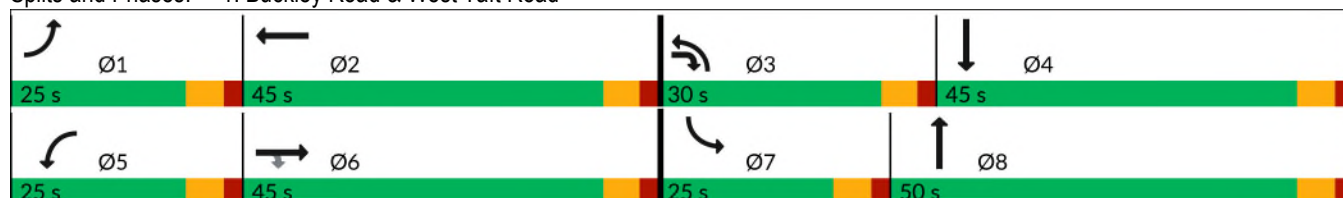
ICU Level of Service D

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Buckley Road & West Taft Road



Lanes, Volumes, Timings

5: Jake Hafners/Allen Road & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	189	857	24	1	832	186	10	2	2	136	2	124
Future Volume (vph)	189	857	24	1	832	186	10	2	2	136	2	124
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	0		0	0		0	0		170
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3560	0	0	3478	0	0	1781	0	0	1793	1599
Flt Permitted	0.149				0.954			0.763			0.715	
Satd. Flow (perm)	280	3560	0	0	3318	0	0	1407	0	0	1345	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		8			52			3				38
Link Speed (mph)		35			35			30			35	
Link Distance (ft)		971			948			245			583	
Travel Time (s)		18.9			18.5			5.6			11.4	
Peak Hour Factor	0.98	0.98	0.98	0.95	0.95	0.95	0.70	0.70	0.70	0.79	0.79	0.79
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	193	898	0	0	1073	0	0	20	0	0	175	157
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		Perm	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	1	6			2			8			4	1
Permitted Phases	6			2			8			4		4
Detector Phase	1	6		2	2		8	8		4	4	1
Switch Phase												
Minimum Initial (s)	5.0	15.0		15.0	15.0		5.0	5.0		8.0	8.0	5.0
Minimum Split (s)	11.0	20.0		20.0	20.0		9.5	9.5		13.0	13.0	11.0
Total Split (s)	12.0	37.0		25.0	25.0		20.0	20.0		20.0	20.0	12.0
Total Split (%)	21.1%	64.9%		43.9%	43.9%		35.1%	35.1%		35.1%	35.1%	21.1%
Maximum Green (s)	7.0	32.0		20.0	20.0		15.5	15.5		15.0	15.0	7.0
Yellow Time (s)	3.0	3.0		3.0	3.0		2.5	2.5		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0			4.5			5.0	5.0
Lead/Lag	Lead			Lag	Lag							Lead
Lead-Lag Optimize?	Yes			Yes	Yes							Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Min		Min	Min		None	None		None	None	None
Act Effct Green (s)	30.3	32.3			23.9			11.0			11.8	19.1
Actuated g/C Ratio	0.63	0.67			0.50			0.23			0.25	0.40
v/c Ratio	0.50	0.38			0.64			0.06			0.53	0.24
Control Delay (s/veh)	11.1	6.2			17.2			15.1			25.1	8.2

2028 Build Conditions - Evening Peak Hour - With Mitigation
GTS Consulting

Synchro 12 Report
Page 3

Lanes, Volumes, Timings

5: Jake Hafners/Allen Road & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay (s/veh)	11.1	6.2			17.2			15.1			25.1	8.2
LOS	B	A			B			B			C	A
Approach Delay (s/veh)		7.1			17.2			15.1			17.1	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)	23	66			150			4			51	22
Queue Length 95th (ft)	68	119			#288			13			87	42
Internal Link Dist (ft)		891			868			165			503	
Turn Bay Length (ft)	250											170
Base Capacity (vph)	419	2406			1555			504			464	687
Starvation Cap Reductn	0	0			0			0			0	0
Spillback Cap Reductn	0	0			0			0			0	0
Storage Cap Reductn	0	0			0			0			0	0
Reduced v/c Ratio	0.46	0.37			0.69			0.04			0.38	0.23

Intersection Summary

Area Type: Other

Cycle Length: 57

Actuated Cycle Length: 48.1

Natural Cycle: 55

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay (s/veh): 12.8

Intersection LOS: B

Intersection Capacity Utilization 75.6%

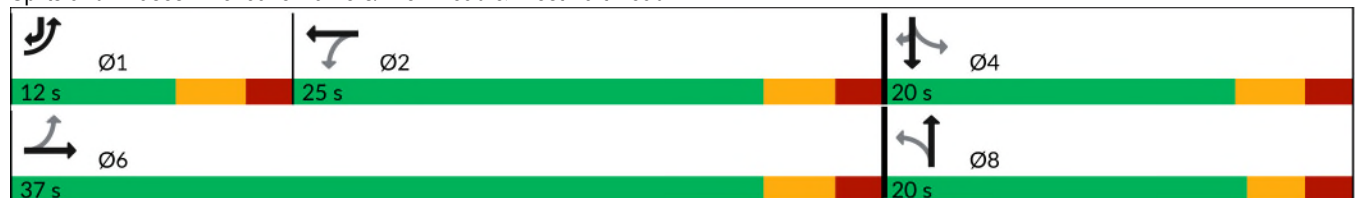
ICU Level of Service D

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 5: Jake Hafners/Allen Road & West Taft Road



Lanes, Volumes, Timings

8: West Taft Road & Pine Tree Drive

12/20/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	995	1016	18	4	3
Future Volume (vph)	0	995	1016	18	4	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3564	0	1726	0
Flt Permitted					0.972	
Satd. Flow (perm)	0	3574	3564	0	1726	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		948	105		502	
Travel Time (s)		18.5	2.0		11.4	
Confl. Peds. (#/hr)	2			2		
Peak Hour Factor	0.98	0.98	0.96	0.96	0.58	0.58
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1015	1077	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 38.7% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	995	1016	18	4	3
Future Vol, veh/h	0	995	1016	18	4	3
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	96	96	58	58
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	0	1015	1058	19	7	5

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1079	0	0 1577 541
Stage 1	-	-	- 1070 -
Stage 2	-	-	- 508 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	648	-	- 101 488
Stage 1	-	-	- 293 -
Stage 2	-	-	- 572 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	647	-	- 101 487
Mov Cap-2 Maneuver	-	-	- 101 -
Stage 1	-	-	- 292 -
Stage 2	-	-	- 572 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0	0	30.54
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	647	-	-	-	153
HCM Lane V/C Ratio	-	-	-	-	0.079
HCM Ctrl Dly (s/v)	0	-	-	-	30.5
HCM Lane LOS	A	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Lanes, Volumes, Timings
10: Willow Road & West Taft Road

12/20/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	983	16	21	1031	3	13
Future Volume (vph)	983	16	21	1031	3	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3567	0	0	3571	1657	0
Flt Permitted				0.999	0.991	
Satd. Flow (perm)	3567	0	0	3571	1657	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	105			252	463	
Travel Time (s)	2.0			4.9	10.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.57	0.57
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1041	0	0	1096	28	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 53.5% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	983	16	21	1031	3	13
Future Vol, veh/h	983	16	21	1031	3	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	57	57
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1024	17	22	1074	5	23

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1613
Stage 1	-	-	1032
Stage 2	-	-	581
Critical Hdwy	-	4.12	6.82
Critical Hdwy Stg 1	-	-	5.82
Critical Hdwy Stg 2	-	-	5.82
Follow-up Hdwy	-	2.21	3.51
Pot Cap-1 Maneuver	-	670	96
Stage 1	-	-	307
Stage 2	-	-	525
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	670	91
Mov Cap-2 Maneuver	-	-	91
Stage 1	-	-	307
Stage 2	-	-	501

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.67	19.71
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	273	-	-	72	-
HCM Lane V/C Ratio	0.103	-	-	0.033	-
HCM Ctrl Dly (s/v)	19.7	-	-	10.6	0.5
HCM Lane LOS	C	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	0.1	-

Lanes, Volumes, Timings
12: West Taft Road & Crystal Drive

12/20/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	4	992	1047	9	5	5
Future Volume (vph)	4	992	1047	9	5	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3571	0	1711	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	3574	3571	0	1711	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		252	99		489	
Travel Time (s)		4.9	1.9		11.1	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.50	0.50
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1037	1100	0	20	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 40.2% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	992	1047	9	5	5
Future Vol, veh/h	4	992	1047	9	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	50	50
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	4	1033	1091	9	10	10

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1100	0	0 1620 550
Stage 1	-	-	- 1095 -
Stage 2	-	-	- 525 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	636	-	- 95 481
Stage 1	-	-	- 284 -
Stage 2	-	-	- 561 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	636	-	- 94 481
Mov Cap-2 Maneuver	-	-	- 94 -
Stage 1	-	-	- 281 -
Stage 2	-	-	- 561 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.14	0	31.22
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	14	-	-	-	157
HCM Lane V/C Ratio	0.007	-	-	-	0.127
HCM Ctrl Dly (s/v)	10.7	0.1	-	-	31.2
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.4

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	989	8	16	1049	7	18
Future Volume (vph)	989	8	16	1049	7	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3571	0	0	3571	1673	0
Flt Permitted				0.999	0.986	
Satd. Flow (perm)	3571	0	0	3571	1673	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	99			225	459	
Travel Time (s)	1.9			4.4	10.4	
Peak Hour Factor	0.94	0.94	0.96	0.96	0.63	0.63
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1061	0	0	1110	40	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 50.3%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	989	8	16	1049	7	18
Future Vol, veh/h	989	8	16	1049	7	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	96	96	63	63
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	1052	9	17	1093	11	29

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1061
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.21
Pot Cap-1 Maneuver	-	-	658
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	658
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.53	25.18
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	218	-	-	54	-
HCM Lane V/C Ratio	0.182	-	-	0.025	-
HCM Ctrl Dly (s/v)	25.2	-	-	10.6	0.4
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	9	998	1062	22	8	3
Future Volume (vph)	9	998	1062	22	8	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3564	0	1752	0
Flt Permitted					0.964	
Satd. Flow (perm)	0	3574	3564	0	1752	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		225	366		485	
Travel Time (s)		4.4	7.1		11.0	
Confl. Peds. (#/hr)	4			4		
Peak Hour Factor	0.97	0.97	0.96	0.96	0.69	0.69
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1038	1129	0	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 43.9%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	998	1062	22	8	3
Future Vol, veh/h	9	998	1062	22	8	3
Conflicting Peds, #/hr	4	0	0	4	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	96	96	69	69
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	9	1029	1106	23	12	4

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1133	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.21	-	-
Pot Cap-1 Maneuver	618	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	616	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.32	0	42.17
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	32	-	-	-	113
HCM Lane V/C Ratio	0.015	-	-	-	0.142
HCM Ctrl Dly (s/v)	10.9	0.2	-	-	42.2
HCM Lane LOS	B	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Lanes, Volumes, Timings

19: Site Access/Rockland Drive & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	956	46	41	1040	10	43	0	39	1	0	1
Future Volume (vph)	4	956	46	41	1040	10	43	0	39	1	0	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3549	0	1787	3570	0	0	1715	0	0	1711	0
Flt Permitted	0.240			0.263				0.833			0.816	
Satd. Flow (perm)	451	3549	0	495	3570	0	0	1467	0	0	1431	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14			3			43			31	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			424			409			495	
Travel Time (s)		7.1			8.3			9.3			11.3	
Confl. Peds. (#/hr)	2					2						
Peak Hour Factor	0.97	0.97	0.97	0.95	0.95	0.95	0.90	0.90	0.90	0.50	0.50	0.50
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	1033	0	43	1106	0	0	91	0	0	4	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		11.0	11.0		11.0	11.0	
Total Split (s)	50.0	50.0		50.0	50.0		20.0	20.0		20.0	20.0	
Total Split (%)	71.4%	71.4%		71.4%	71.4%		28.6%	28.6%		28.6%	28.6%	
Maximum Green (s)	45.0	45.0		45.0	45.0		15.0	15.0		15.0	15.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)	40.8	40.8		40.8	40.8			8.1			8.1	
Actuated g/C Ratio	0.75	0.75		0.75	0.75			0.15			0.15	
v/c Ratio	0.01	0.39		0.12	0.41			0.36			0.02	

2028 Build Conditions - Evening Peak Hour - With Mitigation
GTS Consulting

Synchro 12 Report
Page 15

Lanes, Volumes, Timings

19: Site Access/Rockland Drive & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	3.5	4.2		4.4	4.4			18.6			0.0	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)	3.5	4.2		4.4	4.4			18.6			0.0	
LOS	A	A		A	A			B			A	
Approach Delay (s/veh)		4.2			4.4			18.6				
Approach LOS		A			A			B				
Queue Length 50th (ft)	0	60		4	67			14			0	
Queue Length 95th (ft)	3	113		15	125			54			0	
Internal Link Dist (ft)		286			344			329			415	
Turn Bay Length (ft)	150			150								
Base Capacity (vph)	365	2881		401	2896			455			436	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.01	0.36		0.11	0.38			0.20			0.01	

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 54.4

Natural Cycle: 40

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.41

Intersection Signal Delay (s/veh): 4.9

Intersection LOS: A

Intersection Capacity Utilization 48.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 19: Site Access/Rockland Drive & West Taft Road



Lanes, Volumes, Timings

22: West Taft Road & Hazelhurst Avenue

12/20/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	13	983	1083	75	21	8
Future Volume (vph)	13	983	1083	75	21	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3571	3539	0	1746	0
Flt Permitted		0.999			0.965	
Satd. Flow (perm)	0	3571	3539	0	1746	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		424	540		478	
Travel Time (s)		8.3	10.5		10.9	
Confl. Peds. (#/hr)	3			3		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.81	0.81
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1049	1219	0	36	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 46.3% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	983	1083	75	21	8
Future Vol, veh/h	13	983	1083	75	21	8
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	81	81
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	14	1035	1140	79	26	10

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1222	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.12	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.21	-	-
Pot Cap-1 Maneuver	572	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	570	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.52	0	59.64
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	47	-	-	-	100
HCM Lane V/C Ratio	0.024	-	-	-	0.357
HCM Ctrl Dly (s/v)	11.5	0.4	-	-	59.6
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	1.4

Lanes, Volumes, Timings

25: Rite Aid/Teacher's Drive & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	905	11	6	1064	62	6	1	3	46	1	88
Future Volume (vph)	88	905	11	6	1064	62	6	1	3	46	1	88
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	135		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3566	0	1787	5095	0	0	3300	0	0	1793	1599
Flt Permitted	0.157			0.297				0.841			0.777	
Satd. Flow (perm)	295	3566	0	559	5095	0	0	2854	0	0	1462	1579
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			10			4				22
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		251			531			126			490	
Travel Time (s)		4.9			10.3			2.9			11.1	
Confl. Peds. (#/hr)			1	1			1					1
Peak Hour Factor	0.95	0.95	0.95	0.91	0.91	0.91	0.83	0.83	0.83	0.86	0.86	0.86
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	965	0	7	1237	0	0	12	0	0	54	102
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	8.0		5.0	8.0		5.0	5.0		10.0	10.0	5.0
Minimum Split (s)	10.0	13.0		10.0	13.0		10.0	10.0		15.0	15.0	10.0
Total Split (s)	20.0	48.0		12.0	40.0		40.0	40.0		40.0	40.0	20.0
Total Split (%)	20.0%	48.0%		12.0%	40.0%		40.0%	40.0%		40.0%	40.0%	20.0%
Maximum Green (s)	15.0	43.0		7.0	35.0		35.0	35.0		35.0	35.0	15.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	3.0	3.0		2.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	Min		None	None		None	None	None
Act Effct Green (s)	35.6	37.2		29.2	26.7			8.5			11.0	13.4
Actuated g/C Ratio	0.73	0.76		0.60	0.55			0.17			0.23	0.28
v/c Ratio	0.20	0.35		0.01	0.44			0.02			0.16	0.23

2028 Build Conditions - Evening Peak Hour - With Mitigation
GTS Consulting

Synchro 12 Report
Page 19

Lanes, Volumes, Timings

25: Rite Aid/Teacher's Drive & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	4.4	5.6		4.2	10.8			18.4			22.5	11.0
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay (s/veh)	4.4	5.6		4.2	10.8			18.4			22.5	11.0
LOS	A	A		A	B			B			C	B
Approach Delay (s/veh)		5.5			10.8			18.4			14.9	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)	10	68		1	113			1			15	15
Queue Length 95th (ft)	22	168		4	157			7			45	45
Internal Link Dist (ft)		171			451			46			410	
Turn Bay Length (ft)	130			135								
Base Capacity (vph)	718	2980		546	3847			2154			1103	713
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.13	0.32		0.01	0.32			0.01			0.05	0.14

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 48.7

Natural Cycle: 45

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.44

Intersection Signal Delay (s/veh): 8.8

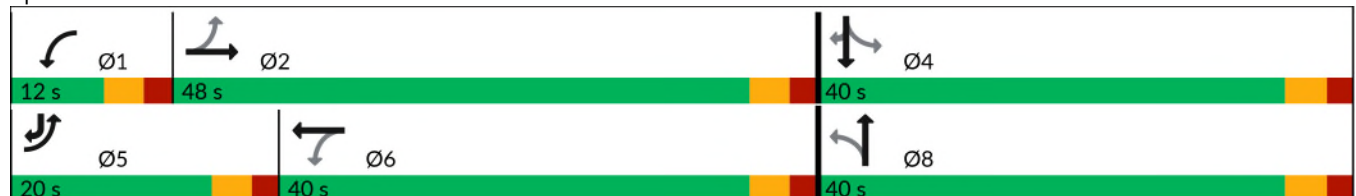
Intersection LOS: A

Intersection Capacity Utilization 51.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 25: Rite Aid/Teacher's Drive & West Taft Road



Lanes, Volumes, Timings
28: Route 11 & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	161	534	259	84	627	183	353	357	91	86	391	152
Future Volume (vph)	161	534	259	84	627	183	353	357	91	86	391	152
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	175		235	375		0	190		250
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1770	3366	0	1787	5136	1599	1787	3463	0	1787	3574	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3366	0	1787	5136	1599	1787	3463	0	1787	3574	1599
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		72				213						
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		531			499			688			922	
Travel Time (s)		10.3			9.7			13.4			18.0	
Peak Hour Factor	0.98	0.98	0.98	0.95	0.95	0.95	0.94	0.94	0.94	0.90	0.90	0.90
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	164	809	0	88	660	193	376	477	0	96	434	169
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	pm+ov
Protected Phases	1	6		5	2		3	8		7	4	1
Permitted Phases						2						4
Detector Phase	1	6		5	2	2	3	8		7	4	1
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0	10.0	4.0	6.0		4.0	6.0	4.0
Minimum Split (s)	10.5	16.0		10.5	16.0	16.0	10.0	12.0		10.0	12.0	10.5
Total Split (s)	25.0	35.0		20.0	30.0	30.0	32.0	36.0		19.0	23.0	25.0
Total Split (%)	22.7%	31.8%		18.2%	27.3%	27.3%	29.1%	32.7%		17.3%	20.9%	22.7%
Maximum Green (s)	18.5	29.0		13.5	24.0	24.0	26.0	30.0		13.0	17.0	18.5
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	3.0	2.5		3.0	2.5	2.5	2.5	2.5		2.5	2.5	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	6.0		6.5	6.0	6.0	6.0	6.0		6.0	6.0	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.0	4.0		1.0	4.0	4.0	1.5	2.0		1.0	2.0	1.0
Recall Mode	None	C-Min		None	C-Min	C-Min	Max	Max		Max	Max	None
Act Effct Green (s)	13.6	34.1		9.0	27.3	27.3	27.6	30.0		14.6	17.0	36.6
Actuated g/C Ratio	0.12	0.31		0.08	0.25	0.25	0.25	0.27		0.13	0.15	0.33
v/c Ratio	0.75	0.74		0.60	0.52	0.35	0.84	0.51		0.41	0.79	0.32
Control Delay (s/veh)	67.1	36.5		80.0	27.3	3.1	57.7	36.0		50.6	56.0	28.4

2028 Build Conditions - Evening Peak Hour - With Mitigation
GTS Consulting

Synchro 12 Report
Page 21

Lanes, Volumes, Timings
28: Route 11 & West Taft Road

12/20/2025

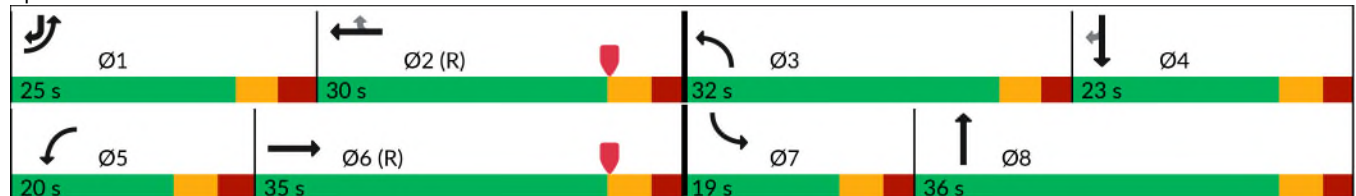
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	67.1	36.5		80.0	27.3	3.1	57.7	36.0		50.6	56.0	28.4
LOS	E	D		E	C	A	E	D		D	E	C
Approach Delay (s/veh)		41.7			27.2			45.5			48.6	
Approach LOS		D			C			D			D	
Queue Length 50th (ft)	115	252		68	112	6	260	151		65	158	89
Queue Length 95th (ft)	181	#367		121	90	13	#432	203		119	#227	137
Internal Link Dist (ft)		451			419			608			842	
Turn Bay Length (ft)	200			175		235	375			190		250
Base Capacity (vph)	297	1094		219	1275	557	448	944		237	552	603
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.55	0.74		0.40	0.52	0.35	0.84	0.51		0.41	0.79	0.28

Intersection Summary

Area Type: Other
Cycle Length: 110
Actuated Cycle Length: 110
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay (s/veh): 40.1
Intersection Capacity Utilization 78.5%
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection LOS: D
ICU Level of Service D

Splits and Phases: 28: Route 11 & West Taft Road



Lanes, Volumes, Timings

31: South Bay Road & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	542	77	152	630	80	175	402	142	47	162	89
Future Volume (vph)	92	542	77	152	630	80	175	402	142	47	162	89
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	400		380	340		0	115		400
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1752	3438	0	1787	5048	0	1770	3401	0	1736	3287	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1752	3438	0	1787	5048	0	1770	3401	0	1736	3287	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		15			21							
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		499			1099			982			949	
Travel Time (s)		9.7			21.4			19.1			18.5	
Peak Hour Factor	0.89	0.89	0.89	0.94	0.94	0.94	0.92	0.92	0.92	0.97	0.97	0.97
Heavy Vehicles (%)	3%	3%	3%	1%	1%	1%	2%	2%	2%	4%	4%	4%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	103	696	0	162	755	0	190	591	0	48	259	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases												
Detector Phase	1	6		5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0		4.0	8.0		4.0	8.0	
Minimum Split (s)	10.5	16.0		10.5	16.0		10.0	14.5		10.0	14.5	
Total Split (s)	17.0	39.0		18.0	40.0		29.0	33.0		20.0	24.0	
Total Split (%)	15.5%	35.5%		16.4%	36.4%		26.4%	30.0%		18.2%	21.8%	
Maximum Green (s)	10.5	33.0		11.5	34.0		23.0	26.5		14.0	17.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	2.5		3.0	2.5		2.5	3.0		2.5	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.0		6.5	6.0		6.0	6.5		6.0	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	4.0		1.5	4.0		1.0	2.0		1.0	2.0	
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	
Act Effct Green (s)	9.6	41.5		13.8	45.7		15.4	24.9		6.8	14.3	
Actuated g/C Ratio	0.09	0.38		0.13	0.42		0.14	0.23		0.06	0.13	
v/c Ratio	0.68	0.53		0.72	0.36		0.77	0.77		0.45	0.61	
Control Delay (s/veh)	74.7	19.7		65.1	23.7		64.9	47.0		62.3	51.1	

2028 Build Conditions - Evening Peak Hour - With Mitigation
GTS Consulting

Synchro 12 Report
Page 23

Lanes, Volumes, Timings

31: South Bay Road & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	74.7	19.7		65.1	23.7		64.9	47.0		62.3	51.1	
LOS	E	B		E	C		E	D		E	D	
Approach Delay (s/veh)		26.7			31.0			51.4			52.8	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	79	100		110	131		133	213		34	94	
Queue Length 95th (ft)	m117	154		#225	194		200	261		73	135	
Internal Link Dist (ft)		419			1019			902			869	
Turn Bay Length (ft)	115			400			340			115		
Base Capacity (vph)	175	1305		228	2111		370	838		220	524	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.59	0.53		0.71	0.36		0.51	0.71		0.22	0.49	

Intersection Summary

Area Type: Other

Cycle Length: 110

Actuated Cycle Length: 110

Offset: 4 (4%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay (s/veh): 37.9

Intersection LOS: D

Intersection Capacity Utilization 65.7%

ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

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

Splits and Phases: 31: South Bay Road & West Taft Road



Lanes, Volumes, Timings

35: Route 11 & Wally Road/7 Brew

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	0	19	6	0	18	26	771	23	16	710	8
Future Volume (vph)	12	0	19	6	0	18	26	771	23	16	710	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	190		0	175		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	0	1694	0	0	1671	0	1787	3560	0	1787	3567	0
Flt Permitted		0.981			0.988		0.950			0.950		
Satd. Flow (perm)	0	1694	0	0	1671	0	1787	3560	0	1787	3567	0
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		910			150			1056			688	
Travel Time (s)		20.7			3.4			20.6			13.4	
Confl. Peds. (#/hr)							1					1
Peak Hour Factor	0.67	0.67	0.67	0.86	0.86	0.86	0.99	0.99	0.99	0.93	0.93	0.93
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	46	0	0	28	0	26	802	0	17	772	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 32.0%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	0	19	6	0	18	26	771	23	16	710	8
Future Vol, veh/h	12	0	19	6	0	18	26	771	23	16	710	8
Conflicting Peds, #/hr	0	0	0	0	0	0	1	0	0	0	0	1
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	190	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	67	67	86	86	86	99	99	99	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	18	0	28	7	0	21	26	779	23	17	763	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1245	1658	387	1259	1650	401	773	0	0	802	0	0
Stage 1	803	803	-	843	843	-	-	-	-	-	-	-
Stage 2	442	855	-	416	807	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.52	6.52	6.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.51	4.01	3.31	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	131	98	614	128	99	602	845	-	-	824	-	-
Stage 1	345	396	-	327	380	-	-	-	-	-	-	-
Stage 2	567	375	-	587	395	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	120	93	614	116	94	602	844	-	-	824	-	-
Mov Cap-2 Maneuver	120	93	-	116	94	-	-	-	-	-	-	-
Stage 1	338	388	-	317	368	-	-	-	-	-	-	-
Stage 2	530	364	-	548	386	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	23.83	18.52	0.3	0.21
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	844	-	-	237	294	824	-	-
HCM Lane V/C Ratio	0.031	-	-	0.195	0.095	0.021	-	-
HCM Ctrl Dly (s/v)	9.4	-	-	23.8	18.5	9.5	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.3	0.1	-	-

Lanes, Volumes, Timings

1: Buckley Road & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	396	151	167	415	163	184	198	177	213	196	79
Future Volume (vph)	54	396	151	167	415	163	184	198	177	213	196	79
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	310		340	540		0	0		0	480		480
Storage Lanes	1		1	1		0	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3574	1599	1787	3424	0	1787	3320	0	1787	3421	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3574	1599	1787	3424	0	1787	3320	0	1787	3421	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			174		39			160			41	
Link Speed (mph)		40			35			35			35	
Link Distance (ft)		780			971			472			774	
Travel Time (s)		13.3			18.9			9.2			15.1	
Peak Hour Factor	0.87	0.87	0.87	0.93	0.93	0.93	0.90	0.90	0.90	0.94	0.94	0.94
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	455	174	180	621	0	204	417	0	227	293	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6	3	5	2		3	8		7	4	
Permitted Phases			6									
Detector Phase	1	6	3	5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	8.0	15.0	8.0	8.0	15.0		8.0	15.0		8.0	15.0	
Minimum Split (s)	14.0	21.0	14.0	14.0	21.0		14.0	21.0		14.0	21.0	
Total Split (s)	25.0	45.0	30.0	25.0	45.0		30.0	50.0		25.0	45.0	
Total Split (%)	17.2%	31.0%	20.7%	17.2%	31.0%		20.7%	34.5%		17.2%	31.0%	
Maximum Green (s)	19.0	39.0	24.0	19.0	39.0		24.0	44.0		19.0	39.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lead	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0		2.0	2.0	
Recall Mode	None	Min	None	None	Min		None	None		None	None	
Act Effct Green (s)	8.9	17.3	38.8	14.4	26.0		15.4	16.1		18.5	19.2	
Actuated g/C Ratio	0.10	0.19	0.43	0.16	0.29		0.17	0.18		0.20	0.21	
v/c Ratio	0.35	0.67	0.22	0.63	0.61		0.67	0.58		0.62	0.39	
Control Delay (s/veh)	46.4	39.9	3.1	47.1	30.5		47.2	24.9		43.2	30.3	

2028 Build Conditions - Saturday Peak Hour - With Mitigation
GTS Consulting

Synchro 12 Report
Page 1

Lanes, Volumes, Timings

1: Buckley Road & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	46.4	39.9	3.1	47.1	30.5		47.2	24.9		43.2	30.3	
LOS	D	D	A	D	C		D	C		D	C	
Approach Delay (s/veh)		31.2			34.2			32.2			35.9	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)	34	127	0	96	156		110	70		117	64	
Queue Length 95th (ft)	78	193	31	183	241		197	131		#243	126	
Internal Link Dist (ft)		700			891			392			694	
Turn Bay Length (ft)	310		340	540						480		
Base Capacity (vph)	378	1553	923	378	1510		477	1709		378	1510	
Starvation Cap Reductn	0	0	0	0	0		0	0		0	0	
Spillback Cap Reductn	0	0	0	0	0		0	0		0	0	
Storage Cap Reductn	0	0	0	0	0		0	0		0	0	
Reduced v/c Ratio	0.16	0.29	0.19	0.48	0.41		0.43	0.24		0.60	0.19	

Intersection Summary

Area Type: Other

Cycle Length: 145

Actuated Cycle Length: 90.5

Natural Cycle: 75

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay (s/veh): 33.3

Intersection LOS: C

Intersection Capacity Utilization 67.7%

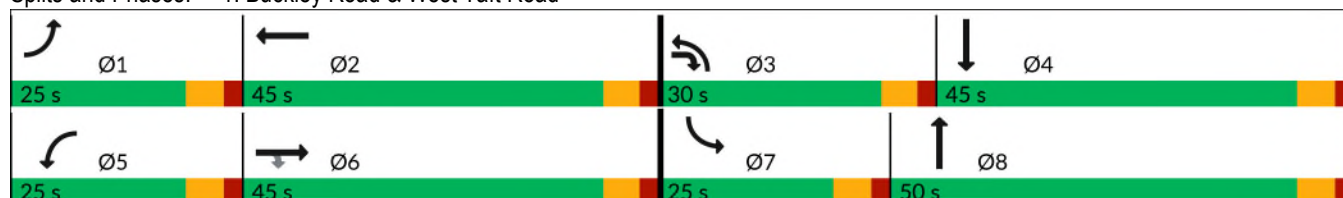
ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: Buckley Road & West Taft Road



Lanes, Volumes, Timings

5: Jake Hafners/Allen Road & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	144	623	19	0	597	106	3	0	0	107	0	145
Future Volume (vph)	144	623	19	0	597	106	3	0	0	107	0	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		0	0		0	0		0	0		170
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3556	0	0	3492	0	0	1787	0	0	1787	1599
Flt Permitted	0.250							0.681			0.755	
Satd. Flow (perm)	470	3556	0	0	3492	0	0	1281	0	0	1420	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			39							94
Link Speed (mph)		35			35			30			35	
Link Distance (ft)		971			948			245			583	
Travel Time (s)		18.9			18.5			5.6			11.4	
Peak Hour Factor	0.97	0.97	0.97	0.92	0.92	0.92	0.75	0.75	0.75	0.90	0.90	0.90
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	148	662	0	0	764	0	0	4	0	0	119	161
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA			NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	1	6			2			8			4	1
Permitted Phases	6			2			8			4		4
Detector Phase	1	6		2	2		8	8		4	4	1
Switch Phase												
Minimum Initial (s)	5.0	15.0		15.0	15.0		5.0	5.0		8.0	8.0	5.0
Minimum Split (s)	11.0	20.0		20.0	20.0		9.5	9.5		13.0	13.0	11.0
Total Split (s)	12.0	37.0		25.0	25.0		20.0	20.0		20.0	20.0	12.0
Total Split (%)	21.1%	64.9%		43.9%	43.9%		35.1%	35.1%		35.1%	35.1%	21.1%
Maximum Green (s)	7.0	32.0		20.0	20.0		15.5	15.5		15.0	15.0	7.0
Yellow Time (s)	3.0	3.0		3.0	3.0		2.5	2.5		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0			5.0			4.5			5.0	5.0
Lead/Lag	Lead			Lag	Lag							Lead
Lead-Lag Optimize?	Yes			Yes	Yes							Yes
Vehicle Extension (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Recall Mode	None	Min		Min	Min		None	None		None	None	None
Act Effct Green (s)	29.2	30.5			21.7			9.2			9.6	17.5
Actuated g/C Ratio	0.64	0.67			0.48			0.20			0.21	0.38
v/c Ratio	0.31	0.28			0.45			0.02			0.40	0.24
Control Delay (s/veh)	6.6	5.1			12.5			15.7			21.5	5.2

2028 Build Conditions - Saturday Peak Hour - With Mitigation
GTS Consulting

Synchro 12 Report
Page 3

Lanes, Volumes, Timings

5: Jake Hafners/Allen Road & West Taft Road

12/20/2025

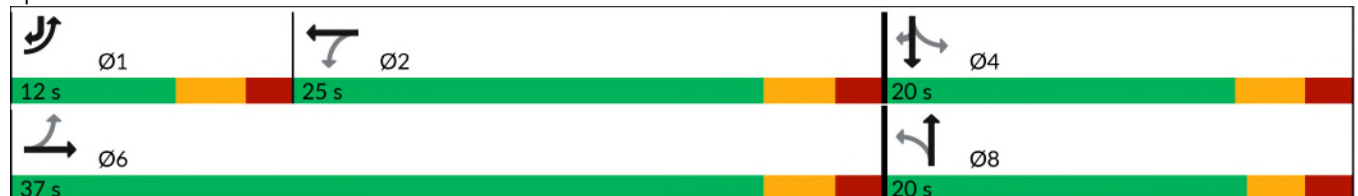
												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay (s/veh)	6.6	5.1			12.5			15.7			21.5	5.2
LOS	A	A			B			B			C	A
Approach Delay (s/veh)		5.3			12.5			15.7			12.1	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)	14	36			80			1			28	9
Queue Length 95th (ft)	40	76			147			6			72	39
Internal Link Dist (ft)		891			868			165			503	
Turn Bay Length (ft)	250											170
Base Capacity (vph)	507	2556			1885			445			478	703
Starvation Cap Reductn	0	0			0			0			0	0
Spillback Cap Reductn	0	0			0			0			0	0
Storage Cap Reductn	0	0			0			0			0	0
Reduced v/c Ratio	0.29	0.26			0.41			0.01			0.25	0.23

Intersection Summary

Area Type: Other
 Cycle Length: 57
 Actuated Cycle Length: 45.6
 Natural Cycle: 45
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.45
 Intersection Signal Delay (s/veh): 9.3
 Intersection Capacity Utilization 56.9%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

Splits and Phases: 5: Jake Hafners/Allen Road & West Taft Road



						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	4	726	701	3	6	2
Future Volume (vph)	4	726	701	3	6	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3571	0	1757	0
Flt Permitted					0.963	
Satd. Flow (perm)	0	3574	3571	0	1757	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		948	105		502	
Travel Time (s)		18.5	2.0		11.4	
Confl. Peds. (#/hr)	2			2		
Peak Hour Factor	0.96	0.96	0.92	0.92	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	760	765	0	9	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 32.9%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	726	701	3	6	2
Future Vol, veh/h	4	726	701	3	6	2
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	92	92	88	88
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	4	756	762	3	7	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	767	0	0 1152 385
Stage 1	-	-	- 766 -
Stage 2	-	-	- 386 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	849	-	- 193 616
Stage 1	-	-	- 422 -
Stage 2	-	-	- 659 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	847	-	- 191 615
Mov Cap-2 Maneuver	-	-	- 191 -
Stage 1	-	-	- 419 -
Stage 2	-	-	- 659 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.11	0	21.24
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	20	-	-	-	231
HCM Lane V/C Ratio	0.005	-	-	-	0.039
HCM Ctrl Dly (s/v)	9.3	0.1	-	-	21.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lanes, Volumes, Timings
10: Willow Road & West Taft Road

12/20/2025

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	722	10	21	694	10	15
Future Volume (vph)	722	10	21	694	10	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3567	0	0	3571	1694	0
Flt Permitted				0.999	0.980	
Satd. Flow (perm)	3567	0	0	3571	1694	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	105			252	463	
Travel Time (s)	2.0			4.9	10.5	
Peak Hour Factor	0.96	0.96	0.93	0.93	0.50	0.50
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	762	0	0	769	50	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

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

Intersection

Int Delay, s/veh 0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	722	10	21	694	10	15
Future Vol, veh/h	722	10	21	694	10	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	93	93	50	50
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	752	10	23	746	20	30

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	763
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.21
Pot Cap-1 Maneuver	-	-	852
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	852
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.56	18.68
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	313	-	-	106	-
HCM Lane V/C Ratio	0.16	-	-	0.026	-
HCM Ctrl Dly (s/v)	18.7	-	-	9.3	0.3
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Lanes, Volumes, Timings
12: West Taft Road & Crystal Drive

12/20/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	2	735	714	5	5	1
Future Volume (vph)	2	735	714	5	5	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3571	0	1764	0
Flt Permitted					0.960	
Satd. Flow (perm)	0	3574	3571	0	1764	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		252	99		489	
Travel Time (s)		4.9	1.9		11.1	
Confl. Peds. (#/hr)	1			1		
Peak Hour Factor	0.94	0.94	0.91	0.91	0.50	0.50
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	784	790	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other
Control Type: Unsignalized
Intersection Capacity Utilization 31.7% ICU Level of Service A
Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	735	714	5	5	1
Future Vol, veh/h	2	735	714	5	5	1
Conflicting Peds, #/hr	1	0	0	1	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	91	91	50	50
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	2	782	785	5	10	2

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	791	0	0 1184 396
Stage 1	-	-	- 788 -
Stage 2	-	-	- 395 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	832	-	- 184 606
Stage 1	-	-	- 411 -
Stage 2	-	-	- 652 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	831	-	- 183 605
Mov Cap-2 Maneuver	-	-	- 183 -
Stage 1	-	-	- 409 -
Stage 2	-	-	- 652 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.06	0	23.46
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	10	-	-	-	207
HCM Lane V/C Ratio	0.003	-	-	-	0.058
HCM Ctrl Dly (s/v)	9.3	0	-	-	23.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

						
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	740	0	21	716	3	7
Future Volume (vph)	740	0	21	716	3	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	3574	0	0	3571	1684	0
Flt Permitted				0.999	0.984	
Satd. Flow (perm)	3574	0	0	3571	1684	0
Link Speed (mph)	35			35	30	
Link Distance (ft)	99			225	459	
Travel Time (s)	1.9			4.4	10.4	
Confl. Peds. (#/hr)		1	1			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.83	0.83
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	796	0	0	793	12	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 44.9%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR

Lane Configurations	↑↑			↑↑	↑↑	

Traffic Vol, veh/h	740	0	21	716	3	7

Future Vol, veh/h	740	0	21	716	3	7

Conflicting Peds, #/hr	0	1	1	0	0	0

Sign Control	Free	Free	Free	Free	Stop	Stop

RT Channelized	-	None	-	None	-	None

Storage Length	-	-	-	-	0	-

Veh in Median Storage, #	0	-	-	0	0	-

Grade, %	0	-	-	0	0	-

Peak Hour Factor	93	93	93	93	83	83

Heavy Vehicles, %	1	1	1	1	1	1

Mvmt Flow	796	0	23	770	4	8

Major/Minor	Major1	Major2	Minor1

Conflicting Flow All	0	0	797

Stage 1	-	-	797

Stage 2	-	-	430

Critical Hdwy	-	4.12	6.82

Critical Hdwy Stg 1	-	-	5.82

Critical Hdwy Stg 2	-	-	5.82

Follow-up Hdwy	-	2.21	3.51

Pot Cap-1 Maneuver	-	828	172

Stage 1	-	-	407

Stage 2	-	-	626

Platoon blocked, %	-	-	-

Mov Cap-1 Maneuver	-	827	166

Mov Cap-2 Maneuver	-	-	166

Stage 1	-	-	406

Stage 2	-	-	605

Approach	EB	WB	NB

HCM Ctrl Dly, s/v	0	0.57	16.08

HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT

Capacity (veh/h)	337	-	-	103	-

HCM Lane V/C Ratio	0.036	-	-	0.027	-

HCM Ctrl Dly (s/v)	16.1	-	-	9.5	0.3

HCM Lane LOS	C	-	-	A	A

HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		 	 		 	
Traffic Volume (vph)	3	744	731	13	15	6
Future Volume (vph)	3	744	731	13	15	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3574	3564	0	1746	0
Flt Permitted					0.965	
Satd. Flow (perm)	0	3574	3564	0	1746	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		225	366		485	
Travel Time (s)		4.4	7.1		11.0	
Confl. Peds. (#/hr)	2			2		
Peak Hour Factor	0.94	0.94	0.96	0.96	0.66	0.66
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	794	775	0	32	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 32.7%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	744	731	13	15	6
Future Vol, veh/h	3	744	731	13	15	6
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	96	96	66	66
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	3	791	761	14	23	9

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	777	0	0 1172 390
Stage 1	-	-	- 770 -
Stage 2	-	-	- 402 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	842	-	- 187 612
Stage 1	-	-	- 420 -
Stage 2	-	-	- 647 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	840	-	- 185 611
Mov Cap-2 Maneuver	-	-	- 185 -
Stage 1	-	-	- 417 -
Stage 2	-	-	- 647 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.08	0	23.01
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	14	-	-	-	232
HCM Lane V/C Ratio	0.004	-	-	-	0.137
HCM Ctrl Dly (s/v)	9.3	0	-	-	23
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Lanes, Volumes, Timings

19: Site Access/Rockland Drive & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	732	23	20	732	10	20	0	18	6	0	2
Future Volume (vph)	4	732	23	20	732	10	20	0	18	6	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3560	0	1787	3566	0	0	1715	0	0	1752	0
Flt Permitted	0.356			0.348								
Satd. Flow (perm)	669	3560	0	655	3566	0	0	1761	0	0	1817	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9			4			31			31	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		366			424			435			495	
Travel Time (s)		7.1			8.3			9.9			11.3	
Confl. Peds. (#/hr)	2					2						
Peak Hour Factor	0.94	0.94	0.94	0.95	0.95	0.95	0.90	0.90	0.90	0.67	0.67	0.67
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	803	0	21	782	0	0	42	0	0	12	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	20.0	20.0		20.0	20.0		11.0	11.0		11.0	11.0	
Total Split (s)	50.0	50.0		50.0	50.0		20.0	20.0		20.0	20.0	
Total Split (%)	71.4%	71.4%		71.4%	71.4%		28.6%	28.6%		28.6%	28.6%	
Maximum Green (s)	45.0	45.0		45.0	45.0		15.0	15.0		15.0	15.0	
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)	33.5	33.5		33.5	33.5			6.5			6.5	
Actuated g/C Ratio	0.85	0.85		0.85	0.85			0.16			0.16	
v/c Ratio	0.01	0.27		0.04	0.26			0.13			0.04	

2028 Build Conditions - Saturday Peak Hour - With Mitigation
GTS Consulting

Synchro 12 Report
Page 15

Lanes, Volumes, Timings

19: Site Access/Rockland Drive & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	3.0	2.6		3.2	2.5			10.4			3.9	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)	3.0	2.6		3.2	2.5			10.4			3.9	
LOS	A	A		A	A			B			A	
Approach Delay (s/veh)		2.6			2.6			10.4			3.9	
Approach LOS		A			A			B			A	
Queue Length 50th (ft)	0	0		0	0			2			0	
Queue Length 95th (ft)	3	67		7	66			23			2	
Internal Link Dist (ft)		286			344			355			415	
Turn Bay Length (ft)	150			150								
Base Capacity (vph)	661	3518		647	3524			701			723	
Starvation Cap Reductn	0	0		0	0			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.01	0.23		0.03	0.22			0.06			0.02	

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 39.4

Natural Cycle: 40

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.27

Intersection Signal Delay (s/veh): 2.8

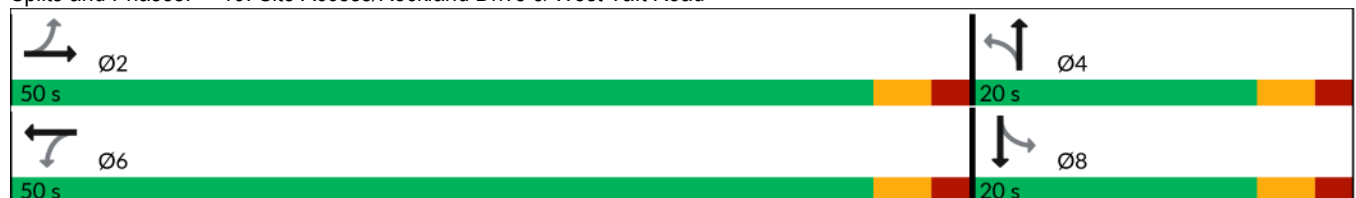
Intersection LOS: A

Intersection Capacity Utilization 34.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 19: Site Access/Rockland Drive & West Taft Road



Lanes, Volumes, Timings

22: West Taft Road & Hazelhurst Avenue

12/20/2025

						
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	12	744	738	50	33	14
Future Volume (vph)	12	744	738	50	33	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Satd. Flow (prot)	0	3571	3539	0	1743	0
Flt Permitted		0.999			0.966	
Satd. Flow (perm)	0	3571	3539	0	1743	0
Link Speed (mph)		35	35		30	
Link Distance (ft)		424	540		478	
Travel Time (s)		8.3	10.5		10.9	
Confl. Peds. (#/hr)	2			2	1	
Peak Hour Factor	0.94	0.94	0.95	0.95	0.84	0.84
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	804	830	0	56	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary

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

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	744	738	50	33	14
Future Vol, veh/h	12	744	738	50	33	14
Conflicting Peds, #/hr	2	0	0	2	1	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	95	95	84	84
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	13	791	777	53	39	17

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	831	0	0 1227 417
Stage 1	-	-	- 805 -
Stage 2	-	-	- 422 -
Critical Hdwy	4.12	-	- 6.82 6.92
Critical Hdwy Stg 1	-	-	- 5.82 -
Critical Hdwy Stg 2	-	-	- 5.82 -
Follow-up Hdwy	2.21	-	- 3.51 3.31
Pot Cap-1 Maneuver	803	-	- 172 588
Stage 1	-	-	- 403 -
Stage 2	-	-	- 632 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	802	-	- 168 587
Mov Cap-2 Maneuver	-	-	- 168 -
Stage 1	-	-	- 394 -
Stage 2	-	-	- 632 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.34	0	27.78
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	57	-	-	-	213
HCM Lane V/C Ratio	0.016	-	-	-	0.262
HCM Ctrl Dly (s/v)	9.6	0.2	-	-	27.8
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	1

Lanes, Volumes, Timings

25: Rite Aid/Teacher's Drive & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	692	16	11	711	36	9	0	0	29	0	68
Future Volume (vph)	69	692	16	11	711	36	9	0	0	29	0	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	130		0	135		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3562	0	1787	5100	0	0	3396	0	0	1787	1599
Flt Permitted	0.277			0.375								
Satd. Flow (perm)	521	3562	0	705	5100	0	0	3571	0	0	1881	1579
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			8							63
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		251			531			126			490	
Travel Time (s)		4.9			10.3			2.9			11.1	
Confl. Peds. (#/hr)			1	1			1					1
Peak Hour Factor	0.97	0.97	0.97	0.95	0.95	0.95	0.56	0.56	0.56	0.76	0.76	0.76
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	729	0	12	786	0	0	16	0	0	38	89
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	5	2		1	6			8			4	5
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4	4	5
Switch Phase												
Minimum Initial (s)	5.0	8.0		5.0	8.0		5.0	5.0		10.0	10.0	5.0
Minimum Split (s)	10.0	13.0		10.0	13.0		10.0	10.0		15.0	15.0	10.0
Total Split (s)	20.0	48.0		12.0	40.0		40.0	40.0		40.0	40.0	20.0
Total Split (%)	20.0%	48.0%		12.0%	40.0%		40.0%	40.0%		40.0%	40.0%	20.0%
Maximum Green (s)	15.0	43.0		7.0	35.0		35.0	35.0		35.0	35.0	15.0
Yellow Time (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Lost Time (s)	5.0	5.0		5.0	5.0			5.0			5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag							Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							Yes
Vehicle Extension (s)	3.0	3.0		2.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	Min		None	Min		None	None		None	None	None
Act Effct Green (s)	27.5	30.1		22.0	19.3			7.4			10.6	10.4
Actuated g/C Ratio	0.73	0.80		0.58	0.51			0.20			0.28	0.28
v/c Ratio	0.11	0.26		0.02	0.30			0.02			0.07	0.18

2028 Build Conditions - Saturday Peak Hour - With Mitigation
GTS Consulting

Synchro 12 Report
Page 19

Lanes, Volumes, Timings

25: Rite Aid/Teacher's Drive & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	3.7	5.0		4.4	9.3			15.3			14.9	4.8
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay (s/veh)	3.7	5.0		4.4	9.3			15.3			14.9	4.8
LOS	A	A		A	A			B			B	A
Approach Delay (s/veh)		4.9			9.2			15.3			7.8	
Approach LOS		A			A			B			A	
Queue Length 50th (ft)	0	0		1	26			1			4	3
Queue Length 95th (ft)	18	121		5	91			5			24	17
Internal Link Dist (ft)		171			451			46			410	
Turn Bay Length (ft)	130			135								
Base Capacity (vph)	920	3454		654	4509			3156			1662	836
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.08	0.21		0.02	0.17			0.01			0.02	0.11

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 37.7

Natural Cycle: 40

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.30

Intersection Signal Delay (s/veh): 7.2

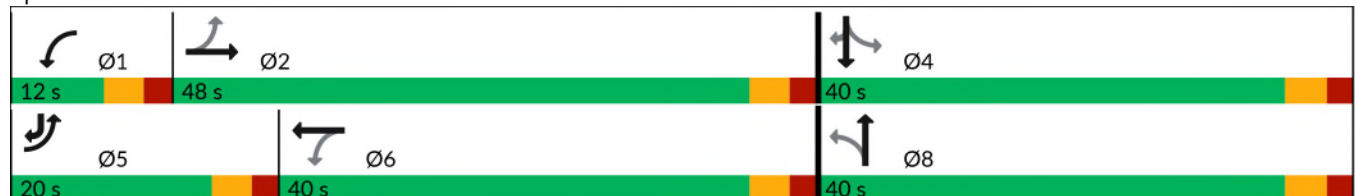
Intersection Capacity Utilization 44.6%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 25: Rite Aid/Teacher's Drive & West Taft Road



Lanes, Volumes, Timings
28: Route 11 & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	156	293	272	103	348	102	253	344	118	99	426	157
Future Volume (vph)	156	293	272	103	348	102	253	344	118	99	426	157
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	175		235	375		0	190		250
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3296	0	1787	5136	1599	1787	3438	0	1787	3574	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3296	0	1786	5136	1599	1787	3438	0	1787	3574	1599
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		200				203						
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		531			499			688			922	
Travel Time (s)		10.3			9.7			13.4			18.0	
Confl. Peds. (#/hr)			1	1								
Peak Hour Factor	0.95	0.95	0.95	0.93	0.93	0.93	0.86	0.86	0.86	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	164	594	0	111	374	110	294	537	0	104	448	165
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	pm+ov
Protected Phases	1	6		5	2		3	8		7	4	1
Permitted Phases						2						4
Detector Phase	1	6		5	2	2	3	8		7	4	1
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0	10.0	4.0	6.0		4.0	6.0	4.0
Minimum Split (s)	10.5	16.0		10.5	16.0	16.0	10.0	12.0		10.0	12.0	10.5
Total Split (s)	22.5	37.0		29.5	44.0	44.0	27.0	31.0		18.0	22.0	22.5
Total Split (%)	19.5%	32.0%		25.5%	38.1%	38.1%	23.4%	26.8%		15.6%	19.0%	19.5%
Maximum Green (s)	16.0	31.0		23.0	38.0	38.0	21.0	25.0		12.0	16.0	16.0
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5		3.5	3.5	3.5
All-Red Time (s)	3.0	2.5		3.0	2.5	2.5	2.5	2.5		2.5	2.5	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	6.0		6.5	6.0	6.0	6.0	6.0		6.0	6.0	6.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	1.0	4.0		1.0	4.0	4.0	1.5	2.0		1.0	2.0	1.0
Recall Mode	None	Min		None	Min	Min	Max	Max		Max	Max	None
Act Effct Green (s)	11.6	18.7		9.3	16.3	16.3	21.2	25.2		12.1	16.1	33.8
Actuated g/C Ratio	0.13	0.21		0.10	0.18	0.18	0.24	0.28		0.13	0.18	0.38
v/c Ratio	0.71	0.71		0.60	0.40	0.24	0.70	0.56		0.43	0.70	0.28

2028 Build Conditions - Saturday Peak Hour - With Mitigation
GTS Consulting

Synchro 12 Report
Page 21

Lanes, Volumes, Timings
28: Route 11 & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Control Delay (s/veh)	55.8	26.5		53.6	33.7	1.3	43.7	31.7		44.6	42.9	21.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay (s/veh)	55.8	26.5		53.6	33.7	1.3	43.7	31.7		44.6	42.9	21.9
LOS	E	C		D	C	A	D	C		D	D	C
Approach Delay (s/veh)		32.8			31.4			36.0			38.3	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	90	109		61	69	0	153	136		55	126	63
Queue Length 95th (ft)	171	177		124	103	0	#292	212		121	#224	127
Internal Link Dist (ft)		451			419			608			842	
Turn Bay Length (ft)	200			175		235	375			190		250
Base Capacity (vph)	320	1275		460	2186	797	420	963		240	640	680
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.51	0.47		0.24	0.17	0.14	0.70	0.56		0.43	0.70	0.24

Intersection Summary

Area Type: Other

Cycle Length: 115.5

Actuated Cycle Length: 90

Natural Cycle: 65

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay (s/veh): 34.8

Intersection LOS: C

Intersection Capacity Utilization 68.8%

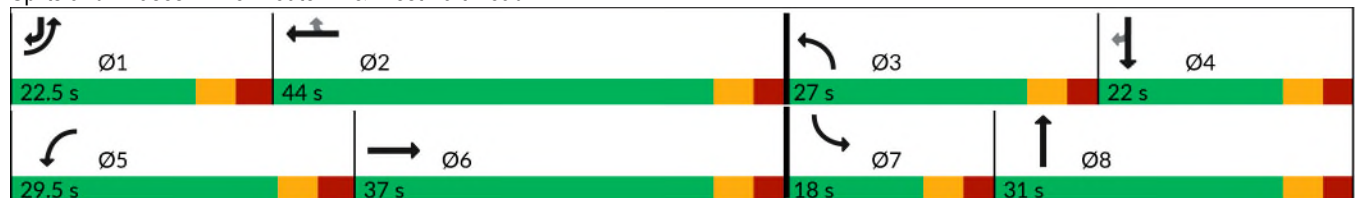
ICU Level of Service C

Analysis Period (min) 15

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

Queue shown is maximum after two cycles.

Splits and Phases: 28: Route 11 & West Taft Road



Lanes, Volumes, Timings

31: South Bay Road & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	323	98	130	370	63	115	238	81	32	167	68
Future Volume (vph)	89	323	98	130	370	63	115	238	81	32	167	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	115		0	400		380	340		0	115		400
Storage Lanes	1		0	1		1	1		0	1		1
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	1787	3449	0	1787	5023	0	1787	3438	0	1787	3421	0
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1787	3449	0	1787	5023	0	1787	3438	0	1787	3421	0
Right Turn on Red			Yes			Yes			No			No
Satd. Flow (RTOR)		28			25							
Link Speed (mph)		35			35			35			35	
Link Distance (ft)		499			1099			982			949	
Travel Time (s)		9.7			21.4			19.1			18.5	
Peak Hour Factor	0.89	0.89	0.89	0.97	0.97	0.97	0.93	0.93	0.93	0.88	0.88	0.88
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	100	473	0	134	446	0	124	343	0	36	267	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA		Prot	NA		Prot	NA	
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases												
Detector Phase	1	6		5	2		3	8		7	4	
Switch Phase												
Minimum Initial (s)	4.0	10.0		4.0	10.0		4.0	8.0		4.0	8.0	
Minimum Split (s)	10.5	16.0		10.5	16.0		10.0	14.5		10.0	14.5	
Total Split (s)	22.5	44.0		28.5	50.0		34.0	46.5		19.0	31.5	
Total Split (%)	16.3%	31.9%		20.7%	36.2%		24.6%	33.7%		13.8%	22.8%	
Maximum Green (s)	16.0	38.0		22.0	44.0		28.0	40.0		13.0	25.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	2.5		3.0	2.5		2.5	3.0		2.5	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.0		6.5	6.0		6.0	6.5		6.0	6.5	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.0	4.0		1.5	4.0		1.0	2.0		1.0	2.0	
Recall Mode	None	Max		None	Max		None	None		None	None	
Act Effct Green (s)	9.5	42.0		12.0	44.4		10.9	22.3		5.9	12.7	
Actuated g/C Ratio	0.09	0.41		0.12	0.43		0.11	0.22		0.06	0.12	
v/c Ratio	0.61	0.33		0.65	0.20		0.66	0.46		0.35	0.63	
Control Delay (s/veh)	62.0	22.1		59.3	18.9		61.9	38.9		58.8	50.8	

2028 Build Conditions - Saturday Peak Hour - With Mitigation
GTS Consulting

Synchro 12 Report
Page 23

Lanes, Volumes, Timings

31: South Bay Road & West Taft Road

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	62.0	22.1		59.3	18.9		61.9	38.9		58.8	50.8	
LOS	E	C		E	B		E	D		E	D	
Approach Delay (s/veh)		29.0			28.2			45.0			51.7	
Approach LOS		C			C			D			D	
Queue Length 50th (ft)	64	102		85	61		79	110		23	88	
Queue Length 95th (ft)	128	180		161	107		153	168		61	142	
Internal Link Dist (ft)		419			1019			902			869	
Turn Bay Length (ft)	115			400			340			115		
Base Capacity (vph)	280	1424		385	2182		491	1349		227	839	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.36	0.33		0.35	0.20		0.25	0.25		0.16	0.32	

Intersection Summary

Area Type: Other

Cycle Length: 138

Actuated Cycle Length: 102.8

Natural Cycle: 60

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay (s/veh): 36.2

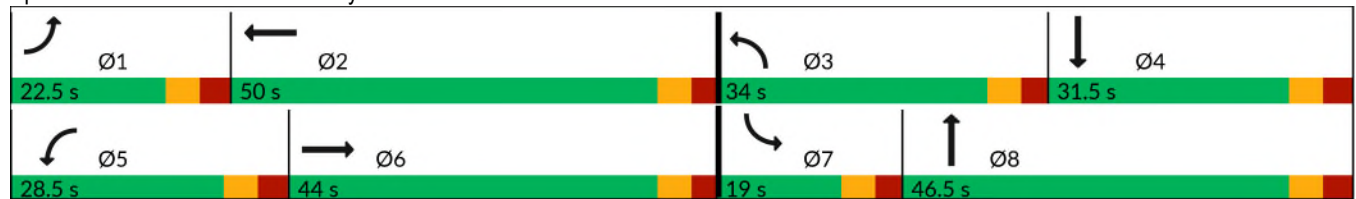
Intersection Capacity Utilization 53.3%

Analysis Period (min) 15

Intersection LOS: D

ICU Level of Service A

Splits and Phases: 31: South Bay Road & West Taft Road



Lanes, Volumes, Timings

35: Route 11 & Wally Road/7 Brew

12/20/2025

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	0	11	19	1	49	14	659	49	43	751	7
Future Volume (vph)	7	0	11	19	1	49	14	659	49	43	751	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	190		0	175		0
Storage Lanes	0		0	0		0	1		0	1		0
Taper Length (ft)	75			75			75			75		
Satd. Flow (prot)	0	1694	0	0	1677	0	1787	3539	0	1787	3571	0
Flt Permitted		0.980			0.986		0.950			0.950		
Satd. Flow (perm)	0	1694	0	0	1677	0	1787	3539	0	1787	3571	0
Link Speed (mph)		30			30			35			35	
Link Distance (ft)		910			150			1056			688	
Travel Time (s)		20.7			3.4			20.6			13.4	
Confl. Peds. (#/hr)							2		2	2		2
Peak Hour Factor	0.60	0.60	0.60	0.90	0.90	0.90	0.89	0.89	0.89	0.91	0.91	0.91
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	30	0	0	76	0	16	795	0	47	833	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary

Area Type: Other

Control Type: Unsignalized

Intersection Capacity Utilization 39.1%

ICU Level of Service A

Analysis Period (min) 15

Intersection

Int Delay, s/veh 1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Vol, veh/h	7	0	11	19	1	49	14	659	49	43	751	7
Future Vol, veh/h	7	0	11	19	1	49	14	659	49	43	751	7
Conflicting Peds, #/hr	0	0	0	0	0	0	2	0	2	2	0	2
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	190	-	-	175	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	60	60	60	90	90	90	89	89	89	91	91	91
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	12	0	18	21	1	54	16	740	55	47	825	8

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	1328	1755	418	1309	1731	400	835	0	0	798	0	0
Stage 1	926	926	-	801	801	-	-	-	-	-	-	-
Stage 2	402	829	-	507	929	-	-	-	-	-	-	-
Critical Hdwy	7.52	6.52	6.92	7.52	6.52	6.92	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.52	5.52	-	6.52	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.51	4.01	3.31	3.51	4.01	3.31	2.21	-	-	2.21	-	-
Pot Cap-1 Maneuver	114	85	586	118	88	603	801	-	-	827	-	-
Stage 1	291	348	-	346	397	-	-	-	-	-	-	-
Stage 2	598	386	-	519	347	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	95	78	585	105	81	602	799	-	-	825	-	-
Mov Cap-2 Maneuver	95	78	-	105	81	-	-	-	-	-	-	-
Stage 1	274	327	-	339	389	-	-	-	-	-	-	-
Stage 2	532	377	-	474	326	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	26.93	25.43	0.19	0.52
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	799	-	-	194	252	825	-	-
HCM Lane V/C Ratio	0.02	-	-	0.155	0.304	0.057	-	-
HCM Ctrl Dly (s/v)	9.6	-	-	26.9	25.4	9.6	-	-
HCM Lane LOS	A	-	-	D	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	1.2	0.2	-	-