

<b>DOCKETED</b>	
<b>Docket Number:</b>	26-OPT-02
<b>Project Title:</b>	Seahawk Battery Energy Storage System
<b>TN #:</b>	270268
<b>Document Title:</b>	Section 3-12 Appendices
<b>Description:</b>	N/A
<b>Filer:</b>	Erin Phillips
<b>Organization:</b>	Dudek
<b>Submitter Role:</b>	Applicant Consultant
<b>Submission Date:</b>	5/27/2026 10:43:40 AM
<b>Docketed Date:</b>	5/27/2026

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# **Appendix 3.12A**

## Transportation Study Calculations

**ADT1 Green Valley Rd south of Minto Rd.**

Prepared by AimTD LLC tel. 714 253 7888

AM Period	NB	SB	PM Period	NB	SB	
0:00	13	10	12:00	110	122	
0:15	11	5	12:15	144	102	
0:30	10	5	12:30	105	129	
0:45	9 43	8 28	12:45	103 462	91 444	906
1:00	5	6	13:00	126	112	
1:15	6	4	13:15	104	108	
1:30	4	7	13:30	123	115	
1:45	2 17	2 19	13:45	96 449	103 438	887
2:00	4	0	14:00	119	113	
2:15	5	4	14:15	139	99	
2:30	7	7	14:30	140	120	
2:45	3 19	8 19	14:45	196 594	160 492	1086
3:00	3	4	15:00	173	149	
3:15	3	8	15:15	174	159	
3:30	1	9	15:30	166	212	
3:45	2 9	18 39	15:45	180 693	246 766	1459
4:00	1	9	16:00	198	164	
4:15	3	20	16:15	190	149	
4:30	12	23	16:30	229	186	
4:45	12 28	34 86	16:45	180 797	177 676	1473
5:00	12	32	17:00	172	132	
5:15	23	54	17:15	182	155	
5:30	27	81	17:30	172	169	
5:45	36 98	98 265	17:45	157 683	162 618	1301
6:00	63	130	18:00	158	134	
6:15	98	136	18:15	162	130	
6:30	164	162	18:30	124	134	
6:45	133 458	133 561	18:45	155 599	110 508	1107
7:00	85	118	19:00	135	154	
7:15	111	154	19:15	136	116	
7:30	134	187	19:30	121	98	
7:45	189 519	225 684	19:45	123 515	79 447	962
8:00	205	208	20:00	81	68	
8:15	136	178	20:15	92	54	
8:30	112	142	20:30	73	57	
8:45	88 541	92 620	20:45	106 352	49 228	580
9:00	90	93	21:00	70	39	
9:15	87	97	21:15	75	47	
9:30	96	96	21:30	65	35	
9:45	113 386	110 396	21:45	57 267	19 140	407
10:00	76	97	22:00	51	32	
10:15	91	88	22:15	44	21	
10:30	75	97	22:30	24	17	
10:45	83 325	116 398	22:45	23 142	11 81	223
11:00	92	100	23:00	28	10	
11:15	92	97	23:15	27	11	
11:30	92	111	23:30	14	12	
11:45	97 373	126 434	23:45	19 88	5 38	126
<b>Total Vol.</b>	2816	3549	<b>6365</b>	5641	4876	<b>10517</b>

Daily Totals		Combined
NB	SB	
8457	8425	<b>16882</b>

**AM**

**PM**

<b>Split %</b>	<b>###</b>	<b>###</b>	<b>37.7%</b>		<b>53.6%</b>	<b>###</b>	<b>62.3%</b>
<b>Peak Hour</b>	7:30	7:30	<b>7:30</b>		15:45	15:15	<b>15:45</b>
<b>Volume</b>	664	798	<b>1462</b>		797	781	<b>1542</b>
<b>P.H.F.</b>	0.81	0.89	<b>0.88</b>		0.87	0.79	<b>0.90</b>

[cs@aimtd.com](mailto:cs@aimtd.com)

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**ADT2 Minto Rd east of Green Valley Rd.**

Prepared by AimTD LLC tel. 714 253 7888

AM Period	EB		WB		PM Period	EB		WB		
0:00	5		1		12:00	11		10		
0:15	0		0		12:15	18		10		
0:30	2		1		12:30	11		28		
0:45	0	7	1	3	10	15	55	12	60	115
1:00	0		0		13:00	17		20		
1:15	0		0		13:15	15		19		
1:30	0		0		13:30	12		15		
1:45	0	0	0	0	13:45	10	54	7	61	115
2:00	1		0		14:00	19		15		
2:15	0		0		14:15	16		17		
2:30	1		1		14:30	14		17		
2:45	0	2	1	2	4	20	69	19	68	137
3:00	1		0		15:00	11		19		
3:15	2		0		15:15	26		21		
3:30	0		0		15:30	16		16		
3:45	0	3	3	3	6	25	78	21	77	155
4:00	1		1		16:00	17		21		
4:15	1		4		16:15	29		17		
4:30	2		2		16:30	33		26		
4:45	1	5	2	9	14	19	98	19	83	181
5:00	1		1		17:00	35		22		
5:15	0		3		17:15	29		32		
5:30	4		9		17:30	23		23		
5:45	2	7	15	28	35	20	107	21	98	205
6:00	5		12		18:00	19		16		
6:15	11		26		18:15	28		20		
6:30	16		36		18:30	14		26		
6:45	6	38	27	101	139	22	83	10	72	155
7:00	8		22		19:00	23		23		
7:15	10		18		19:15	13		13		
7:30	12		22		19:30	13		12		
7:45	18	48	37	99	147	20	69	14	62	131
8:00	11		36		20:00	8		10		
8:15	13		20		20:15	10		7		
8:30	13		16		20:30	5		7		
8:45	6	43	14	86	129	14	37	8	32	69
9:00	12		11		21:00	7		5		
9:15	7		13		21:15	5		4		
9:30	9		6		21:30	7		5		
9:45	5	33	9	39	72	4	23	2	16	39
10:00	7		9		22:00	4		8		
10:15	9		4		22:15	7		3		
10:30	7		7		22:30	7		0		
10:45	6	29	12	32	61	5	23	2	13	36
11:00	11		10		23:00	6		2		
11:15	11		10		23:15	1		1		
11:30	11		13		23:30	2		0		
11:45	9	42	15	48	90	1	10	1	4	14

**Total Vol.** 257 450 707 706 646 1352

**Daily Totals**

EB	WB	Combined
963	1096	2059

**AM**

**PM**

<b>Split %</b>	###	###	<b>34.3%</b>	52.2%	47.8%	<b>65.7%</b>
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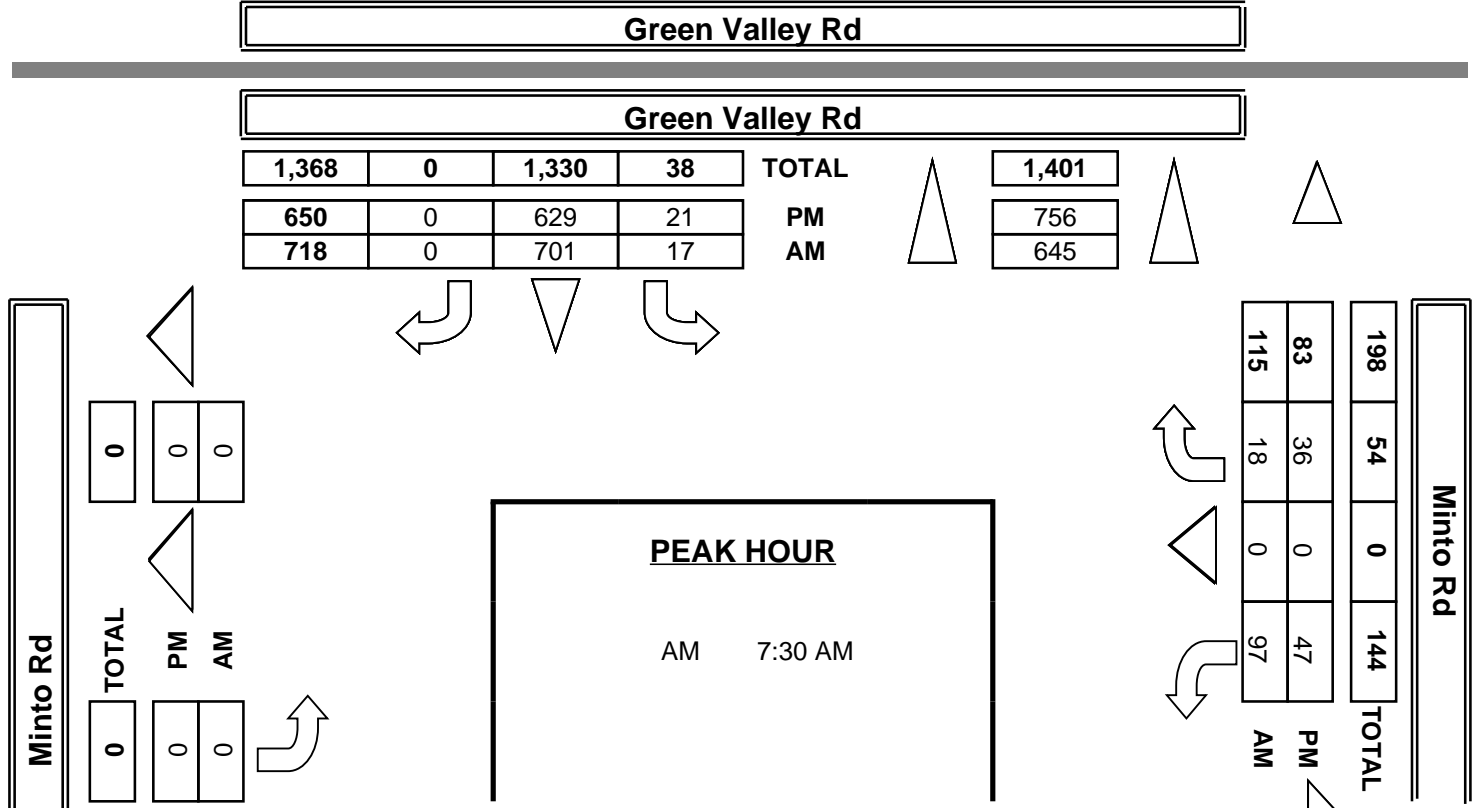
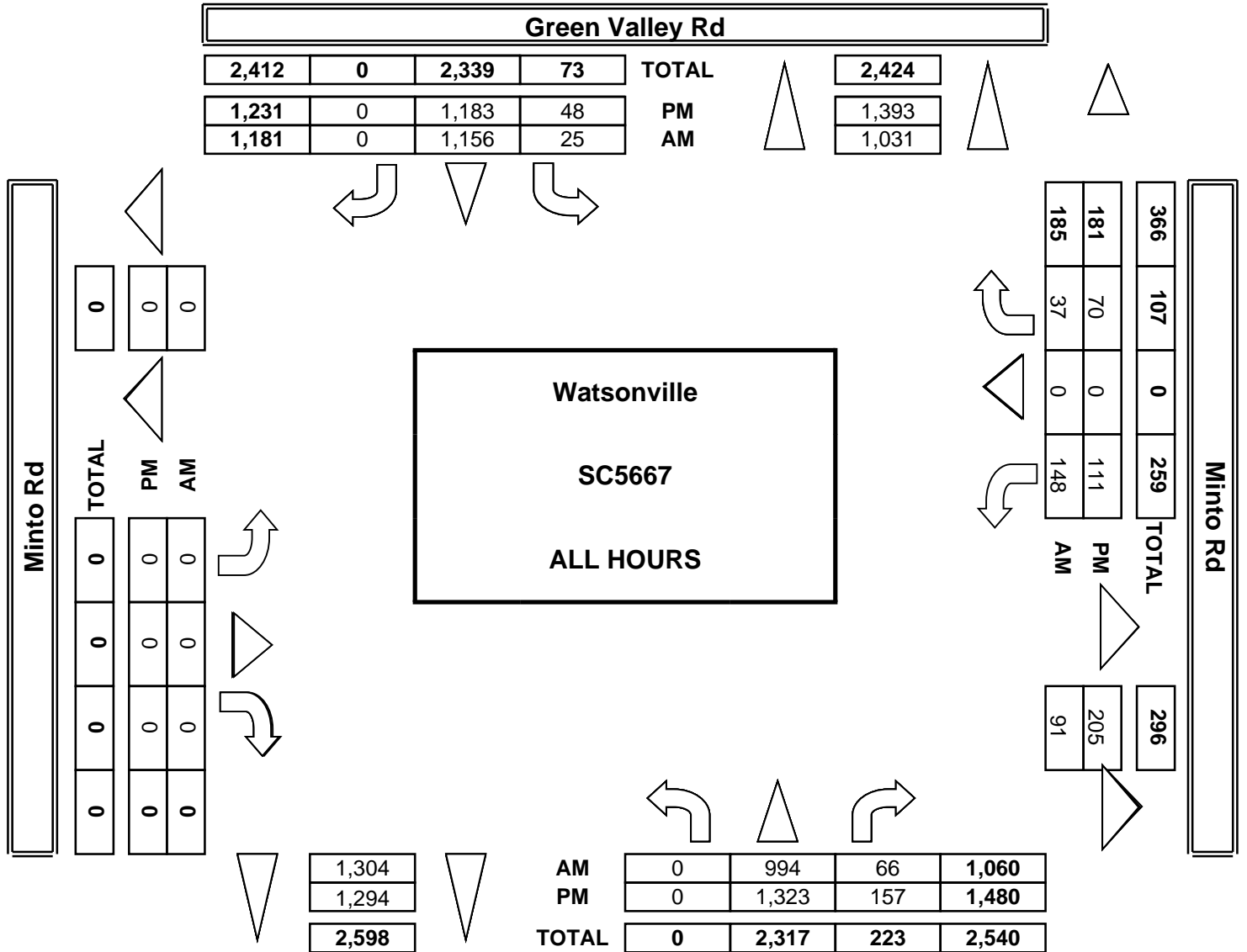
Peak Hour	7:45	7:30	<b>7:30</b>			16:15	16:30	<b>16:30</b>
Volume	55	115	<b>169</b>			116	99	<b>215</b>
P.H.F.	0.76	0.78	<b>0.77</b>			0.83	0.77	<b>0.88</b>

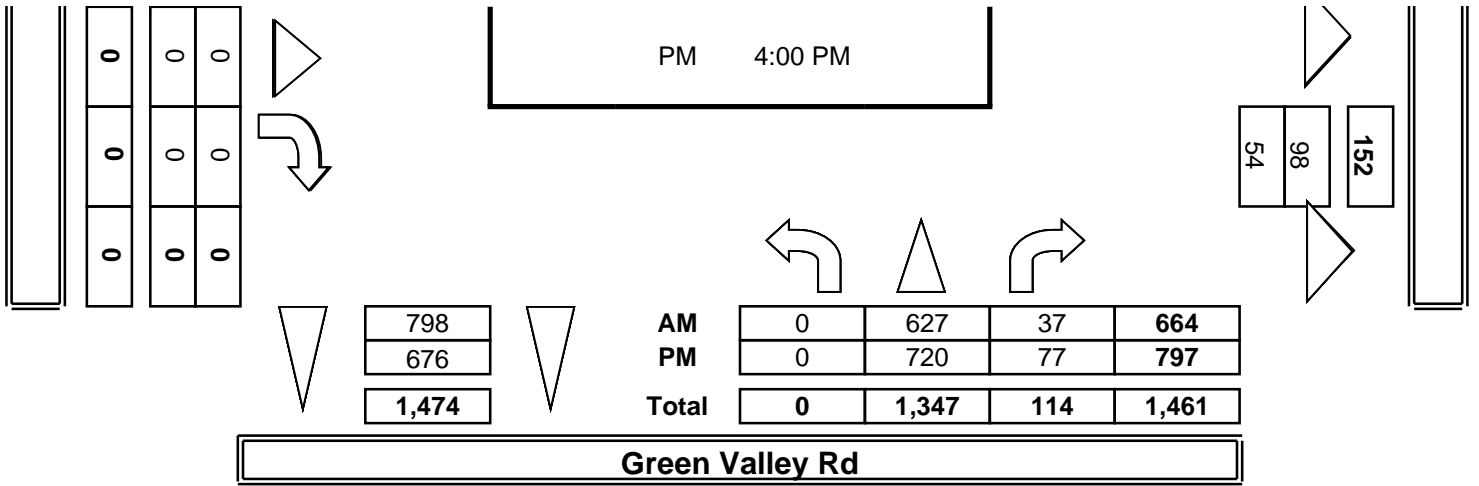
[cs@aimtd.com](mailto:cs@aimtd.com)

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**AimTD LLC**  
TURNING MOVEMENT COUNTS





0	0	0
0	0	0
0	0	0

798
676
<b>1,474</b>

152
98
54

## INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 10/9/25 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Watsonville Green Valley Rd Minto Rd	PROJECT #: LOCATION #: CONTROL:	SC5667 1 SIGNAL
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PCE Adjusted	<b>NOTES:</b>						AM PM MD OTHER	▲ N ◀ W      ▶ E S ▼	
	Class	1	2	3	4	5			6
	Factor	1	1.5	2	3	2			2

LANES:	NORTHBOUND <small>Green Valley Rd</small>			SOUTHBOUND <small>Green Valley Rd</small>			EASTBOUND <small>Minto Rd</small>			WESTBOUND <small>Minto Rd</small>			TOTAL	U-TURNS				
	NL X	NT 1	NR 0	SL 1	ST 1	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0		NB	SB	EB	WB	TTL

AM	7:00 AM	0	81	7	1	108	0	0	0	14	0	8	219					0	
	7:15 AM	0	111	10	2	148	0	0	0	16	0	3	289					0	
	7:30 AM	0	144	7	7	181	0	0	0	20	0	6	364					0	
	7:45 AM	0	185	13	6	201	0	0	0	34	0	5	444					0	
	8:00 AM	0	206	9	4	185	0	0	0	34	0	7	445					0	
	8:15 AM	0	134	11	3	171	0	0	0	18	0	4	340					0	
	8:30 AM	0	118	11	3	137	0	0	0	13	0	5	285					0	
	8:45 AM	0	91	6	2	95	0	0	0	10	0	5	208					0	
	VOLUMES	0	1,068	73	28	1,224	0	0	0	158	0	42	2,592					0	
	APPROACH %	0%	94%	6%	2%	98%	0%	0%	0%	79%	0%	21%						0	
	APP/DEPART	1,141	/	1,110	1,252	/	1,381	0	/	101	199	/	0	0					0
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	669	40	20	737	0	0	0	106	0	22	1,592					0	
APPROACH %	0%	94%	6%	3%	97%	0%	0%	0%	83%	0%	17%						0		
PEAK HR FACTOR		0.825			0.916			0.000			0.774			0.895					0
APP/DEPART	708	/	690	757	/	843	0	/	60	127	/	0	0					0	
PM	4:00 PM	0	198	13	5	160	0	0	0	13	0	10	397					0	
	4:15 PM	0	175	25	4	148	0	0	0	7	0	10	369					0	
	4:30 PM	0	212	27	7	177	0	0	0	13	0	14	450					0	
	4:45 PM	0	170	15	5	172	0	0	0	15	0	4	380					0	
	5:00 PM	0	155	21	15	120	0	0	0	17	0	7	333					0	
	5:15 PM	0	173	23	7	145	0	0	0	17	0	16	380					0	
	5:30 PM	0	160	19	4	163	0	0	0	13	0	11	370					0	
	5:45 PM	0	140	18	2	146	0	0	0	19	0	2	327					0	
	VOLUMES	0	1,382	160	49	1,229	0	0	0	113	0	72	3,003					0	
	APPROACH %	0%	90%	10%	4%	96%	0%	0%	0%	61%	0%	39%						0	
	APP/DEPART	1,541	/	1,454	1,277	/	1,342	0	/	208	185	/	0	0					0
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	755	79	21	656	0	0	0	48	0	37	1,595					0	
APPROACH %	0%	91%	9%	3%	97%	0%	0%	0%	56%	0%	44%						0		
PEAK HR FACTOR		0.872			0.920			0.000			0.797			0.887					0
APP/DEPART	834	/	792	677	/	704	0	/	100	85	/	0	0					0	





# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 10/9/25 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Watsonville Green Valley Rd Minto Rd	PROJECT #: LOCATION #: CONTROL:	SC5667 1 SIGNAL
<b>CLASS 2:</b> 2-AXLE WORK VEHICLES/ TRUCKS	<b>NOTES:</b>		AM PM MD OTHER OTHER	▲ N ◀ W      E ▶ S ▼

LANES:	NORTHBOUND <small>Green Valley Rd</small>			SOUTHBOUND <small>Green Valley Rd</small>			EASTBOUND <small>Minto Rd</small>			WESTBOUND <small>Minto Rd</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	3	0	0	2	0	0	0	0	0	0	5	
	7:15 AM	0	7	0	0	13	0	0	0	0	1	0	21	
	7:30 AM	0	11	0	2	12	0	0	0	2	0	1	28	
	7:45 AM	0	10	0	0	7	0	0	0	2	0	0	19	
	8:00 AM	0	6	1	0	6	0	0	0	2	0	0	15	
	8:15 AM	0	6	0	0	11	0	0	0	1	0	0	18	
	8:30 AM	0	11	1	0	7	0	0	0	1	0	1	21	
	8:45 AM	0	6	0	0	7	0	0	0	0	0	1	14	
	VOLUMES	0	60	2	2	65	0	0	0	0	9	0	3	141
	APPROACH %	0%	97%	3%	3%	97%	0%	0%	0%	0%	75%	0%	25%	
APP/DEPART	62	/	63	67	/	74	0	/	4	12	/	0	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	0	33	1	2	36	0	0	0	0	7	0	1	80	
APPROACH %	0%	97%	3%	5%	95%	0%	0%	0%	0%	88%	0%	13%		
PEAK HR FACTOR	0.773			0.679			0.000			0.667			0.714	
APP/DEPART	34	/	34	38	/	43	0	/	3	8	/	0	0	

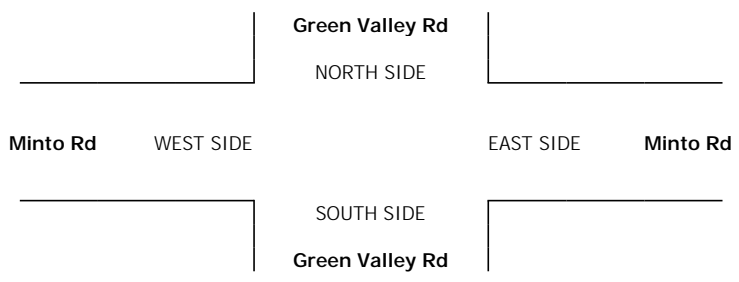
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
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PM	4:00 PM	0	8	1	0	7	0	0	0	0	1	0	1	18
	4:15 PM	0	9	0	0	2	0	0	0	0	0	0	0	11
	4:30 PM	0	8	2	0	4	0	0	0	0	0	1	1	15
	4:45 PM	0	4	1	0	3	0	0	0	0	0	0	0	8
	5:00 PM	0	7	0	1	5	0	0	0	0	1	0	1	15
	5:15 PM	0	12	1	0	3	0	0	0	0	0	0	1	17
	5:30 PM	0	5	0	0	6	0	0	0	0	2	0	0	13
	5:45 PM	0	2	0	0	3	0	0	0	0	0	0	0	5
	VOLUMES	0	55	5	1	33	0	0	0	0	4	0	4	102
	APPROACH %	0%	92%	8%	3%	97%	0%	0%	0%	0%	50%	0%	50%	
APP/DEPART	60	/	59	34	/	37	0	/	6	8	/	0	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	0	29	4	0	16	0	0	0	0	1	0	2	52	
APPROACH %	0%	88%	12%	0%	100%	0%	0%	0%	0%	33%	0%	67%		
PEAK HR FACTOR	0.825			0.571			0.000			0.375			0.722	
APP/DEPART	33	/	31	16	/	17	0	/	4	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	0
0	0	0	0	0

0	0	0	0
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# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 10/9/25 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Watsonville Green Valley Rd Minto Rd	PROJECT #: LOCATION #: CONTROL:	SC5667 1 SIGNAL																			
<b>CLASS 3:</b> 3-AXLE TRUCKS	<b>NOTES:</b>		<table border="1" style="margin: auto;"> <tr><td>AM</td><td></td><td>▲</td><td></td></tr> <tr><td>PM</td><td></td><td>N</td><td></td></tr> <tr><td>MD</td><td>◀ W</td><td></td><td>E ▶</td></tr> <tr><td>OTHER</td><td></td><td>S</td><td></td></tr> <tr><td>OTHER</td><td></td><td>▼</td><td></td></tr> </table>	AM		▲		PM		N		MD	◀ W		E ▶	OTHER		S		OTHER		▼	
AM		▲																					
PM		N																					
MD	◀ W		E ▶																				
OTHER		S																					
OTHER		▼																					

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Green Valley Rd			Green Valley Rd			Minto Rd			Minto Rd			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	1	0	0	0	0	0	0	0	0	0	1
	7:30 AM	0	2	0	0	0	0	0	0	0	0	0	2
	7:45 AM	0	0	0	0	1	0	0	0	0	0	0	1
	8:00 AM	0	1	0	1	1	0	0	0	0	0	0	3
	8:15 AM	0	1	1	0	0	0	0	0	0	0	1	3
	8:30 AM	0	2	0	0	0	0	0	0	0	0	0	2
	8:45 AM	0	2	0	0	0	0	0	0	0	0	0	2
	VOLUMES	0	9	1	1	2	0	0	0	0	0	1	14
	APPROACH %	0%	90%	10%	33%	67%	0%	0%	0%	0%	0%	100%	
APP/DEPART	10	/	10	3	/	2	0	/	2	1	/	0	
BEGIN PEAK HR	7:30 AM												
VOLUMES	0	4	1	1	2	0	0	0	0	0	1	9	
APPROACH %	0%	80%	20%	33%	67%	0%	0%	0%	0%	0%	100%		
PEAK HR FACTOR	0.625			0.375			0.000			0.250			0.750
APP/DEPART	5	/	5	3	/	2	0	/	2	1	/	0	

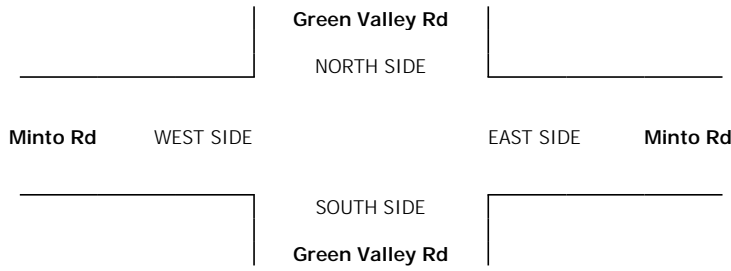
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
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PM	4:00 PM	0	1	0	0	0	0	0	0	0	0	0	1
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	1	0	0	0	0	0	0	0	0	0	1
	4:45 PM	0	0	0	0	3	0	0	0	0	0	0	3
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	2	0	0	3	0	0	0	0	0	0	5
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
APP/DEPART	2	/	2	3	/	3	0	/	0	0	/	0	
BEGIN PEAK HR	4:00 PM												
VOLUMES	0	2	0	0	3	0	0	0	0	0	0	5	
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.500			0.250			0.000			0.000			0.417
APP/DEPART	2	/	2	3	/	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	0	0	0
0	0	0	0	0

0	0	0	0
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# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 10/9/25 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Watsonville Green Valley Rd Minto Rd	PROJECT #: LOCATION #: CONTROL:	SC5667 1 SIGNAL
<b>CLASS 4:</b> 4 OR MORE AXLE TRUCKS	<b>NOTES:</b>		AM PM MD OTHER	▲ N ◀ W      E ▶ S ▼

LANES:	NORTHBOUND <small>Green Valley Rd</small>			SOUTHBOUND <small>Green Valley Rd</small>			EASTBOUND <small>Minto Rd</small>			WESTBOUND <small>Minto Rd</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	1	0	0	0	0	0	0	1
	7:15 AM	0	0	1	0	0	0	0	0	0	0	0	1
	7:30 AM	0	2	0	0	0	0	0	0	0	0	0	2
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	1	0	0	0	0	0	0	0	0	1	2
	8:15 AM	0	1	0	0	1	0	0	0	0	0	0	2
	8:30 AM	0	4	0	0	1	0	0	0	0	0	0	5
	8:45 AM	0	1	1	0	4	0	0	0	0	0	0	6
	VOLUMES	0	9	2	0	7	0	0	0	0	0	1	19
	APPROACH %	0%	82%	18%	0%	100%	0%	0%	0%	0%	0%	100%	
APP/DEPART	11	/	10	7	/	7	0	/	2	1	/	0	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	0	4	0	0	1	0	0	0	0	0	1	6	
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	100%		
PEAK HR FACTOR	0.500			0.250			0.000			0.250			0.750
APP/DEPART	4	/	5	1	/	1	0	/	0	1	/	0	0

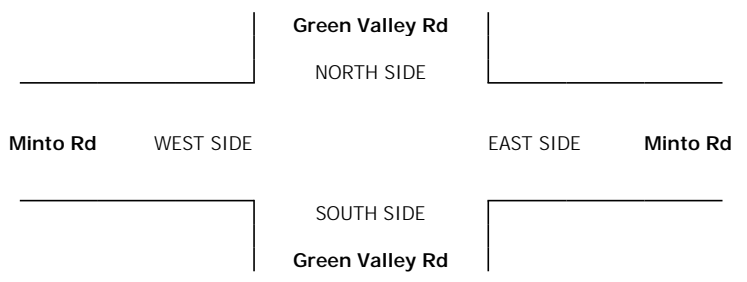
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
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PM	4:00 PM	0	3	0	0	0	0	0	0	0	0	0	3
	4:15 PM	0	2	0	0	2	0	0	0	0	0	0	4
	4:30 PM	0	1	0	0	0	0	0	0	0	0	0	1
	4:45 PM	0	1	0	0	2	0	0	0	0	0	0	3
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	1	0	0	1	0	0	0	0	0	0	2
	5:30 PM	0	2	0	0	0	0	0	0	0	0	0	2
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	10	0	0	5	0	0	0	0	0	0	15
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	
APP/DEPART	10	/	10	5	/	5	0	/	0	0	/	0	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	0	7	0	0	4	0	0	0	0	0	0	11	
APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%		
PEAK HR FACTOR	0.583			0.500			0.000			0.000			0.688
APP/DEPART	7	/	7	4	/	4	0	/	0	0	/	0	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
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# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 10/9/25 THURSDAY	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	Watsonville Green Valley Rd Minto Rd	<b>PROJECT #:</b> <b>LOCATION #:</b> <b>CONTROL:</b>	SC5667 1 SIGNAL																				
<b>CLASS 5:</b> RV	<b>NOTES:</b>		<table border="1" style="margin: auto;"> <tr><td>AM</td><td></td><td>▲</td><td></td></tr> <tr><td>PM</td><td></td><td>N</td><td></td></tr> <tr><td>MD</td><td>◀ W</td><td></td><td>E ▶</td></tr> <tr><td>OTHER</td><td></td><td>S</td><td></td></tr> <tr><td>OTHER</td><td></td><td>▼</td><td></td></tr> </table>	AM		▲		PM		N		MD	◀ W		E ▶	OTHER		S		OTHER		▼		
AM		▲																						
PM		N																						
MD	◀ W		E ▶																					
OTHER		S																						
OTHER		▼																						

LANES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
	Green Valley Rd			Green Valley Rd			Minto Rd			Minto Rd			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	0	
BEGIN PEAK HR	7:30 AM														
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000		
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	0	

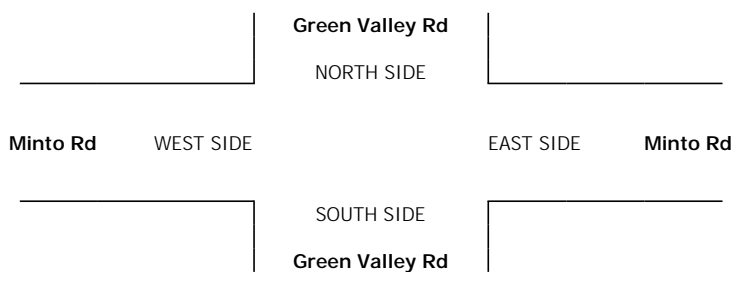
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0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
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PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	0	
BEGIN PEAK HR	4:00 PM														
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000		
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0

0	0	0	0
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### INTERSECTION TURNING MOVEMENT COUNTS

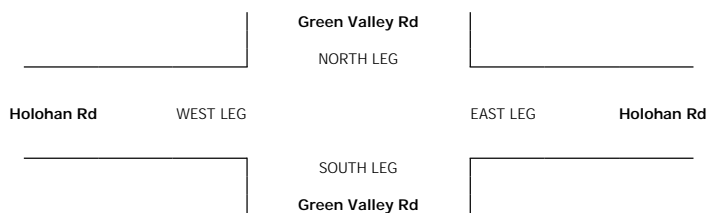
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

T020624

<b>DATE:</b> Thu, Oct 9, 25	<b>LOCATION:</b> NORTH & SOUTH: EAST & WEST:	Watsonville Green Valley Rd Holohan Rd	<b>PROJECT #:</b> SC5667 <b>LOCATION #:</b> 2 <b>CONTROL:</b> SIGNAL
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<b>NOTES:</b>	
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	NORTHBOUND <small>Green Valley Rd</small>			SOUTHBOUND <small>Green Valley Rd</small>			EASTBOUND <small>Airport Blvd</small>			WESTBOUND <small>Holohan Rd</small>			TOTAL	U-TURNS				
	NL 0	NT 2	NR 1	SL 1	ST 2	SR 0	EL 2	ET 1	ER 0	WL 1	WT 1	WR 1		NB 0	SB 0	EB 0	WB 0	TTL
7:00 AM	9	77	44	41	62	46	29	64	8	28	111	38	557	0	0	0	0	0
7:15 AM	6	79	42	30	76	69	38	66	10	20	100	30	566	0	0	0	0	0
7:30 AM	10	107	33	41	113	60	64	52	7	39	92	27	645	0	0	0	0	0
7:45 AM	14	162	28	58	157	75	78	44	18	52	96	63	845	0	0	0	0	0
8:00 AM	10	96	34	63	154	59	66	57	25	58	67	52	741	0	0	0	0	0
8:15 AM	17	75	36	52	100	62	47	47	13	49	85	36	619	0	0	0	0	0
8:30 AM	8	74	53	49	97	70	35	54	15	45	63	42	605	0	0	0	0	0
8:45 AM	7	66	45	27	68	40	32	61	20	47	80	25	518	0	0	0	0	0
VOLUMES	81	736	315	361	827	481	389	445	116	338	694	313	5,096	0	0	0	0	0
APPROACH %	7%	65%	28%	22%	50%	29%	41%	47%	12%	25%	52%	23%						
APP/DEPART	1,132	/	1,438	1,669	/	1,281	950	/	1,121	1,345	/	1,256	0					
BEGIN PEAK HR	7:30 AM																	
VOLUMES	51	440	131	214	524	256	255	200	63	198	340	178	2,850	0	0	0	0	0
APPROACH %	8%	71%	21%	22%	53%	26%	49%	39%	12%	28%	47%	25%						
PEAK HR FACTOR	0.762			0.857			0.875			0.848			0.843					
APP/DEPART	622	/	873	994	/	785	518	/	545	716	/	647	0					
4:00 PM	26	134	62	45	122	76	89	84	12	53	87	39	829	0	0	0	0	0
4:15 PM	24	138	49	35	102	42	73	90	16	73	99	55	796	0	0	0	0	0
4:30 PM	28	160	41	57	111	68	58	101	11	43	107	47	832	0	0	0	0	0
4:45 PM	15	130	77	48	132	65	65	96	6	43	75	47	799	0	0	0	0	0
5:00 PM	24	130	64	40	99	53	55	103	6	47	100	57	778	0	0	0	0	0
5:15 PM	14	153	45	49	121	58	48	101	10	37	81	46	763	0	0	0	0	0
5:30 PM	12	117	57	37	120	64	68	80	12	48	77	35	727	0	0	0	0	0
5:45 PM	10	102	47	51	111	69	52	88	15	47	73	32	697	0	0	0	0	0
VOLUMES	153	1,064	442	362	918	495	508	743	88	391	699	358	6,221	0	0	0	0	0
APPROACH %	9%	64%	27%	20%	52%	28%	38%	55%	7%	27%	48%	25%						
APP/DEPART	1,659	/	1,930	1,775	/	1,397	1,339	/	1,547	1,448	/	1,347	0					
BEGIN PEAK HR	4:00 PM																	
VOLUMES	93	562	229	185	467	251	285	371	45	212	368	188	3,256	0	0	0	0	0
APPROACH %	11%	64%	26%	20%	52%	28%	41%	53%	6%	28%	48%	24%						
PEAK HR FACTOR	0.965			0.921			0.947			0.846			0.978					
APP/DEPART	884	/	1,035	903	/	724	701	/	785	768	/	712	0					



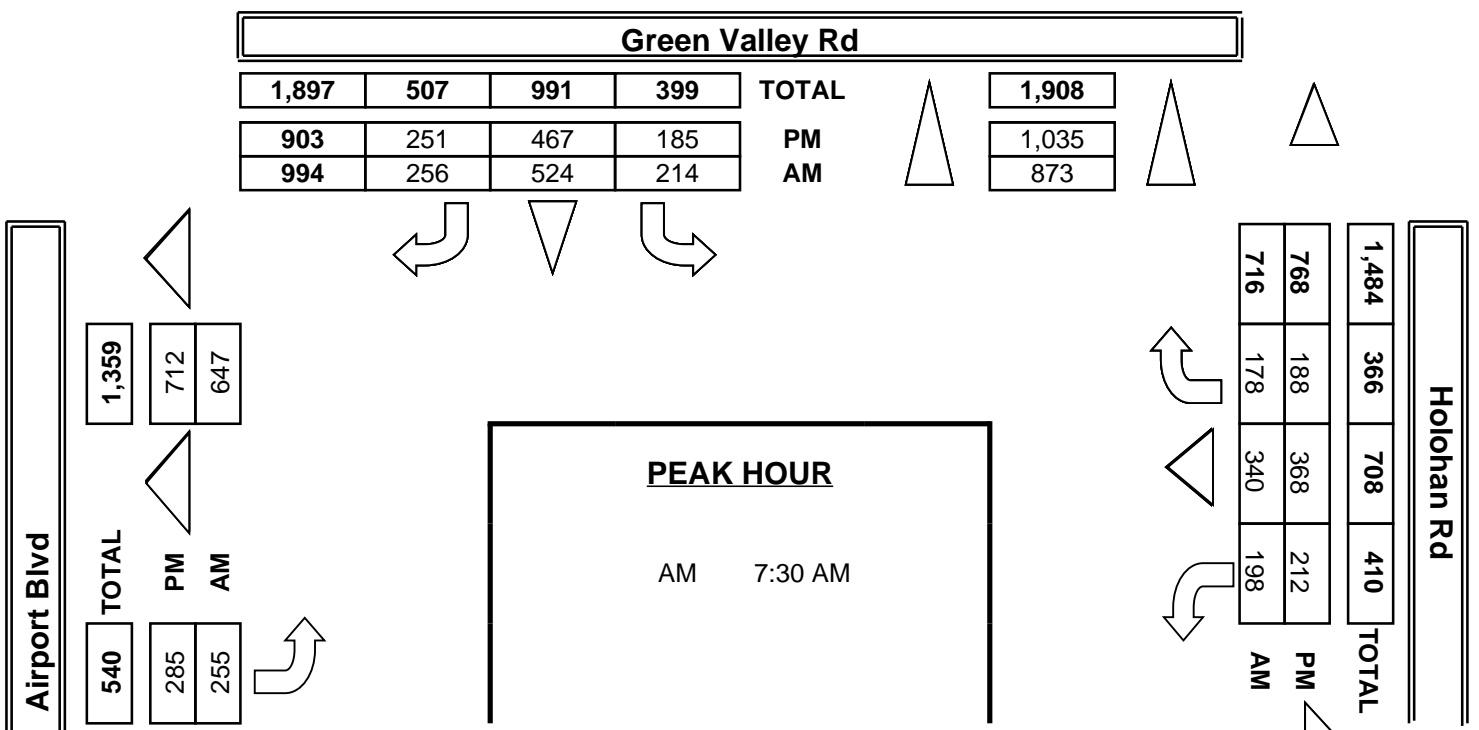
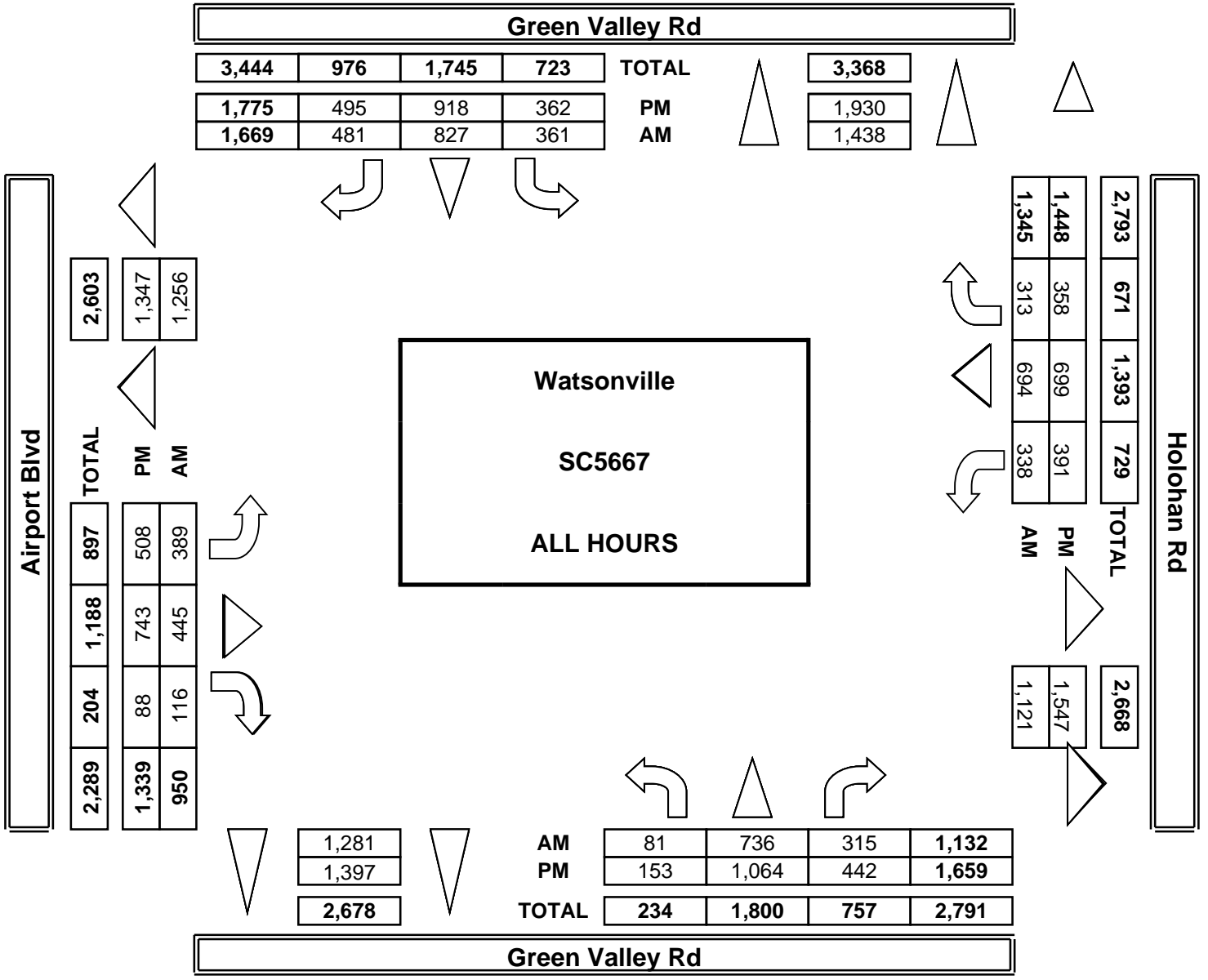
	N LEG	S LEG	E LEG	W LEG	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	1	0	0	1
7:30 AM	0	0	0	2	2
7:45 AM	0	0	0	4	4
8:00 AM	0	1	0	1	2
8:15 AM	1	0	2	0	3
8:30 AM	0	0	1	3	4
8:45 AM	0	5	2	2	9
TOTAL	1	7	5	12	25
4:00 PM	0	1	0	2	3
4:15 PM	0	0	0	0	0
4:30 PM	2	1	1	2	6
4:45 PM	0	0	0	2	2
5:00 PM	0	0	1	1	2
5:15 PM	1	0	0	0	1
5:30 PM	0	1	0	2	3
5:45 PM	0	0	0	1	1
TOTAL	3	3	2	10	18

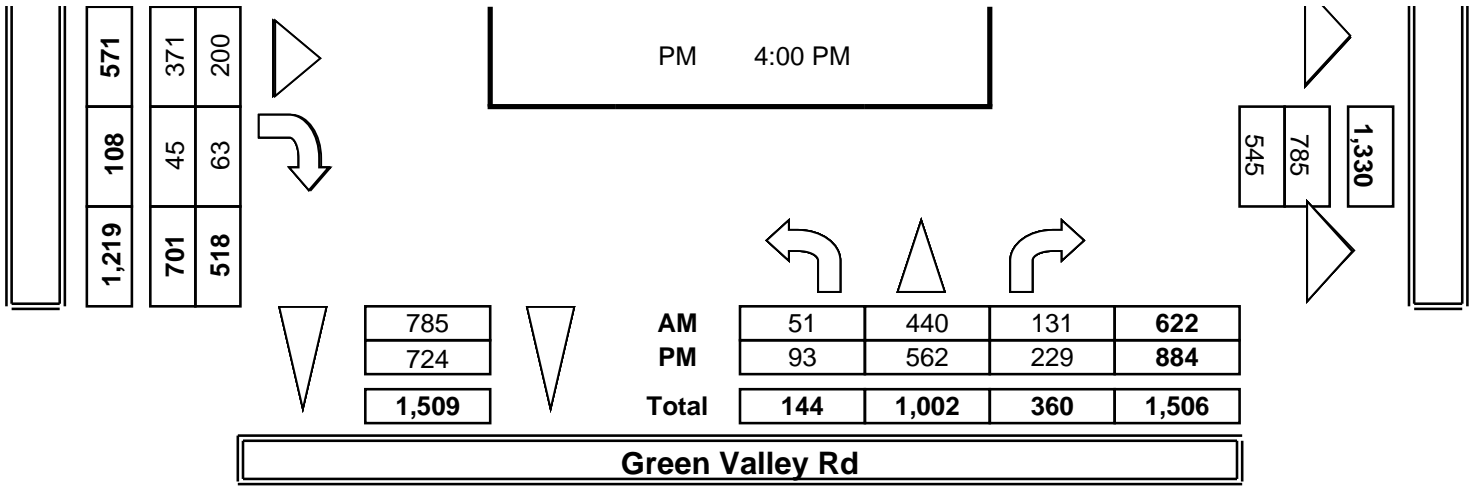
	N LEG	S LEG	E LEG	W LEG	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	1	0	0	1
7:30 AM	0	0	0	2	2
7:45 AM	0	0	0	4	4
8:00 AM	0	1	0	1	2
8:15 AM	1	0	2	0	3
8:30 AM	0	0	1	3	4
8:45 AM	0	5	2	2	9
TOTAL	1	7	5	12	25
4:00 PM	0	1	0	2	3
4:15 PM	0	0	0	0	0
4:30 PM	2	1	1	2	6
4:45 PM	0	0	0	2	2
5:00 PM	0	0	1	1	2
5:15 PM	1	0	0	0	1
5:30 PM	0	1	0	2	3
5:45 PM	0	0	0	1	1
TOTAL	3	3	2	10	18

	N LEG	S LEG	E LEG	W LEG	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	1	0	0	1
7:30 AM	0	0	0	2	2
7:45 AM	0	0	0	0	0
8:00 AM	0	1	0	1	2
8:15 AM	1	0	2	0	3
8:30 AM	0	0	0	2	2
8:45 AM	0	2	1	2	5
TOTAL	1	4	3	7	15
4:00 PM	0	1	0	1	2
4:15 PM	0	0	0	0	0
4:30 PM	1	1	1	2	5
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	1	1
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	1	1
5:45 PM	0	0	0	0	0
TOTAL	1	2	1	5	9

	NL	SL	EL	WL	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	4	4
8:15 AM	0	0	0	0	0
8:30 AM	0	0	1	1	2
8:45 AM	0	3	1	0	4
TOTAL	0	3	2	5	10
4:00 PM	0	0	0	1	1
4:15 PM	0	0	0	0	0
4:30 PM	1	0	0	0	1
4:45 PM	0	0	0	2	2
5:00 PM	0	0	1	0	1
5:15 PM	1	0	0	0	1
5:30 PM	0	1	0	1	2
5:45 PM	0	0	0	1	1
TOTAL	2	1	1	5	9

**AimTD LLC**  
TURNING MOVEMENT COUNTS





# INTERSECTION TURNING MOVEMENT COUNTS

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

DATE: 10/9/25 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Watsonville Green Valley Rd Holohan Rd	PROJECT #: SC5667	LOCATION #: 2
			CONTROL: SIGNAL	

PCE Adjusted	NOTES:							AM		▲ N
	Class	1	2	3	4	5	6	PM		◀ W
	Factor	1	1.5	2	3	2	2	MD		E ▶
								OTHER		S ▼

LANES:	NORTHBOUND <small>Green Valley Rd</small>			SOUTHBOUND <small>Green Valley Rd</small>			EASTBOUND <small>Airport Blvd</small>			WESTBOUND <small>Holohan Rd</small>			TOTAL	U-TURNS				
	NL 0	NT 2	NR 1	SL 1	ST 2	SR 0	EL 2	ET 1	ER 0	WL 1	WT 1	WR 1		NB	SB	EB	WB	TTL

AM	7:00 AM	9	81	45	44	64	50	29	67	11	30	126	40	594							
	7:15 AM	8	85	43	33	78	76	41	73	12	22	113	37	620							
	7:30 AM	13	116	35	44	119	67	69	55	8	44	107	32	707							
	7:45 AM	17	167	30	61	165	81	85	51	19	56	103	67	902							
	8:00 AM	16	103	36	67	159	64	69	66	26	60	79	55	797							
	8:15 AM	20	78	40	56	106	67	54	55	16	49	91	42	671							
	8:30 AM	9	78	65	51	100	78	43	64	17	46	67	47	662							
	8:45 AM	11	76	49	28	70	46	36	73	21	49	89	26	572							
	VOLUMES	101	782	341	383	860	528	425	503	130	355	772	344	5,522							
	APPROACH %	8%	64%	28%	22%	49%	30%	40%	48%	12%	24%	52%	23%								
APP/DEPART	1,224	/	1,551	1,770	/	1,344	1,058	/	1,227	1,471	/	1,401	0								
BEGIN PEAK HR		7:30 AM																			
VOLUMES	65	463	140	228	548	278	277	227	69	209	379	195	3,076								
APPROACH %	10%	69%	21%	22%	52%	26%	48%	40%	12%	27%	48%	25%									
PEAK HR FACTOR		0.780				0.859			0.891			0.866		0.853							
APP/DEPART	668	/	935	1,054	/	826	572	/	594	783	/	721	0								
PM	4:00 PM	29	137	65	50	126	81	95	92	15	54	94	45	881							
	4:15 PM	26	142	51	40	103	45	75	98	19	75	103	62	836							
	4:30 PM	30	164	42	60	113	70	68	109	13	45	112	49	873							
	4:45 PM	18	132	82	53	134	69	69	103	7	44	78	48	834							
	5:00 PM	25	133	67	40	102	56	58	118	7	48	102	61	814							
	5:15 PM	16	158	48	56	125	60	51	111	14	38	83	47	806							
	5:30 PM	12	122	59	41	122	66	72	87	12	49	80	36	757							
	5:45 PM	13	104	50	53	114	70	53	92	17	47	79	34	725							
	VOLUMES	169	1,091	463	393	937	516	539	809	103	398	729	379	6,524							
	APPROACH %	10%	63%	27%	21%	51%	28%	37%	56%	7%	26%	48%	25%								
APP/DEPART	1,723	/	2,009	1,845	/	1,438	1,451	/	1,665	1,506	/	1,413	0								
BEGIN PEAK HR		4:00 PM																			
VOLUMES	103	575	240	203	475	265	306	402	53	217	385	202	3,423								
APPROACH %	11%	63%	26%	22%	50%	28%	40%	53%	7%	27%	48%	25%									
PEAK HR FACTOR		0.971				0.917			0.944			0.842		0.972							
APP/DEPART	917	/	1,082	943	/	745	761	/	845	804	/	752	0								



# INTERSECTION TURNING MOVEMENT COUNTS

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

<b>DATE:</b> 10/9/25 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Watsonville Green Valley Rd Holohan Rd	PROJECT #: LOCATION #: CONTROL:	SC5667 2 SIGNAL																				
<b>CLASS 1:</b> PASSENGER VEHICLES	<b>NOTES:</b>		<table border="1" style="margin: auto;"> <tr><td>AM</td><td></td><td>▲</td><td></td></tr> <tr><td>PM</td><td></td><td>N</td><td></td></tr> <tr><td>MD</td><td>◀ W</td><td></td><td>E ▶</td></tr> <tr><td>OTHER</td><td></td><td>S</td><td></td></tr> <tr><td></td><td></td><td>▼</td><td></td></tr> </table>	AM		▲		PM		N		MD	◀ W		E ▶	OTHER		S				▼		
AM		▲																						
PM		N																						
MD	◀ W		E ▶																					
OTHER		S																						
		▼																						

LANES:	NORTHBOUND <small>Green Valley Rd</small>			SOUTHBOUND <small>Green Valley Rd</small>			EASTBOUND <small>Airport Blvd</small>			WESTBOUND <small>Holohan Rd</small>			TOTAL
	NL 0	NT 2	NR 1	SL 1	ST 2	SR 0	EL 2	ET 1	ER 0	WL 1	WT 1	WR 1	

U-TURNS				
NB	SB	EB	WB	TTL

<b>AM</b>	7:00 AM	9	71	42	38	59	42	29	60	5	26	94	35	510
	7:15 AM	4	72	40	26	72	61	34	57	7	17	86	24	500
	7:30 AM	7	94	30	37	106	51	59	46	6	33	78	21	568
	7:45 AM	10	154	25	53	147	66	68	38	17	48	84	58	768
	8:00 AM	4	85	32	60	146	53	64	44	24	55	57	47	671
	8:15 AM	14	71	32	46	90	57	39	39	10	49	77	30	554
	8:30 AM	7	68	40	46	91	60	27	45	13	44	58	36	535
	8:45 AM	3	55	41	25	65	34	26	49	19	44	70	23	454
	VOLUMES	58	670	282	331	776	424	346	378	101	316	604	274	4,560
	APPROACH %	6%	66%	28%	22%	51%	28%	42%	46%	12%	26%	51%	23%	
APP/DEPART	1,010	/	1,290	1,531	/	1,193	825	/	991	1,194	/	1,086	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	35	404	119	196	489	227	230	167	57	185	296	156	2,561	
APPROACH %	6%	72%	21%	21%	54%	25%	51%	37%	13%	29%	46%	24%		
PEAK HR FACTOR	0.738			0.857			0.860			0.838			0.834	
APP/DEPART	558	/	790	912	/	731	454	/	482	637	/	558	0	

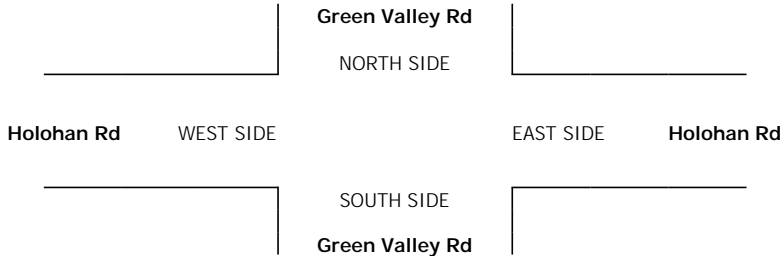
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<b>PM</b>	4:00 PM	23	128	58	39	117	67	84	71	8	52	78	32	757
	4:15 PM	21	131	46	30	101	39	70	80	13	70	93	49	743
	4:30 PM	26	152	39	52	108	64	48	93	9	40	98	44	773
	4:45 PM	11	127	68	41	129	62	60	85	5	42	70	46	746
	5:00 PM	23	124	61	40	94	49	53	89	5	45	96	52	731
	5:15 PM	12	146	40	43	115	55	43	88	6	36	77	45	706
	5:30 PM	12	110	54	33	116	62	64	69	12	47	72	34	685
	5:45 PM	7	100	44	49	106	68	51	80	13	47	67	31	663
	VOLUMES	135	1,018	410	327	886	466	473	655	71	379	651	333	5,804
	APPROACH %	9%	65%	26%	19%	53%	28%	39%	55%	6%	28%	48%	24%	
APP/DEPART	1,563	/	1,824	1,679	/	1,336	1,199	/	1,392	1,363	/	1,252	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	81	538	211	162	455	232	262	329	35	204	339	171	3,019	
APPROACH %	10%	65%	25%	19%	54%	27%	42%	53%	6%	29%	47%	24%		
PEAK HR FACTOR	0.956			0.915			0.960			0.842			0.976	
APP/DEPART	830	/	971	849	/	694	626	/	702	714	/	652	0	

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<b>DATE:</b> 10/9/25 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Watsonville Green Valley Rd Holohan Rd	PROJECT #: LOCATION #: CONTROL:	SC5667 2 SIGNAL																				
<b>CLASS 2:</b> 2-AXLE WORK VEHICLES/ TRUCKS	<b>NOTES:</b>		<table border="1" style="margin: auto;"> <tr><td>AM</td><td></td><td>▲</td><td></td></tr> <tr><td>PM</td><td></td><td>N</td><td></td></tr> <tr><td>MD</td><td>◀ W</td><td></td><td>E ▶</td></tr> <tr><td>OTHER</td><td></td><td>S</td><td></td></tr> <tr><td>OTHER</td><td></td><td>▼</td><td></td></tr> </table>	AM		▲		PM		N		MD	◀ W		E ▶	OTHER		S		OTHER		▼		
AM		▲																						
PM		N																						
MD	◀ W		E ▶																					
OTHER		S																						
OTHER		▼																						

LANES:	NORTHBOUND <small>Green Valley Rd</small>			SOUTHBOUND <small>Green Valley Rd</small>			EASTBOUND <small>Airport Blvd</small>			WESTBOUND <small>Holohan Rd</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

<b>AM</b>	7:00 AM	0	5	2	2	3	2	0	3	0	1	9	2	29
	7:15 AM	0	3	2	3	4	6	2	6	2	2	8	3	41
	7:30 AM	1	10	3	3	4	6	1	6	0	2	7	4	47
	7:45 AM	2	6	2	4	5	6	6	2	0	2	10	2	47
	8:00 AM	1	9	1	0	6	3	0	11	0	2	5	5	43
	8:15 AM	1	3	2	4	9	3	4	4	0	0	7	3	40
	8:30 AM	0	4	5	3	6	6	5	2	0	1	3	5	40
	8:45 AM	1	7	3	2	2	4	4	6	0	3	3	2	37
	<b>VOLUMES</b>	6	47	20	21	39	36	22	40	2	13	52	26	324
	<b>APPROACH %</b>	8%	64%	27%	22%	41%	38%	34%	63%	3%	14%	57%	29%	
<b>APP/DEPART</b>	73	/	95	96	/	54	64	/	81	91	/	94	0	
<b>BEGIN PEAK HR</b>	7:30 AM													
<b>VOLUMES</b>	5	28	8	11	24	18	11	23	0	6	29	14	177	
<b>APPROACH %</b>	12%	68%	20%	21%	45%	34%	32%	68%	0%	12%	59%	29%		
<b>PEAK HR FACTOR</b>	0.732			0.828			0.773			0.875			0.941	
<b>APP/DEPART</b>	41	/	53	53	/	30	34	/	42	49	/	52	0	

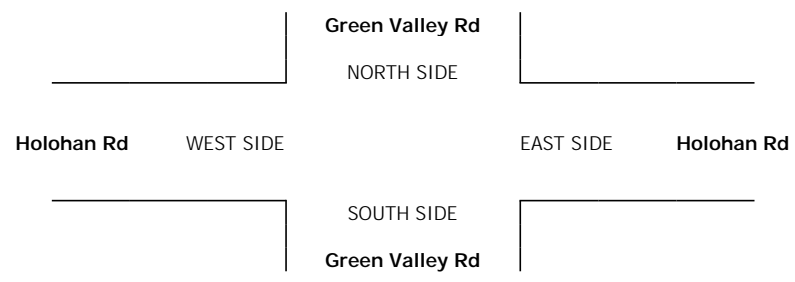
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<b>PM</b>	4:00 PM	1	6	2	2	4	8	3	10	2	1	7	5	51
	4:15 PM	2	6	2	2	1	2	3	4	1	3	5	3	34
	4:30 PM	0	8	2	4	3	4	5	4	1	2	9	3	45
	4:45 PM	2	3	9	4	2	1	2	8	0	1	5	1	38
	5:00 PM	0	6	1	0	5	3	1	3	0	2	4	3	28
	5:15 PM	0	6	4	2	5	2	4	9	0	1	4	0	37
	5:30 PM	0	6	2	2	4	0	3	8	0	1	4	1	31
	5:45 PM	0	1	0	1	4	1	0	8	0	0	4	0	19
	<b>VOLUMES</b>	5	42	22	17	28	21	21	54	4	11	42	16	283
	<b>APPROACH %</b>	7%	61%	32%	26%	42%	32%	27%	68%	5%	16%	61%	23%	
<b>APP/DEPART</b>	69	/	79	66	/	43	79	/	93	69	/	68	0	
<b>BEGIN PEAK HR</b>	4:00 PM													
<b>VOLUMES</b>	5	23	15	12	10	15	13	26	4	7	26	12	168	
<b>APPROACH %</b>	12%	53%	35%	32%	27%	41%	30%	60%	9%	16%	58%	27%		
<b>PEAK HR FACTOR</b>	0.768			0.661			0.717			0.804			0.824	
<b>APP/DEPART</b>	43	/	48	37	/	21	43	/	53	45	/	46	0	

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<b>DATE:</b> 10/9/25 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Watsonville Green Valley Rd Holohan Rd	PROJECT #: LOCATION #: CONTROL:	SC5667 2 SIGNAL																			
<b>CLASS 3:</b> 3-AXLE TRUCKS	<b>NOTES:</b>		<table border="1" style="margin: auto;"> <tr><td>AM</td><td></td><td>▲</td><td></td></tr> <tr><td>PM</td><td></td><td>N</td><td></td></tr> <tr><td>MD</td><td>◀ W</td><td></td><td>E ▶</td></tr> <tr><td>OTHER</td><td></td><td>S</td><td></td></tr> <tr><td>OTHER</td><td></td><td>▼</td><td></td></tr> </table>	AM		▲		PM		N		MD	◀ W		E ▶	OTHER		S		OTHER		▼	
AM		▲																					
PM		N																					
MD	◀ W		E ▶																				
OTHER		S																					
OTHER		▼																					

LANES:	NORTHBOUND <small>Green Valley Rd</small>			SOUTHBOUND <small>Green Valley Rd</small>			EASTBOUND <small>Airport Blvd</small>			WESTBOUND <small>Holohan Rd</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

<b>AM</b>	7:00 AM	0	0	0	0	0	0	0	0	0	4	0	4	
	7:15 AM	0	2	0	0	0	0	0	1	0	1	1	0	5
	7:30 AM	1	1	0	0	0	0	1	0	0	4	3	0	10
	7:45 AM	0	0	1	0	1	1	1	2	0	0	1	0	7
	8:00 AM	4	1	0	0	0	1	0	1	0	1	1	0	9
	8:15 AM	0	1	0	0	0	1	2	0	0	0	0	0	4
	8:30 AM	0	2	0	0	0	2	1	1	1	0	2	0	9
	8:45 AM	2	1	0	0	0	0	1	1	0	0	2	0	7
	VOLUMES	7	8	1	0	1	5	6	6	1	6	14	0	55
	APPROACH %	44%	50%	6%	0%	17%	83%	46%	46%	8%	30%	70%	0%	
APP/DEPART	16	/	14	6	/	8	13	/	7	20	/	26	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	5	3	1	0	1	3	4	3	0	5	5	0	30	
APPROACH %	56%	33%	11%	0%	25%	75%	57%	43%	0%	50%	50%	0%		
PEAK HR FACTOR	0.450			0.500			0.583			0.357			0.750	
APP/DEPART	9	/	7	4	/	6	7	/	4	10	/	13	0	

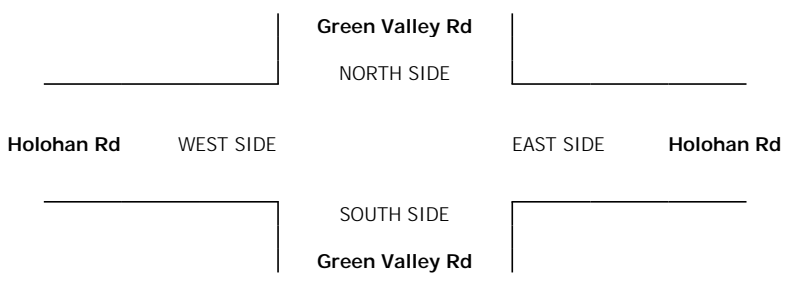
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<b>PM</b>	4:00 PM	0	0	0	1	0	0	0	1	0	0	0	1	3
	4:15 PM	0	0	1	0	0	0	0	2	0	0	1	0	4
	4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
	4:45 PM	0	0	0	2	1	0	1	1	0	0	0	0	5
	5:00 PM	0	0	1	0	0	0	0	9	0	0	0	0	10
	5:15 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
	5:30 PM	0	0	0	0	0	1	0	0	0	0	1	0	2
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	2	3	1	1	2	16	0	0	2	1	28
	APPROACH %	0%	0%	100%	60%	20%	20%	11%	89%	0%	0%	67%	33%	
APP/DEPART	2	/	3	5	/	1	18	/	21	3	/	3	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	0	0	1	3	1	0	2	4	0	0	1	1	13	
APPROACH %	0%	0%	100%	75%	25%	0%	33%	67%	0%	0%	50%	50%		
PEAK HR FACTOR	0.250			0.333			0.750			0.500			0.650	
APP/DEPART	1	/	3	4	/	1	6	/	8	2	/	1	0	

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<b>DATE:</b> 10/9/25 THURSDAY	LOCATION: NORTH & SOUTH: EAST & WEST:	Watsonville Green Valley Rd Holohan Rd	PROJECT #: LOCATION #: CONTROL:	SC5667 2 SIGNAL															
<b>CLASS 4:</b> 4 OR MORE AXLE TRUCKS	<b>NOTES:</b>		<table style="border: none;"> <tr><td style="border: none;">AM</td><td style="border: none;">▲</td><td style="border: none;">N</td></tr> <tr><td style="border: none;">PM</td><td style="border: none;">◀</td><td style="border: none;">W</td></tr> <tr><td style="border: none;">MD</td><td style="border: none;">▶</td><td style="border: none;">E</td></tr> <tr><td style="border: none;">OTHER</td><td style="border: none;">▶</td><td style="border: none;">S</td></tr> <tr><td style="border: none;">OTHER</td><td style="border: none;">▼</td><td style="border: none;">S</td></tr> </table>	AM	▲	N	PM	◀	W	MD	▶	E	OTHER	▶	S	OTHER	▼	S	
AM	▲	N																	
PM	◀	W																	
MD	▶	E																	
OTHER	▶	S																	
OTHER	▼	S																	

LANES:	NORTHBOUND <small>Green Valley Rd</small>			SOUTHBOUND <small>Green Valley Rd</small>			EASTBOUND <small>Airport Blvd</small>			WESTBOUND <small>Holohan Rd</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

AM	7:00 AM	0	0	0	1	0	1	0	0	0	0	2	0	4
	7:15 AM	0	0	0	0	0	2	0	1	0	0	3	2	8
	7:30 AM	0	1	0	0	1	1	0	0	0	0	4	1	8
	7:45 AM	0	0	0	0	0	0	0	2	0	1	0	0	3
	8:00 AM	0	0	0	1	0	0	1	1	0	0	4	0	7
	8:15 AM	0	0	1	0	0	1	1	2	0	0	1	1	7
	8:30 AM	0	0	1	0	0	1	2	2	0	0	0	1	7
	8:45 AM	0	2	1	0	0	2	0	3	0	0	0	0	8
	VOLUMES	0	3	3	2	1	8	4	11	0	1	14	5	52
	APPROACH %	0%	50%	50%	18%	9%	73%	27%	73%	0%	5%	70%	25%	
APP/DEPART	6	/	12	11	/	2	15	/	16	20	/	22	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	0	1	1	1	1	2	2	5	0	1	9	2	25	
APPROACH %	0%	50%	50%	25%	25%	50%	29%	71%	0%	8%	75%	17%		
PEAK HR FACTOR	0.500			0.500			0.583			0.600			0.781	
APP/DEPART	2	/	5	4	/	2	7	/	7	12	/	11	0	

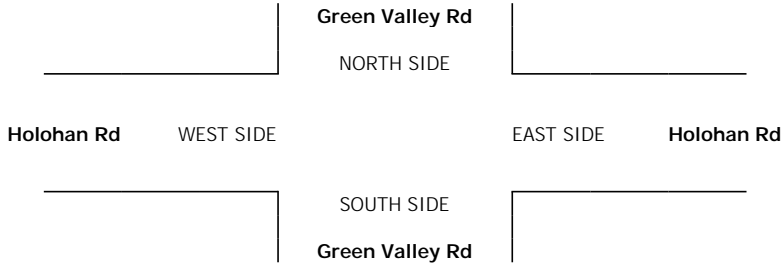
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PM	4:00 PM	0	0	0	0	1	0	2	0	0	0	1	1	5
	4:15 PM	0	0	0	1	0	1	0	0	0	0	0	2	4
	4:30 PM	0	0	0	0	0	0	2	2	0	0	0	0	4
	4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	1	2	0	0	0	0	3
	5:15 PM	0	1	0	2	0	0	0	1	0	0	0	0	4
	5:30 PM	0	1	0	1	0	0	1	0	0	0	0	0	3
	5:45 PM	0	0	0	0	0	0	0	0	0	0	2	1	3
	VOLUMES	0	2	0	4	1	2	6	5	0	0	3	4	27
	APPROACH %	0%	100%	0%	57%	14%	29%	55%	45%	0%	0%	43%	57%	
APP/DEPART	2	/	12	7	/	1	11	/	9	7	/	5	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	0	0	0	1	1	2	4	2	0	0	1	3	14	
APPROACH %	0%	0%	0%	25%	25%	50%	67%	33%	0%	0%	25%	75%		
PEAK HR FACTOR	0.000			0.500			0.375			0.500			0.700	
APP/DEPART	0	/	7	4	/	1	6	/	3	4	/	3	0	

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# INTERSECTION TURNING MOVEMENT COUNTS

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**DATE:**  
10/9/25  
**THURSDAY**

**LOCATION:**  
NORTH & SOUTH:  
EAST & WEST:

Watsonville  
Green Valley Rd  
Holohan Rd

**PROJECT #:** SC5667  
**LOCATION #:** 2  
**CONTROL:** SIGNAL

<b>CLASS 5:</b>	<b>NOTES:</b>	AM PM MD OTHER OTHER	▲ N ◀ W S ▼	E ▶
RV				

LANES:	NORTHBOUND <small>Green Valley Rd</small>			SOUTHBOUND <small>Green Valley Rd</small>			EASTBOUND <small>Airport Blvd</small>			WESTBOUND <small>Holohan Rd</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

<b>AM</b>	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	7:30 AM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	

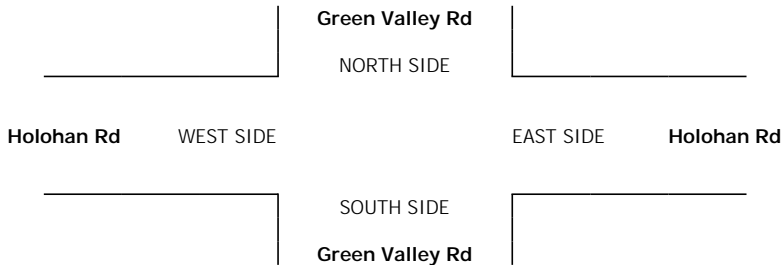
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0	0	0	0	0

0	0	0	0
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<b>PM</b>	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	VOLUMES	0	1	0	0	0	0	0	0	0	0	0	0	1
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
APP/DEPART	1	/	1	0	/	0	0	/	0	0	/	0	0	
BEGIN PEAK HR	4:00 PM													
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
PEAK HR FACTOR	0.000			0.000			0.000			0.000			0.000	
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0	

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0

0	0	0	0
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# INTERSECTION TURNING MOVEMENT COUNTS

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

**DATE:**  
10/9/25  
THURSDAY

**LOCATION:**  
NORTH & SOUTH:  
EAST & WEST:

Watsonville  
Green Valley Rd  
Holohan Rd

**PROJECT #:** SC5667  
**LOCATION #:** 2  
**CONTROL:** SIGNAL

<b>CLASS 6:</b>	<b>NOTES:</b>	AM PM MD OTHER OTHER	▲ N ▼	◀ W E ▶
BUSES				

LANES:	NORTHBOUND <small>Green Valley Rd</small>			SOUTHBOUND <small>Green Valley Rd</small>			EASTBOUND <small>Airport Blvd</small>			WESTBOUND <small>Holohan Rd</small>			TOTAL
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	

U-TURNS				
NB	SB	EB	WB	TTL

AM

7:00 AM	0	1	0	0	0	1	0	1	3	1	2	1	10
7:15 AM	2	2	0	1	0	0	2	1	1	0	2	1	12
7:30 AM	1	1	0	1	2	2	3	0	1	0	0	1	12
7:45 AM	2	2	0	1	4	2	3	0	1	1	1	3	20
8:00 AM	1	1	1	2	2	2	1	0	1	0	0	0	11
8:15 AM	2	0	1	2	1	0	1	2	3	0	0	2	14
8:30 AM	1	0	7	0	0	1	0	4	1	0	0	0	14
8:45 AM	1	1	0	0	1	0	1	2	1	0	5	0	12
VOLUMES	10	8	9	7	10	8	11	10	12	2	10	8	105
APPROACH %	37%	30%	33%	28%	40%	32%	33%	30%	36%	10%	50%	40%	
APP/DEPART	27	/	27	25	/	24	33	/	26	20	/	28	0
BEGIN PEAK HR	7:30 AM												
VOLUMES	6	4	2	6	9	6	8	2	6	1	1	6	57
APPROACH %	50%	33%	17%	29%	43%	29%	50%	13%	38%	13%	13%	75%	
PEAK HR FACTOR	0.750			0.750			0.667			0.400			0.713
APP/DEPART	12	/	18	21	/	16	16	/	10	8	/	13	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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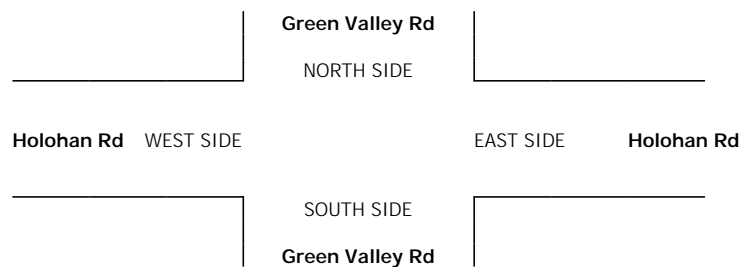
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PM

4:00 PM	2	0	2	3	0	1	0	2	2	0	1	0	13
4:15 PM	1	1	0	2	0	0	0	4	2	0	0	1	11
4:30 PM	2	0	0	1	0	0	2	2	1	1	0	0	9
4:45 PM	2	0	0	1	0	1	2	2	1	0	0	0	9
5:00 PM	1	0	1	0	0	1	0	0	1	0	0	2	6
5:15 PM	2	0	1	2	1	1	1	0	4	0	0	1	13
5:30 PM	0	0	1	1	0	1	0	3	0	0	0	0	6
5:45 PM	3	0	3	1	1	0	1	0	2	0	0	0	11
VOLUMES	13	1	8	11	2	5	6	13	13	1	1	4	78
APPROACH %	59%	5%	36%	61%	11%	28%	19%	41%	41%	17%	17%	67%	
APP/DEPART	22	/	11	18	/	16	32	/	32	6	/	19	0
BEGIN PEAK HR	4:00 PM												
VOLUMES	7	1	2	7	0	2	4	10	6	1	1	1	42
APPROACH %	70%	10%	20%	78%	0%	22%	20%	50%	30%	33%	33%	33%	
PEAK HR FACTOR	0.625			0.563			0.833			0.750			0.808
APP/DEPART	10	/	6	9	/	7	20	/	19	3	/	10	0

0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
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0	0	0	0	0
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# HCM 7th Signalized Intersection Summary

## 1: Green Valley Rd & Minto Rd

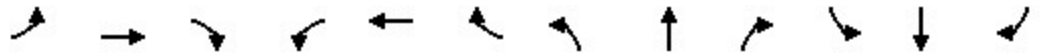
10/31/2025



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T		R	T
Traffic Volume (veh/h)	97	18	627	37	17	701
Future Volume (veh/h)	97	18	627	37	17	701
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	105	20	682	40	18	762
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	437	83	962	56	312	1029
Arrive On Green	0.30	0.30	0.55	0.55	0.55	0.55
Sat Flow, veh/h	1456	277	1749	103	731	1870
Grp Volume(v), veh/h	126	0	0	722	18	762
Grp Sat Flow(s),veh/h/ln	1748	0	0	1852	731	1870
Q Serve(g_s), s	3.3	0.0	0.0	17.3	1.1	18.6
Cycle Q Clear(g_c), s	3.3	0.0	0.0	17.3	18.4	18.6
Prop In Lane	0.83	0.16		0.06	1.00	
Lane Grp Cap(c), veh/h	524	0	0	1019	312	1029
V/C Ratio(X)	0.24	0.00	0.00	0.71	0.06	0.74
Avail Cap(c_a), veh/h	524	0	0	1019	312	1029
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.8	0.0	0.0	10.0	16.7	10.3
Incr Delay (d2), s/veh	1.1	0.0	0.0	4.2	0.4	4.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.0	6.6	0.2	7.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	16.9	0.0	0.0	14.1	17.1	15.1
LnGrp LOS	B			B	B	B
Approach Vol, veh/h	126		722			780
Approach Delay, s/veh	16.9		14.1			15.1
Approach LOS	B		B			B
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		37.5			37.5	22.5
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		33.0			33.0	18.0
Max Q Clear Time (g_c+I1), s		19.3			20.6	5.3
Green Ext Time (p_c), s		4.4			4.5	0.2
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			14.8			
HCM 7th LOS			B			

HCM 7th Signalized Intersection Summary  
 2: Green Valley Rd & Airport Blvd/Holohan Rd

10/31/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↔		↔	↑	↔	↔	↑↔		↔	↑↔	
Traffic Volume (veh/h)	255	200	63	198	340	178	51	440	131	214	524	256
Future Volume (veh/h)	255	200	63	198	340	178	51	440	131	214	524	256
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	277	217	68	215	370	193	55	478	142	233	570	278
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	620	492	154	406	673	571	328	1244	367	420	1065	519
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	1644	1365	428	1094	1870	1585	650	2705	798	804	2316	1128
Grp Volume(v), veh/h	277	0	285	215	370	193	55	313	307	233	437	411
Grp Sat Flow(s),veh/h/ln	822	0	1793	1094	1870	1585	650	1777	1727	804	1777	1667
Q Serve(g_s), s	8.1	0.0	6.0	9.3	7.9	4.4	3.3	5.8	5.8	13.4	8.8	8.8
Cycle Q Clear(g_c), s	16.0	0.0	6.0	15.4	7.9	4.4	12.1	5.8	5.8	19.2	8.8	8.8
Prop In Lane	1.00		0.24	1.00		1.00	1.00		0.46	1.00		0.68
Lane Grp Cap(c), veh/h	620	0	646	406	673	571	328	817	794	420	817	767
V/C Ratio(X)	0.45	0.00	0.44	0.53	0.55	0.34	0.17	0.38	0.39	0.56	0.53	0.54
Avail Cap(c_a), veh/h	620	0	646	406	673	571	328	817	794	420	817	767
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.1	0.0	12.2	18.0	12.8	11.7	14.0	8.8	8.9	15.2	9.7	9.7
Incr Delay (d2), s/veh	2.3	0.0	2.2	4.9	3.2	1.6	1.1	1.4	1.4	5.2	2.5	2.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	2.4	2.6	3.4	1.6	0.5	2.1	2.0	2.7	3.2	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.5	0.0	14.4	22.9	16.0	13.3	15.1	10.2	10.3	20.4	12.2	12.3
LnGrp LOS	C		B	C	B	B	B	B	B	C	B	B
Approach Vol, veh/h	562				778		675				1081	
Approach Delay, s/veh	17.9				17.2		10.6				14.0	
Approach LOS	B				B		B				B	
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	27.5		22.5		27.5		22.5					
Change Period (Y+Rc), s	4.5		4.5		4.5		4.5					
Max Green Setting (Gmax), s	23.0		18.0		23.0		18.0					
Max Q Clear Time (g_c+I1), s	14.1		18.0		21.2		17.4					
Green Ext Time (p_c), s	2.9		0.0		1.1		0.3					
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			14.8									
HCM 7th LOS			B									

# HCM 7th Signalized Intersection Summary

## 1: Green Valley Rd & Minto Rd

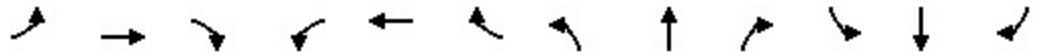
10/31/2025



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T		L	R
Traffic Volume (veh/h)	103	18	627	86	17	701
Future Volume (veh/h)	103	18	627	86	17	701
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	112	20	682	93	18	762
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	442	79	886	121	273	1029
Arrive On Green	0.30	0.30	0.55	0.55	0.55	0.55
Sat Flow, veh/h	1473	263	1611	220	696	1870
Grp Volume(v), veh/h	133	0	0	775	18	762
Grp Sat Flow(s),veh/h/ln	1749	0	0	1831	696	1870
Q Serve(g_s), s	3.5	0.0	0.0	19.8	1.2	18.6
Cycle Q Clear(g_c), s	3.5	0.0	0.0	19.8	21.1	18.6
Prop In Lane	0.84	0.15		0.12	1.00	
Lane Grp Cap(c), veh/h	525	0	0	1007	273	1029
V/C Ratio(X)	0.25	0.00	0.00	0.77	0.07	0.74
Avail Cap(c_a), veh/h	525	0	0	1007	273	1029
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.9	0.0	0.0	10.5	18.8	10.3
Incr Delay (d2), s/veh	1.2	0.0	0.0	5.7	0.5	4.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	7.8	0.2	7.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.1	0.0	0.0	16.2	19.2	15.1
LnGrp LOS	B			B	B	B
Approach Vol, veh/h	133		775			780
Approach Delay, s/veh	17.1		16.2			15.1
Approach LOS	B		B			B
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		37.5			37.5	22.5
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		33.0			33.0	18.0
Max Q Clear Time (g_c+I1), s		21.8			23.1	5.5
Green Ext Time (p_c), s		4.3			3.9	0.3
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			15.8			
HCM 7th LOS			B			

HCM 7th Signalized Intersection Summary  
 2: Green Valley Rd & Airport Blvd/Holohan Rd

10/31/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↔		↔	↑	↔	↔	↑↔		↔	↑↔	
Traffic Volume (veh/h)	273	200	63	198	340	178	51	471	131	214	528	258
Future Volume (veh/h)	273	200	63	198	340	178	51	471	131	214	528	258
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	297	217	68	215	370	193	55	512	142	233	574	280
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	620	492	154	406	673	571	326	1266	349	405	1065	519
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	1644	1365	428	1094	1870	1585	646	2751	759	779	2316	1128
Grp Volume(v), veh/h	297	0	285	215	370	193	55	330	324	233	440	414
Grp Sat Flow(s),veh/h/ln	822	0	1793	1094	1870	1585	646	1777	1734	779	1777	1667
Q Serve(g_s), s	8.8	0.0	6.0	9.3	7.9	4.4	3.3	6.2	6.2	14.2	8.9	8.9
Cycle Q Clear(g_c), s	16.7	0.0	6.0	15.4	7.9	4.4	12.3	6.2	6.2	20.4	8.9	8.9
Prop In Lane	1.00		0.24	1.00		1.00	1.00		0.44	1.00		0.68
Lane Grp Cap(c), veh/h	620	0	646	406	673	571	326	817	798	405	817	767
V/C Ratio(X)	0.48	0.00	0.44	0.53	0.55	0.34	0.17	0.40	0.41	0.57	0.54	0.54
Avail Cap(c_a), veh/h	620	0	646	406	673	571	326	817	798	405	817	767
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.4	0.0	12.2	18.0	12.8	11.7	14.1	9.0	9.0	15.7	9.7	9.7
Incr Delay (d2), s/veh	2.6	0.0	2.2	4.9	3.2	1.6	1.1	1.5	1.5	5.8	2.5	2.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	2.4	2.6	3.4	1.6	0.5	2.2	2.2	2.8	3.3	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.1	0.0	14.4	22.9	16.0	13.3	15.2	10.4	10.5	21.6	12.2	12.4
LnGrp LOS	C		B	C	B	B	B	B	B	C	B	B
Approach Vol, veh/h	582				778		709				1087	
Approach Delay, s/veh	18.3				17.2		10.8				14.3	
Approach LOS	B				B		B				B	
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	27.5		22.5		27.5		22.5					
Change Period (Y+Rc), s	4.5		4.5		4.5		4.5					
Max Green Setting (Gmax), s	23.0		18.0		23.0		18.0					
Max Q Clear Time (g_c+I1), s	14.3		18.7		22.4		17.4					
Green Ext Time (p_c), s	3.0		0.0		0.4		0.3					
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			15.0									
HCM 7th LOS			B									

# HCM 7th Signalized Intersection Summary

## 1: Green Valley Rd & Minto Rd

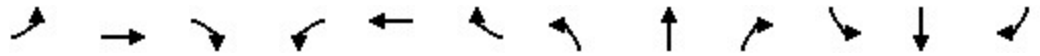
11/03/2025



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T		Y	T
Traffic Volume (veh/h)	47	36	720	77	21	629
Future Volume (veh/h)	47	36	720	77	21	629
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	51	39	783	84	23	684
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	285	218	913	98	215	1029
Arrive On Green	0.30	0.30	0.55	0.55	0.55	0.55
Sat Flow, veh/h	948	725	1660	178	638	1870
Grp Volume(v), veh/h	91	0	0	867	23	684
Grp Sat Flow(s),veh/h/ln	1692	0	0	1838	638	1870
Q Serve(g_s), s	2.4	0.0	0.0	24.1	1.9	15.6
Cycle Q Clear(g_c), s	2.4	0.0	0.0	24.1	26.0	15.6
Prop In Lane	0.56	0.43		0.10	1.00	
Lane Grp Cap(c), veh/h	508	0	0	1011	215	1029
V/C Ratio(X)	0.18	0.00	0.00	0.86	0.11	0.66
Avail Cap(c_a), veh/h	508	0	0	1011	215	1029
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.5	0.0	0.0	11.5	22.6	9.6
Incr Delay (d2), s/veh	0.8	0.0	0.0	9.4	1.0	3.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	10.2	0.3	5.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	16.3	0.0	0.0	20.8	23.6	13.0
LnGrp LOS	B			C	C	B
Approach Vol, veh/h	91		867			707
Approach Delay, s/veh	16.3		20.8			13.3
Approach LOS	B		C			B
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		37.5			37.5	22.5
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		33.0			33.0	18.0
Max Q Clear Time (g_c+I1), s		26.1			28.0	4.4
Green Ext Time (p_c), s		3.5			2.1	0.2
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			17.4			
HCM 7th LOS			B			

HCM 7th Signalized Intersection Summary  
 2: Green Valley Rd & Airport Blvd/Holohan Rd

11/03/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↔		↔	↑	↔	↔	↑↔		↔	↑↔	
Traffic Volume (veh/h)	285	371	45	212	368	188	93	562	229	185	467	251
Future Volume (veh/h)	285	371	45	212	368	188	93	562	229	185	467	251
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	310	403	49	230	400	204	101	611	249	201	508	273
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	618	618	75	308	707	599	336	1089	443	310	988	529
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	1583	1636	199	939	1870	1585	692	2464	1003	643	2235	1197
Grp Volume(v), veh/h	310	0	452	230	400	204	101	441	419	201	403	378
Grp Sat Flow(s),veh/h/ln	791	0	1835	939	1870	1585	692	1777	1690	643	1777	1655
Q Serve(g_s), s	9.6	0.0	10.2	8.7	8.5	4.6	6.2	9.2	9.2	12.9	8.2	8.2
Cycle Q Clear(g_c), s	18.1	0.0	10.2	18.9	8.5	4.6	14.4	9.2	9.2	22.1	8.2	8.2
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.59	1.00		0.72
Lane Grp Cap(c), veh/h	618	0	693	308	707	599	336	785	747	310	785	731
V/C Ratio(X)	0.50	0.00	0.65	0.75	0.57	0.34	0.30	0.56	0.56	0.65	0.51	0.52
Avail Cap(c_a), veh/h	618	0	693	308	707	599	336	785	747	310	785	731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.5	0.0	12.8	21.9	12.3	11.1	15.3	10.4	10.4	19.7	10.1	10.1
Incr Delay (d2), s/veh	2.9	0.0	4.7	15.2	3.3	1.5	2.3	2.9	3.0	10.1	2.4	2.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	4.3	3.8	3.6	1.6	1.1	3.5	3.3	3.0	3.1	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.4	0.0	17.6	37.1	15.6	12.6	17.6	13.2	13.4	29.8	12.5	12.7
LnGrp LOS	C		B	D	B	B	B	B	B	C	B	B
Approach Vol, veh/h		762			834			961			982	
Approach Delay, s/veh		19.5			20.8			13.8			16.1	
Approach LOS		B			C			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		26.6		23.4		26.6		23.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		22.1		18.9		22.1		18.9				
Max Q Clear Time (g_c+I1), s		16.4		20.1		24.1		20.9				
Green Ext Time (p_c), s		3.0		0.0		0.0		0.0				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				17.3								
HCM 7th LOS				B								

# HCM 7th Signalized Intersection Summary

## 1: Minto Road & Green Valley Road

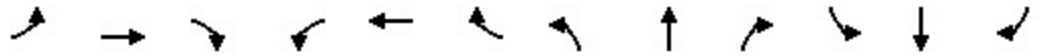
10/31/2025



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	93	36	720	86	21	629
Future Volume (veh/h)	93	36	720	86	21	629
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	101	39	783	93	23	684
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	370	143	902	107	208	1029
Arrive On Green	0.30	0.30	0.55	0.55	0.55	0.55
Sat Flow, veh/h	1234	477	1640	195	633	1870
Grp Volume(v), veh/h	141	0	0	876	23	684
Grp Sat Flow(s),veh/h/ln	1723	0	0	1835	633	1870
Q Serve(g_s), s	3.7	0.0	0.0	24.7	1.9	15.6
Cycle Q Clear(g_c), s	3.7	0.0	0.0	24.7	26.6	15.6
Prop In Lane	0.72	0.28		0.11	1.00	
Lane Grp Cap(c), veh/h	517	0	0	1009	208	1029
V/C Ratio(X)	0.27	0.00	0.00	0.87	0.11	0.66
Avail Cap(c_a), veh/h	517	0	0	1009	208	1029
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.0	0.0	0.0	11.6	23.1	9.6
Incr Delay (d2), s/veh	1.3	0.0	0.0	10.0	1.1	3.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	10.5	0.3	5.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.3	0.0	0.0	21.6	24.1	13.0
LnGrp LOS	B			C	C	B
Approach Vol, veh/h	141		876			707
Approach Delay, s/veh	17.3		21.6			13.3
Approach LOS	B		C			B
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		37.5			37.5	22.5
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		33.0			33.0	18.0
Max Q Clear Time (g_c+I1), s		26.7			28.6	5.7
Green Ext Time (p_c), s		3.3			1.9	0.3
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			17.9			
HCM 7th LOS			B			

HCM 7th Signalized Intersection Summary  
 2: Green Valley Road & Airport Blvd/Holohan Road

10/31/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖↗	↗		↖	↖	↗	↖	↖↗		↖	↖↗	
Traffic Volume (veh/h)	288	371	45	212	368	188	93	568	229	185	494	267
Future Volume (veh/h)	288	371	45	212	368	188	93	568	229	185	494	267
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	313	403	49	230	400	204	101	617	249	201	537	290
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	618	618	75	308	707	599	319	1092	440	308	985	531
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	1583	1636	199	939	1870	1585	663	2471	997	639	2229	1201
Grp Volume(v), veh/h	313	0	452	230	400	204	101	443	423	201	428	399
Grp Sat Flow(s),veh/h/ln	791	0	1835	939	1870	1585	663	1777	1691	639	1777	1654
Q Serve(g_s), s	9.8	0.0	10.2	8.7	8.5	4.6	6.6	9.3	9.3	12.8	8.8	8.9
Cycle Q Clear(g_c), s	18.2	0.0	10.2	18.9	8.5	4.6	15.5	9.3	9.3	22.1	8.8	8.9
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.59	1.00		0.73
Lane Grp Cap(c), veh/h	618	0	693	308	707	599	319	785	747	308	785	731
V/C Ratio(X)	0.51	0.00	0.65	0.75	0.57	0.34	0.32	0.56	0.57	0.65	0.54	0.55
Avail Cap(c_a), veh/h	618	0	693	308	707	599	319	785	747	308	785	731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.5	0.0	12.8	21.9	12.3	11.1	16.0	10.4	10.4	19.8	10.3	10.3
Incr Delay (d2), s/veh	2.9	0.0	4.7	15.2	3.3	1.5	2.6	2.9	3.1	10.3	2.7	2.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	4.3	3.8	3.6	1.6	1.1	3.5	3.4	3.1	3.3	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.5	0.0	17.6	37.1	15.6	12.6	18.5	13.3	13.5	30.1	13.0	13.2
LnGrp LOS	C		B	D	B	B	B	B	B	C	B	B
Approach Vol, veh/h		765			834			967			1028	
Approach Delay, s/veh		19.6			20.8			13.9			16.4	
Approach LOS		B			C			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		26.6		23.4		26.6		23.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		22.1		18.9		22.1		18.9				
Max Q Clear Time (g_c+11), s		17.5		20.2		24.1		20.9				
Green Ext Time (p_c), s		2.5		0.0		0.0		0.0				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				17.4								
HCM 7th LOS				B								

# HCM 7th Signalized Intersection Summary

## 1: Green Valley Rd & Minto Rd

11/03/2025

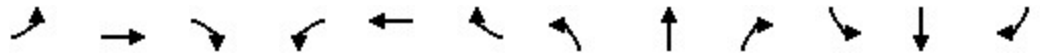


Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	99	18	638	38	17	713
Future Volume (veh/h)	99	18	638	38	17	713
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	108	20	693	41	18	775
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	439	81	962	57	304	1029
Arrive On Green	0.30	0.30	0.55	0.55	0.55	0.55
Sat Flow, veh/h	1464	271	1748	103	723	1870
Grp Volume(v), veh/h	129	0	0	734	18	775
Grp Sat Flow(s),veh/h/ln	1748	0	0	1852	723	1870
Q Serve(g_s), s	3.3	0.0	0.0	17.7	1.1	19.1
Cycle Q Clear(g_c), s	3.3	0.0	0.0	17.7	18.9	19.1
Prop In Lane	0.84	0.16		0.06	1.00	
Lane Grp Cap(c), veh/h	525	0	0	1018	304	1029
V/C Ratio(X)	0.25	0.00	0.00	0.72	0.06	0.75
Avail Cap(c_a), veh/h	525	0	0	1018	304	1029
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.9	0.0	0.0	10.1	17.1	10.4
Incr Delay (d2), s/veh	1.1	0.0	0.0	4.4	0.4	5.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	6.9	0.2	7.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.0	0.0	0.0	14.5	17.5	15.5
LnGrp LOS	B			B	B	B
Approach Vol, veh/h	129		734			793
Approach Delay, s/veh	17.0		14.5			15.5
Approach LOS	B		B			B
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		37.5			37.5	22.5
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		33.0			33.0	18.0
Max Q Clear Time (g_c+I1), s		19.7			21.1	5.3
Green Ext Time (p_c), s		4.4			4.5	0.2
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			15.2			
HCM 7th LOS			B			

# HCM 7th Signalized Intersection Summary

## 2: Green Valley Rd & Airport Blvd/Holohan Rd

11/03/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	259	203	64	201	346	181	52	448	133	218	533	260
Future Volume (veh/h)	259	203	64	201	346	181	52	448	133	218	533	260
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	282	221	70	218	376	197	57	487	145	237	579	283
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	612	490	155	401	673	571	323	1244	368	415	1064	520
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	1629	1361	431	1088	1870	1585	641	2703	800	795	2314	1130
Grp Volume(v), veh/h	282	0	291	218	376	197	57	319	313	237	444	418
Grp Sat Flow(s),veh/h/ln	814	0	1793	1088	1870	1585	641	1777	1726	795	1777	1667
Q Serve(g_s), s	8.4	0.0	6.2	9.6	8.1	4.5	3.5	5.9	6.0	14.0	9.0	9.0
Cycle Q Clear(g_c), s	16.4	0.0	6.2	15.8	8.1	4.5	12.5	5.9	6.0	20.0	9.0	9.0
Prop In Lane	1.00		0.24	1.00		1.00	1.00		0.46	1.00		0.68
Lane Grp Cap(c), veh/h	612	0	645	401	673	571	323	817	794	415	817	767
V/C Ratio(X)	0.46	0.00	0.45	0.54	0.56	0.35	0.18	0.39	0.39	0.57	0.54	0.54
Avail Cap(c_a), veh/h	612	0	645	401	673	571	323	817	794	415	817	767
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.4	0.0	12.2	18.2	12.8	11.7	14.2	8.9	8.9	15.5	9.7	9.7
Incr Delay (d2), s/veh	2.5	0.0	2.3	5.2	3.3	1.7	1.2	1.4	1.5	5.6	2.6	2.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	2.5	2.7	3.4	1.6	0.6	2.1	2.1	2.8	3.3	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	21.9	0.0	14.5	23.5	16.1	13.3	15.4	10.3	10.4	21.1	12.3	12.5
LnGrp LOS	C		B	C	B	B	B	B	B	C	B	B
Approach Vol, veh/h	573				791		689				1099	
Approach Delay, s/veh	18.1				17.5		10.8				14.3	
Approach LOS	B				B		B				B	
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	27.5		22.5		27.5		22.5					
Change Period (Y+Rc), s	4.5		4.5		4.5		4.5					
Max Green Setting (Gmax), s	23.0		18.0		23.0		18.0					
Max Q Clear Time (g_c+I1), s	14.5		18.4		22.0		17.8					
Green Ext Time (p_c), s	2.9		0.0		0.7		0.1					
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			15.0									
HCM 7th LOS			B									

# HCM 7th Signalized Intersection Summary

## 1: Green Valley Rd & Minto Rd

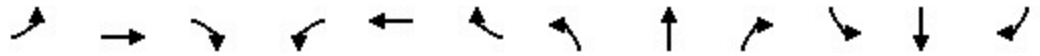
11/03/2025



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T		Y	T
Traffic Volume (veh/h)	105	18	638	87	17	713
Future Volume (veh/h)	105	18	638	87	17	713
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	114	20	693	95	18	775
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	443	78	885	121	264	1029
Arrive On Green	0.30	0.30	0.55	0.55	0.55	0.55
Sat Flow, veh/h	1478	259	1610	221	687	1870
Grp Volume(v), veh/h	135	0	0	788	18	775
Grp Sat Flow(s),veh/h/ln	1750	0	0	1831	687	1870
Q Serve(g_s), s	3.5	0.0	0.0	20.4	1.3	19.1
Cycle Q Clear(g_c), s	3.5	0.0	0.0	20.4	21.7	19.1
Prop In Lane	0.84	0.15		0.12	1.00	
Lane Grp Cap(c), veh/h	525	0	0	1007	264	1029
V/C Ratio(X)	0.26	0.00	0.00	0.78	0.07	0.75
Avail Cap(c_a), veh/h	525	0	0	1007	264	1029
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.9	0.0	0.0	10.7	19.2	10.4
Incr Delay (d2), s/veh	1.2	0.0	0.0	6.1	0.5	5.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	8.1	0.2	7.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.1	0.0	0.0	16.7	19.7	15.5
LnGrp LOS	B			B	B	B
Approach Vol, veh/h	135		788			793
Approach Delay, s/veh	17.1		16.7			15.6
Approach LOS	B		B			B
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		37.5			37.5	22.5
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		33.0			33.0	18.0
Max Q Clear Time (g_c+1), s		22.4			23.7	5.5
Green Ext Time (p_c), s		4.2			3.8	0.3
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			16.2			
HCM 7th LOS			B			

HCM 7th Signalized Intersection Summary  
 2: Green Valley Rd & Airport Blvd/Holohan Rd

11/03/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↔		↔	↑	↔	↔	↑↔		↔	↑↔	
Traffic Volume (veh/h)	277	203	64	201	346	181	52	479	133	218	537	262
Future Volume (veh/h)	277	203	64	201	346	181	52	479	133	218	537	262
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	301	221	70	218	376	197	57	521	145	237	584	285
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	612	490	155	401	673	571	321	1264	350	400	1065	519
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	1629	1361	431	1088	1870	1585	637	2749	761	770	2315	1129
Grp Volume(v), veh/h	301	0	291	218	376	197	57	336	330	237	448	421
Grp Sat Flow(s),veh/h/ln	814	0	1793	1088	1870	1585	637	1777	1733	770	1777	1667
Q Serve(g_s), s	9.1	0.0	6.2	9.6	8.1	4.5	3.5	6.3	6.4	14.8	9.1	9.1
Cycle Q Clear(g_c), s	17.1	0.0	6.2	15.8	8.1	4.5	12.7	6.3	6.4	21.2	9.1	9.1
Prop In Lane	1.00		0.24	1.00		1.00	1.00		0.44	1.00		0.68
Lane Grp Cap(c), veh/h	612	0	645	401	673	571	321	817	797	400	817	767
V/C Ratio(X)	0.49	0.00	0.45	0.54	0.56	0.35	0.18	0.41	0.41	0.59	0.55	0.55
Avail Cap(c_a), veh/h	612	0	645	401	673	571	321	817	797	400	817	767
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.7	0.0	12.2	18.2	12.8	11.7	14.3	9.0	9.0	16.1	9.7	9.8
Incr Delay (d2), s/veh	2.8	0.0	2.3	5.2	3.3	1.7	1.2	1.5	1.6	6.3	2.6	2.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	2.5	2.7	3.4	1.6	0.6	2.3	2.2	2.9	3.3	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.5	0.0	14.5	23.5	16.1	13.3	15.5	10.5	10.6	22.4	12.4	12.6
LnGrp LOS	C		B	C	B	B	B	B	B	C	B	B
Approach Vol, veh/h		592			791			723			1106	
Approach Delay, s/veh		18.6			17.5			10.9			14.6	
Approach LOS		B			B			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		27.5		22.5		27.5		22.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		23.0		18.0		23.0		18.0				
Max Q Clear Time (g_c+I1), s		14.7		19.1		23.2		17.8				
Green Ext Time (p_c), s		3.0		0.0		0.0		0.1				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				15.2								
HCM 7th LOS				B								

# HCM 7th Signalized Intersection Summary

## 1: Green Valley Rd & Minto Rd

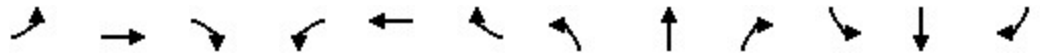
11/03/2025



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	W	T
Traffic Volume (veh/h)	48	37	732	78	21	640
Future Volume (veh/h)	48	37	732	78	21	640
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	40	796	85	23	696
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	284	218	914	98	206	1029
Arrive On Green	0.30	0.30	0.55	0.55	0.55	0.55
Sat Flow, veh/h	946	728	1661	177	630	1870
Grp Volume(v), veh/h	93	0	0	881	23	696
Grp Sat Flow(s),veh/h/ln	1692	0	0	1838	630	1870
Q Serve(g_s), s	2.4	0.0	0.0	24.8	2.0	16.0
Cycle Q Clear(g_c), s	2.4	0.0	0.0	24.8	26.8	16.0
Prop In Lane	0.56	0.43		0.10	1.00	
Lane Grp Cap(c), veh/h	508	0	0	1011	206	1029
V/C Ratio(X)	0.18	0.00	0.00	0.87	0.11	0.68
Avail Cap(c_a), veh/h	508	0	0	1011	206	1029
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.6	0.0	0.0	11.7	23.2	9.7
Incr Delay (d2), s/veh	0.8	0.0	0.0	10.2	1.1	3.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	10.7	0.3	6.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	16.3	0.0	0.0	21.9	24.3	13.2
LnGrp LOS	B			C	C	B
Approach Vol, veh/h	93		881			719
Approach Delay, s/veh	16.3		21.9			13.6
Approach LOS	B		C			B
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		37.5			37.5	22.5
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		33.0			33.0	18.0
Max Q Clear Time (g_c+I1), s		26.8			28.8	4.4
Green Ext Time (p_c), s		3.2			1.9	0.2
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			18.1			
HCM 7th LOS			B			

HCM 7th Signalized Intersection Summary  
 2: Green Valley Rd & Airport Blvd/Holohan Rd

11/03/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↔		↔	↑	↔	↔	↑↔		↔	↑↔	
Traffic Volume (veh/h)	290	377	46	216	374	191	95	572	233	188	475	255
Future Volume (veh/h)	290	377	46	216	374	191	95	572	233	188	475	255
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	315	410	50	235	407	208	103	622	253	204	516	277
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	573	589	72	280	673	571	347	1134	461	320	1028	550
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	1566	1635	199	932	1870	1585	684	2465	1002	634	2236	1196
Grp Volume(v), veh/h	315	0	460	235	407	208	103	448	427	204	410	383
Grp Sat Flow(s),veh/h/ln	783	0	1834	932	1870	1585	684	1777	1690	634	1777	1655
Q Serve(g_s), s	9.1	0.0	10.7	7.3	8.9	4.8	6.2	9.1	9.1	13.9	8.1	8.1
Cycle Q Clear(g_c), s	18.0	0.0	10.7	18.0	8.9	4.8	14.4	9.1	9.1	23.0	8.1	8.1
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.59	1.00		0.72
Lane Grp Cap(c), veh/h	573	0	660	280	673	571	347	817	777	320	817	761
V/C Ratio(X)	0.55	0.00	0.70	0.84	0.60	0.36	0.30	0.55	0.55	0.64	0.50	0.50
Avail Cap(c_a), veh/h	573	0	660	280	673	571	347	817	777	320	817	761
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.9	0.0	13.7	22.9	13.1	11.8	14.5	9.7	9.8	19.0	9.5	9.5
Incr Delay (d2), s/veh	3.8	0.0	6.0	25.0	4.0	1.8	2.2	2.6	2.8	9.4	2.2	2.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	4.8	4.5	3.9	1.7	1.0	3.4	3.2	3.0	2.9	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.6	0.0	19.7	47.9	17.1	13.6	16.7	12.4	12.5	28.4	11.7	11.9
LnGrp LOS	C		B	D	B	B	B	B	B	C	B	B
Approach Vol, veh/h		775			850			978			997	
Approach Delay, s/veh		21.7			24.7			12.9			15.2	
Approach LOS		C			C			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		27.5		22.5		27.5		22.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		23.0		18.0		23.0		18.0				
Max Q Clear Time (g_c+I1), s		16.4		20.0		25.0		20.0				
Green Ext Time (p_c), s		3.4		0.0		0.0		0.0				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh			18.2									
HCM 7th LOS			B									

# HCM 7th Signalized Intersection Summary

## 1: Green Valley Rd & Minto Rd

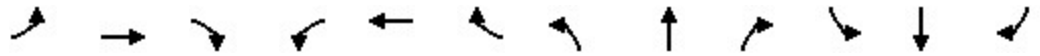
11/03/2025



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	W	T
Traffic Volume (veh/h)	94	37	732	87	21	640
Future Volume (veh/h)	94	37	732	87	21	640
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	102	40	796	95	23	696
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	369	145	902	108	198	1029
Arrive On Green	0.30	0.30	0.55	0.55	0.55	0.55
Sat Flow, veh/h	1228	482	1639	196	624	1870
Grp Volume(v), veh/h	143	0	0	891	23	696
Grp Sat Flow(s),veh/h/ln	1722	0	0	1835	624	1870
Q Serve(g_s), s	3.8	0.0	0.0	25.5	2.0	16.0
Cycle Q Clear(g_c), s	3.8	0.0	0.0	25.5	27.5	16.0
Prop In Lane	0.71	0.28		0.11	1.00	
Lane Grp Cap(c), veh/h	517	0	0	1009	198	1029
V/C Ratio(X)	0.28	0.00	0.00	0.88	0.12	0.68
Avail Cap(c_a), veh/h	517	0	0	1009	198	1029
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.0	0.0	0.0	11.8	23.8	9.7
Incr Delay (d2), s/veh	1.3	0.0	0.0	11.1	1.2	3.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	11.1	0.3	6.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.4	0.0	0.0	22.9	25.0	13.2
LnGrp LOS	B			C	C	B
Approach Vol, veh/h	143		891			719
Approach Delay, s/veh	17.4		22.9			13.6
Approach LOS	B		C			B
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		37.5			37.5	22.5
Change Period (Y+Rc), s		4.5			4.5	4.5
Max Green Setting (Gmax), s		33.0			33.0	18.0
Max Q Clear Time (g_c+I1), s		27.5			29.5	5.8
Green Ext Time (p_c), s		3.0			1.6	0.3
<b>Intersection Summary</b>						
HCM 7th Control Delay, s/veh			18.6			
HCM 7th LOS			B			

HCM 7th Signalized Intersection Summary  
 2: Green Valley Rd & Airport Blvd/Holohan Rd

11/03/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔↔	↔		↔	↑	↔	↔	↑↔		↔	↑↔	
Traffic Volume (veh/h)	293	377	46	216	374	191	95	578	233	188	502	271
Future Volume (veh/h)	293	377	46	216	374	191	95	578	233	188	502	271
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	318	410	50	235	407	208	103	628	253	204	546	295
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	573	589	72	280	673	571	330	1137	458	318	1025	553
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	1566	1635	199	932	1870	1585	654	2473	995	630	2229	1202
Grp Volume(v), veh/h	318	0	460	235	407	208	103	451	430	204	435	406
Grp Sat Flow(s),veh/h/ln	783	0	1834	932	1870	1585	654	1777	1691	630	1777	1654
Q Serve(g_s), s	9.1	0.0	10.7	7.3	8.9	4.8	6.7	9.2	9.2	13.8	8.8	8.8
Cycle Q Clear(g_c), s	18.0	0.0	10.7	18.0	8.9	4.8	15.5	9.2	9.2	23.0	8.8	8.8
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.59	1.00		0.73
Lane Grp Cap(c), veh/h	573	0	660	280	673	571	330	817	778	318	817	761
V/C Ratio(X)	0.55	0.00	0.70	0.84	0.60	0.36	0.31	0.55	0.55	0.64	0.53	0.53
Avail Cap(c_a), veh/h	573	0	660	280	673	571	330	817	778	318	817	761
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.9	0.0	13.7	22.9	13.1	11.8	15.2	9.8	9.8	19.1	9.7	9.7
Incr Delay (d2), s/veh	3.8	0.0	6.0	25.0	4.0	1.8	2.5	2.7	2.8	9.6	2.5	2.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	4.8	4.5	3.9	1.7	1.1	3.4	3.3	3.0	3.2	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.8	0.0	19.7	47.9	17.1	13.6	17.7	12.4	12.6	28.7	12.1	12.3
LnGrp LOS	C		B	D	B	B	B	B	B	C	B	B
Approach Vol, veh/h		778			850			984			1045	
Approach Delay, s/veh		21.7			24.7			13.1			15.4	
Approach LOS		C			C			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		27.5		22.5		27.5		22.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		23.0		18.0		23.0		18.0				
Max Q Clear Time (g_c+I1), s		17.5		20.0		25.0		20.0				
Green Ext Time (p_c), s		3.0		0.0		0.0		0.0				
<b>Intersection Summary</b>												
HCM 7th Control Delay, s/veh				18.3								
HCM 7th LOS				B								

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## **Appendix 3.12B**

Federal Aviation Administration Pre-Screening

# OE/AAA Pre-screening Results

Wed Feb 04 2026 08:14:00 GMT-0800 (Pacific Standard Time)

Structure: Monopole

Latitude	Longitude	Height	Site Elevation	AMSL
36 57 04.16 N	121 45 32.62 W	90	123	213

Based on the information you provided, you are not required to file notice with the FAA.

