DRAFT ENVIRONMENTAL IMPACT REPORT

FOR THE

SHEPHERD NORTH PROJECT

Volume II - Appendices

JULY 2023

Prepared for:

City of Clovis | Planning Division
1033 Fifth Street
Clovis, CA 93612
Phone: 559.324.2340

Prepared by:

De Novo Planning Group
1020 Suncast Lane, Suite 106
El Dorado Hills, CA 95762
(916) 580-9818

De Novo Planning Group

A Land Use Planning, Design, and Environmental Firm

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Appendix A

Notice of Preparation and Comments

State of California - Department of Fish and Wildlife

2022 ENVIRONMENTAL DOCUMENT FILING FEE CASH RECEIPT

DFW 753.5a (REV. 01/01/22) Previously DFG 753.5a

RECEIPT NUMBER:
E202210000107
STATE CLEARINGHOUSE NUMBER *(if applicable)*

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY.

LEAD AGENCY	LEAD AGENCY EMAIL	DATE
CITY OF CLOVIS		05/06/2022

COUNTY/STATE AGENCY OF FILING	DOCUMENT NUMBER
FRESNO COUNTY	E202210000107

PROJECT TITLE

NOP- SHEPHERD NORTH PROJECT

PROJECT APPLICANT NAME	PROJECT APPLICANT EMAIL	PHONE NUMBER
CITY OF CLOVIS		(559) 324-2383

PROJECT APPLICANT ADDRESS	CITY	STATE	ZIP CODE
1033 FIFTH ST	CLOVIS	CA	93612

PROJECT APPLICANT *(Check appropriate box)*

☒ Local Public Agency ☐ School District ☐ Other Special District ☐ State Agency ☐ Private Entity

CHECK APPLICABLE FEES:

☐ Environmental Impact Report (EIR)	$3,539.25	$	0.00
☐ Mitigated/Negative Declaration (MND)(ND)	$2,548.00	$	0.00
☒ Certified Regulatory Program (CRP) document - payment due directly to CDFW	$1,203.25	$	0.00

☐ Exempt from fee

- ☐ Notice of Exemption (attach)
- ☐ CDFW No Effect Determination (attach)

☐ Fee previously paid (attach previously issued cash receipt copy)

☐ Water Right Application or Petition Fee (State Water Resources Control Board only)	$850.00	$	0.00
☐ County documentary handling fee	$50.00	$	0.00
☒ Other **NOP**		$	0.00

PAYMENT METHOD:

☐ Cash ☐ Credit ☐ Check ☐ Other **TOTAL RECEIVED** $ **0.00**

SIGNATURE	AGENCY OF FILING PRINTED NAME AND TITLE
X Jessica Munoz	Jessica Munoz Deputy Clerk

ORIGINAL - PROJECT APPLICANT COPY - CDFW/ASB COPY - LEAD AGENCY COPY - COUNTY CLERK DFW 753.5a (Rev. 01012022)

E202210000107

NOTICE OF PREPARATION

FILED
MAY 06 2022 TIME 2:46 pm
FRESNO COUNTY CLERK
By Jessica Munoz DEPUTY

TO: State Clearinghouse
State Responsible Agencies
State Trustee Agencies
Other Public Agencies

Interested Organizations

FROM: George González, MPA | Senior Planner
City of Clovis | Planning Division
1033 Fifth Street
Clovis, CA 93612
559.324.2383
georgeg@cityofclovis.com

SUBJECT: Notice of Preparation – Shepherd North Project

Notice is hereby given that the City of Clovis is the lead agency for the preparation of a project-level Environmental Impact Report (EIR) for the proposed Shepherd North Project (proposed Project), in accordance with the California Environmental Quality Act (CEQA), Section 15050. The EIR will consider potential environmental effects of the proposed project to determine the level of significance of the environmental effect and will analyze these potential effects to the detail necessary to make a determination on the level of significance. The EIR will consider those environmental issues which are raised by responsible agencies, trustee agencies, and members of the public or related agencies during the Notice of Preparation (NOP) process.

We need to know the views of your agency or organization as to the scope and content of the environmental information germane to your agency's statutory responsibilities or of interest to your organization in connection with the proposed project. Specifically, we are requesting the following:

1. If you are a public agency, state whether your agency will be a responsible or trustee agency for the proposed project and list the permits or approvals from your agency that will be required for the project and its future actions;
2. Identify significant environmental effects and mitigation measures that you believe need to be explored in the EIR with supporting discussion of why you believe these effects may be significant;
3. Describe special studies and other information that you believe are necessary for the City to analyze the significant environmental effects, alternatives, and mitigation measures you have identified;
4. For public agencies that provide infrastructure and public services, identify any facilities that must be provided (both on- and off-site) to provide services to the proposed project;
5. Indicate whether a member(s) from your agency would like to attend a scoping workshop/meeting for public agencies to discuss the scope and content of the EIR's environmental information; and
6. Provide the name, title, and telephone number of the contact person from your agency or organization that we can contact regarding your comments.

Due to the time limits mandated by State law, your response must be sent and received by the City of Clovis by the following deadlines:

E2022100001O7

- For responsible agencies, not later than 30 days after you receive this notice.
- For all other agencies and organizations, not later than 30 days following the publication of this Notice of Preparation. The 30-day review period begins Monday, May 9, 2022 and ends on Friday, June 10, 2022.

If we do not receive a response from your agency or organization, we will presume that your agency or organization has no response to make. A responsible agency, trustee agency, or other public agency may request a meeting with the City or its representatives in accordance with Section 15082(c) of the CEQA Guidelines. Please send your response to George González, MPA, Senior Planner at the City of Clovis | Planning Division, 1033 Fifth Street, Clovis, CA 93612. If you have any questions, please contact George González, MPA, Senior Planner at 559.324.2383 or via email at: georgeg@cityofclovis.com.

SCOPING MEETING: A scoping meeting will be held at the City of Clovis Council Chamber, located at 1033 Fifth Street, Clovis, CA 93612 on Wednesday, May 25, 2022 from 6:00 p.m. to 7:00 p.m. If you have any questions, please contact George González, MPA, Senior Planner, at georgeg@cityofclovis.com. If you prefer to attend virtually, you can either enter this link (https://link.edgepilot.com/s/5c99e641/wZoX-PvT8U2lIDc9YNoXwg?u=https://cityofclovis.webex.com/cityofclovis/j.php?MTID=m3e7b645cadafe20bd442b3cbd03f1477) into your web browser prior to the start of the meeting or dial in by phone (no video) at 1-844-992-4726 Access Code: 2492 626 9548.

PROJECT DESCRIPTION: The Project site is north of the City of Clovis limit line at the northeast corner of N. Sunnyside Avenue and E. Shepherd Avenue. The Project site is approximately 155 acres and includes the approximate 77-acre Development Area and the approximate 78-acre Non-Development Area. The Development Area includes the parcels being annexed that will be entitled for subdivision and development of up to 605 residential units, parkland, and public and private infrastructure. The application includes a request for a Sphere of Influence Expansion, General Plan Amendment, Pre-zone, Annexation, Tentative Map, Planned Development Permit, and Residential Site Plan Review. The Non-Development Area includes the parcels being included in the Sphere of Influence (SOI) expansion that will not be entitled for subdivision or development. A detailed Project Description is attached and can be reviewed at the City or by accessing the City's website at https://cityofclovis.com/planning-and-development/planning/ceqa/.

PROBABLE ENVIRONMENTAL EFFECTS AND SCOPE OF THE EIR: The City has reviewed the proposed Project application and has determined that an EIR should be prepared for the proposed Project because it may have a significant effect on the environment. All environmental topics identified in Appendix G of the State CEQA Guidelines require analysis within an EIR including: Aesthetics, Agricultural and Forest Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology/Soils, Greenhouse Gases/Climate Change, Hazards and Hazardous Materials, Hydrology/Water Quality, Land Use/Planning, Mineral Resources, Noise, Population/Housing, Public Services, Recreation, Transportation/Circulation, Tribal Resources, Utilities and Service Systems, Cumulative Impacts, and Growth Inducing Impacts. An Initial Study has not been prepared for the proposed Project. As noted above, each environmental topic identified in Appendix G of the State CEQA Guidelines requires analysis in an EIR.

PROJECT LOCATION

The Project site is directly north of the City of Clovis limit line at the northeast corner of N. Sunnyside Avenue and E. Shepherd Avenue. The Project site is bounded on the north by Perrin Road, on the east by N. Fowler Avenue, on the south by E. Shepherd Avenue, and on the west by N. Sunnyside Avenue. Figures 1 and 2 show the Project's regional location and vicinity. The Project site is in the southwest ¼ of Section 21, Township 12 South, Range 21 East, Mount Diablo Base and Meridian (MDBM). Figure 3 illustrates the Project location on the USGS Clovis, California, 7.5-minute series quadrangle map.

PROJECT SITE DEFINED

The Project site includes several distinct planning boundaries defined below. The following terms are used throughout this document to describe planning area boundaries within the Project site:

- Project Area – includes the whole of the Project site (approximately 155 acres), including the approximate 77-acre Development Area and the approximate 78-acre Non-Development Area.
- Development Area - includes the parcels being annexed that will be entitled for subdivision and development. This will include a Sphere of Influence Expansion, General Plan Amendment, Pre-zone, Annexation, Tentative Map, Planned Development Permit, and Residential Site Plan Review.
- Non-Development Area - includes the parcels being included in the Sphere of Influence (SOI) expansion that will not be entitled for subdivision or development. This includes two separate areas, each described as an Expansion SubArea. The two Expansion SubAreas total 78 acres and are defined as Expansion SubArea North and Expansion SubArea East.

PROJECT SETTING

EXISTING SITE CONDITIONS

The Project site is approximately 155 acres and includes 39 Assessor parcels (APNs). Figure 4 illustrates the APNs.

SITE TOPOGRAPHY

The Project site is relatively flat and is approximately 385 feet above mean sea level.

EXISTING SITE USES

The Development Area primarily contains farmland (orchard), and had three residential dwellings and a warehouse that was removed in approximately 2020. The majority of the Development Area is in active agricultural use (pecan orchards).

There are five agricultural water wells located in the Development Area, two located along the east-west centerline of the area, one located in the southwestern corner of the area, one located in the northwestern corner of the area and one located along the eastern boundary of the Development Area. There are four pole-mounted transformers in the Development Area. Two pole-mounted transformers

are located in the central-eastern portion of the Development Area, and two are located along the eastern boundary of the Development Area in the southern portion. Along the eastern boundary of the Development Area are two large berms approximately 10 to 12 feet tall containing wood branches and debris from pruning the orchard.

The Non-Development Area contains existing single-family residences and agricultural fields. The Non-Development Area is located within the City of Clovis' Planning Area but is outside of the City's existing Sphere of Influence. Each SubArea is uniquely different and is described below:

Expansion SubArea North includes single-family residences that are accessed by N. Purdue Avenue and Lexington. N. Purdue Avenue and Lexington are unimproved roadways with no pedestrian sidewalk, curb/gutter, or landscaping. N. Sunnyside Avenue located to the west and Perrin Road to the north are also unimproved County roadways. There are 18 accessor parcels in SubArea North.

Expansion SubArea East is located between the pecan orchards and N. Fowler Avenue and consists of existing single-family residences and agricultural fields. There are 18 accessor parcels in SubArea East. North Fowler Avenue is a two-lane unimproved County roadway with no pedestrian sidewalk, curb/gutter, or landscaping.

Figure 5 shows aerial imagery of the existing site uses within the Project site.

EXISTING SURROUNDING USES

The Project site is surrounded by a variety of agricultural and residential land uses. Uses immediately adjacent to the north and east boundary of the Project site include rural residential uses on larger lots, some having small orchards or other agricultural activities. Uses to the south of the Project site include a mix of residential uses, including rural residential on larger lots and medium-high density residential in a developed smaller lot residential subdivision. West of the Project site are single-family residential uses, agricultural uses (orchard) and a power sub-station.

EXISTING GENERAL PLAN LAND USE DESIGNATIONS AND ZONING

The following section outlines the City and County General Plan land use designations and zoning for the Project site. It should be noted that the Project site is currently outside of the jurisdiction of the City of Clovis, and therefore does not have a City of Clovis zoning.

City of Clovis

The City of Clovis General Plan was adopted on August 25, 2014. Figure 6 depicts the land use designations for the Project site and the surrounding areas under the adopted City of Clovis General Plan. The Project site is designated as Rural Residential (RR) under the City of Clovis General Plan.

The General Plan contains standards to guide development for this land use, as noted below:

Rural Residential (RR): Very low density residential uses and small scale agricultural operations. Rural residential uses may be dispersed uniformly across the land or be sited so to leave more acreage for

orchards, pastures, or other agricultural or open space activities. The allowable maximum density for this land use designation is one dwelling unit per two acres.

Fresno County

Figure 7 identifies the Fresno County land use designations and zoning for the Project site and the surrounding area. The Development Area is designated as Low Density Residential by the County's General Plan Land Use Map and is zoned AL-20 (Limited Agricultural) by the County. The Non-Development Area is designated as Rural Residential by the County's General Plan Land Use Map and is zoned RR (Rural Residential) by the County.

PROJECT GOALS AND OBJECTIVES

Consistent with CEQA Guidelines Section 15124(b), a clear statement of objectives and the underlying purpose of the proposed Project shall be discussed.

PROJECT OBJECTIVES

The principal objective of the proposed Project is the expansion of the City's SOI to include the Project site, and the annexation, approval and subsequent development of the Development Area.

The quantifiable objectives include the development of 605 single family residential units. The quantifiable objectives include the development of open space totaling 4.32 acres, including 1.49 acres of private park and recreational uses. The Project objectives also include the installation of new public and private roadways that will provide pedestrian and vehicular access to the Project site and surrounding community areas, and other improvements, including water supply, storm drainage, sewer facilities and landscaping to serve the residential uses.

The goals of the proposed development are as follows:

- Provide residential housing opportunities that are visually attractive and accommodate the future housing demand in Clovis.
- Establish a mixture of housing types, sizes and densities that collectively provide for local and regional housing demand.
- Provide infrastructure that meets City standards and is integrated with existing and planned facilities and connections.
- Establish a logical phasing plan designed to ensure that each phase of development would include necessary public improvements required to meet City standards.
- Expand the City's Sphere of Influence in order to establish a logical and orderly boundary that promotes the efficient extension of municipal services.

PROJECT ENTITLEMENTS

GENERAL PLAN AMENDMENT

The proposed Project would require a General Plan Land Use Amendment to adjust the land uses from Rural Residential (RR) to Low Density (L) and Medium High Density (MH) for the Development Area to accommodate the proposed development density.

- **Low Density (L)**. This designation identifies areas appropriate for conventional single-family detached houses. The allowable density range is 2.1 to 4.0 units per acre.
- **Medium High Density (MH).** This designation identifies areas appropriate small lot single family detached homes, townhouses, duplexes, and apartments. The allowable density range is 7.1 to 15.0 units per acre.

The proposed General Plan land use designations for the Project site is shown on Figure 8.

PRE-ZONING

As previously stated, the Project site is currently outside of the Clovis city limits, and therefore does not have zoning. The proposed Project includes a request for pre-zoning of the Development Area consistent with the proposed General Plan Land Uses.

Development Area: The pre-zoning request is for R-1 and R-1-PRD zoning designations over these lots.

- **R-1 Single-Family Residential Low Density Zoning**. This designation identifies areas appropriate for conventional single-family uses. The allowable density range is 2.1 to 4.0 units per acre, with not more than one dwelling unit per parcel. The R-1 district is consistent with the Low and Medium Density Residential land use designations of the General Plan.
- **R-1-PRD Single-Family Planned Residential Development Zoning.** This designation identifies areas appropriate for single-family small lot uses, including attached and detached single-family structures on small lots. The allowable density range is 4.1 to 15.0 units per acre, with the level of density determined by compliance with performance standards. The R-1-PRD district required a planned development permit. The R-1-PRD district is consistent with the Medium and Medium-High Density Residential land use designation of the General Plan.

The proposed zoning for the Project site is shown on Figure 9.

TENTATIVE SUBDIVISION MAP

The proposed Project includes a Tentative Map for the Development Area of the Project site that would ultimately be developed in phases. The Tentative Map covers approximately 77 acres within three Assessor parcels (APNs). This includes APNs 557-021-20, -19, and -21.

The Tentative Map would result in the subdivision of a total of approximately 77 acres into 605 single family residential units, with an additional 58 out lots for roads, utilities, greenspace, landscaping, and pedestrian paths. The Project objectives also include the installation of new public roadways that will

provide pedestrian and vehicular access to the Project site and surrounding community areas, and other improvements, including water supply, storm drainage, sewer facilities and landscaping. Figure 10a, 10b, and 10c illustrate the proposed site plans for the Development Area.

PLANNED DEVELOPMENT PERMIT

The proposed Project includes a Planned Development Permit (PDP) for the Development Area of the Project, which will incorporate a program of enhanced amenities (e.g., additional open space, park improvements and/or trail development). The PDP may allow for modifications to the applicable development standards, such as lot coverage, setbacks and building heights.

ANNEXATION

The proposed Project includes an annexation of three APNs totaling approximately 77 acres. This includes the Development Area.

RESIDENTIAL SITE PLAN REVIEW

The proposed Project includes a Residential Site Plan Review (RSPR) for the Development Area as a condition of a subdivision map implementing provisions of zoning.

SPHERE OF INFLUENCE EXPANSION

The proposed Project includes an amendment of the City's Sphere of Influence (SOI) to include the entirety the approximately 155-acre Project site. The area is currently located in the City's Planning Area, but outside of the City's SOI. The amendment of the City's SOI will require an application and approval by the Fresno Local Agency Formation Commission (LAFCo).

DEVELOPMENT PROJECT CHARACTERISTICS

The proposed Project is primarily a residential development anticipated to provide up to 605 residential units. The Development Project would provide approximately 1.49 acres of private greenspace. Other uses to support and compliment the proposed residential development include public utility infrastructure, public and private roadways, curb/gutters/sidewalks, pedestrian facilities, private parking, street lighting, and street signage.

Development of housing will depend on market conditions and demand. The plan for infrastructure allows for development to occur in phases to respond to the market conditions and demand.

RESIDENTIAL DEVELOPMENT

The proposed Project will provide a variety of housing types and lot sizes that will accommodate a range of housing objectives and buyer needs with a goal to ensure housing for a variety of families and lifestyles. The Development Area will accommodate up to 605 residential units. Specifically, the northern portion of the Development Area would include the development of up to 107 single-family residences with lot sizes ranging from approximately 7,500 square feet to 19,300 square feet. The southern portion of the Development Area would be developed with smaller lot single-family residences, with lot sizes ranging

from approximately 1,980 to 3,800 square feet, and with larger corner lots that are approximately 4,200 to 7,300 square feet. Figure 10a, 10b and 10c illustrate the Project site plans.

GREENSPACE

The proposed Project includes 1.49 acres of private greenspace including a private pool and park area. There are three separate greenspaces proposed, one located in the northern portion of the Development Area, one in the southwestern portion and one in the southeastern portion.

CIRCULATION

The proposed Project includes a hierarchy of roadways to accommodate the capacity needs of the existing street network as well as provide additional vehicular access to the Development Area. N. Sunnyside Avenue and E. Shepherd Avenue are the main arterial roadways providing access to the Development Area.

The neighborhoods within the Development Area will include a network of public and private residential streets to provide an efficient flow of traffic through the area. Additionally, sidewalks will be included per the City standards.

UTILITIES AND PLANNED INFRASTRUCTURE IMPROVEMENTS

The construction of on-site infrastructure improvements would be required to accommodate development of the Development Area, as described below.

Water System

The Project site would be served by a new potable and non-potable water distribution system. The proposed water system will be located within the proposed public utilities easements and be connected to existing City mains and will comply with City Master Plans and standards. The City of Clovis provides water supplies to the City of Clovis. The City has three main water supply sources: groundwater, surface water, and recycled water. The City extracts groundwater from the Kings Subbasin. Surface water is delivered to the City by the Fresno Irrigation District (FID). The various surface water supplies are from the Kings River and Central Valley Project. The City's Water Reuse Facility produces tertiary treated effluent that can be used for agriculture or landscape irrigation.

Wastewater System

The Project site would be served by a new wastewater collection system installed within proposed public utilities easements. The proposed wastewater conveyance facilities would connect to the existing sewer mains as part of the City of Clovis collection and treatment system. Wastewater treatment would be provided at the existing Fresno-Clovis Regional Wastewater Treatment Plant in the City of Fresno. By agreement with the City of Fresno, the City of Clovis is entitled to a maximum capacity of 9.3 million gallons per day (mgd). The Fresno-Clovis Regional Wastewater Treatment Plant is owed and operated by the City of Fresno and has a maximum capacity of 80 mgd. If required, the City has the capability to acquire additional capacity at the Wastewater Treatment Plant. Wastewater treatment would also be provided by the City's Water Reuse Facility. The plant serves the new growth areas of the City in the southeast,

northwest, and ultimately the northeast urban centers. The plant is designed to accommodate future expansion and will ultimately treat 8.4 mgd.

Storm Drainage

The Project site would include construction of a new storm drainage system, which will confirm to the City's standards and requirements. The storm drainage collection and detention system will be subject to the State Water Resources Control Board Requirements (SWRCB), the Fresno Metropolitan Flood Control District (FMFCD), and City of Clovis regulations. This includes, but not limited to the municipal NPDES storm water discharge permit, as well as any City required Best Management Practices to control the volume, rate, and potential pollutant load of storm water runoff. Stormwater throughout the City is collected in FMFCD's basins.

Regulated Public Utilities

Electrical and gas, provided by PG&E; phone, provided by AT&T; cable, provided by Comcast; and related internet services would be extended to all portions of the Project site from existing facilities located along E. Shepherd Avenue and from existing residential development surrounding the Project site. Proposed utilities would be located within public utility easements to be dedicated along street frontages. Utility improvements would be installed in conjunction with planned street improvements.

ALTERNATIVES

Three alternatives to the proposed Project were developed based on input from City staff. The alternatives that are anticipated to be analyzed in the EIR include the following three alternatives in addition to the proposed Project.

- **No Project (No Build) Alternative**: Under this alternative, development of the Project site would not occur, and the Project site would remain in its current existing condition.
- **Increased Density Alternative:** Under this alternative, the proposed Project would be developed with the same number of units as described in the Project Description, but the density of the residential uses would be increased, reducing the overall footprint of the developed areas and preserving the remaining Development Area for agricultural production.
- **Reduced Sphere of Influence Alternative:** Under this alternative, the proposed Project would exclude the 78-acre SOI Expansion north and east of the Development Area.

NO PROJECT (NO BUILD) ALTERNATIVE

Under the No Project (No Build) Alternative development of the Project site would not occur, and the Project site would remain in its current existing condition. It is noted that the No Project (No Build) Alternative would fail to meet the Project objectives.

INCREASED DENSITY ALTERNATIVE

Under this alternative, the proposed Project would be developed with the same components as described in the Project Description, but density of the residential uses would be increased. Under the Increased Density Alternative, the same number of residential units as the proposed project (607 units) would be constructed within the Development Area. The residential areas would be reduced at increased densities

of approximately 9.8 dwelling units per acre (du/ac) to allow for the preservation of approximately 15 acres agricultural lands. The residential density under the Increased Density Alternative would fall within the allowed density for the City's General Plan designation of Medium High Density Residential (7.1 to 15 du/ac). Under the proposed Project, the residential density would be 5.2 units per gross acre.

REDUCED SPHERE OF INFLUENCE ALTERNATIVE

Under this alternative, the proposed Project would only expand the Sphere of Influence and annex the Developed Area, and would exclude the 78-acre Sphere of Influence (SOI) expansion to the north and east of the Development Area.

USES OF THE EIR AND REQUIRED AGENCY APPROVALS

This EIR may be used for the following direct and indirect approvals and permits associated with adoption and implementation of the proposed Project.

CITY OF CLOVIS

The City of Clovis will be the Lead Agency for the proposed Project, pursuant to the State Guidelines for Implementation of CEQA, Section 15050. Actions that would be required from the City include, but are not limited to the following:

- Certification of the EIR;
- Adoption of the Mitigation Monitoring and Reporting Program;
- Approval of City of Clovis General Plan Amendment (Land Use Element);
- Approval of City of Clovis Zoning Pre-zoning;
- Approval of Residential Site Plan Review;
- Approval of Vesting Tentative Maps;
- Approval of Planned Development Permit;
- Approval of SOI Expansion and Authorization to submit SOI Amendment request to Fresno LAFCo;
- Approval of Annexation of the Development Area and Inhabited Area and Authorization to submit Annexation request to Fresno LAFCo;
- Approval of future Final Maps;
- Approval of future Planned Development Permit;
- Approval of future Grading Plans;
- City review, approval, of construction and utility plans; and
- Approval of future Building Permits.

OTHER GOVERNMENTAL AGENCY APPROVALS

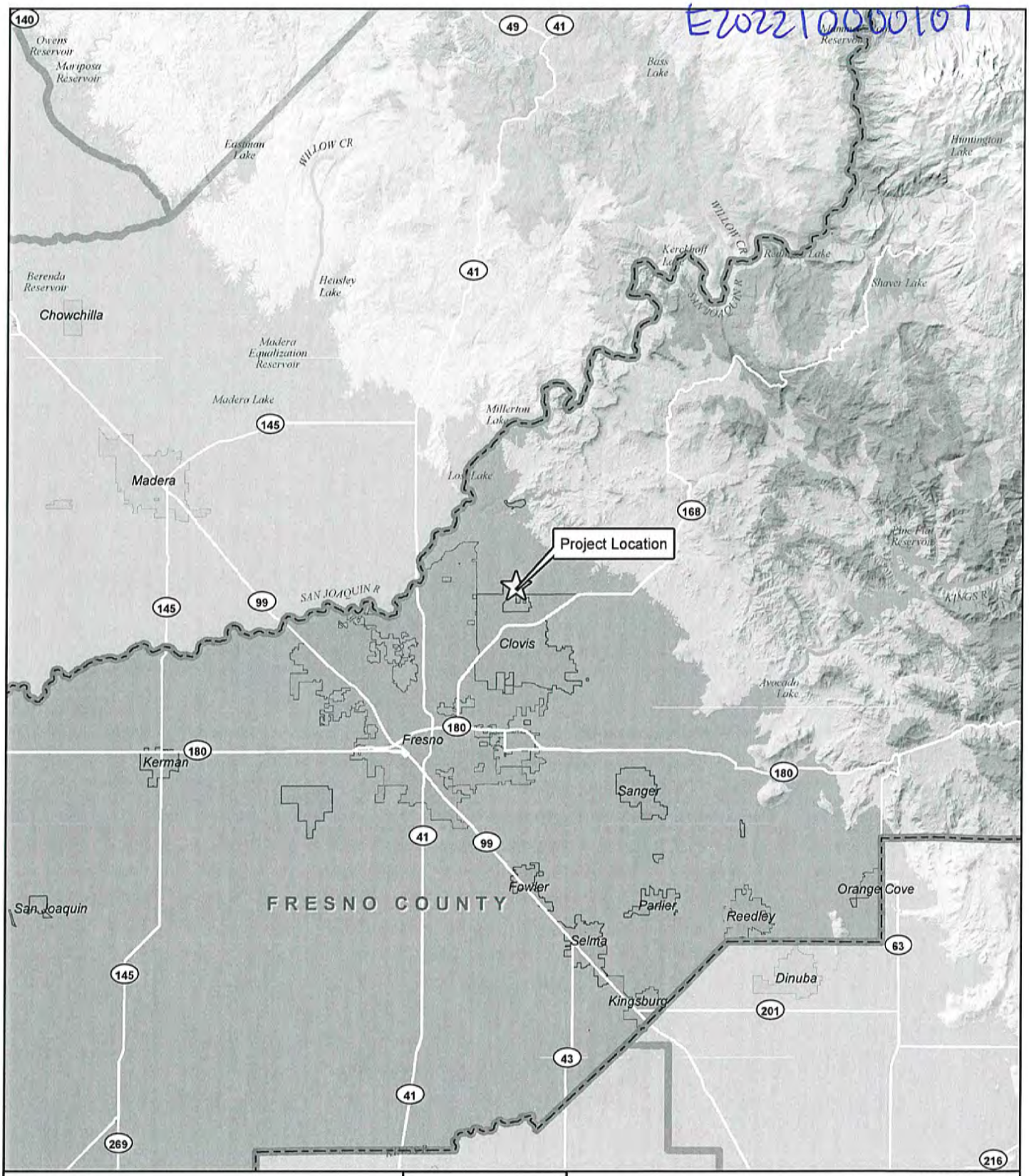
The following agencies may be required to issue permits or approve certain aspects of the proposed Project. Other governmental agencies that may require approval include, but are not limited to, the following:

- Fresno Local Agency Formation Commission (LAFCo) – SOI Amendment, Annexation, and Detachment from Fresno County Fire Protection District and the Kings River Conservation District;

- Central Valley Regional Water Quality Control Board (CVRWQCB) - Storm Water Pollution Prevention Plan (SWPPP) approval prior to construction activities pursuant to the Clean Water Act;
- San Joaquin Valley Air Pollution Control District (SJVAPCD) - Approval of construction-related air quality permits; and
- Fresno Metropolitan Flood Control District – review of stormwater facilities.

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E20221000107



LEGEND

- Incorporated Area
- Fresno County
- California Counties

N

0 2½ 5

Miles

Sources: Fresno County GIS, Migrate, April 27, 2022

Shepherd North Project

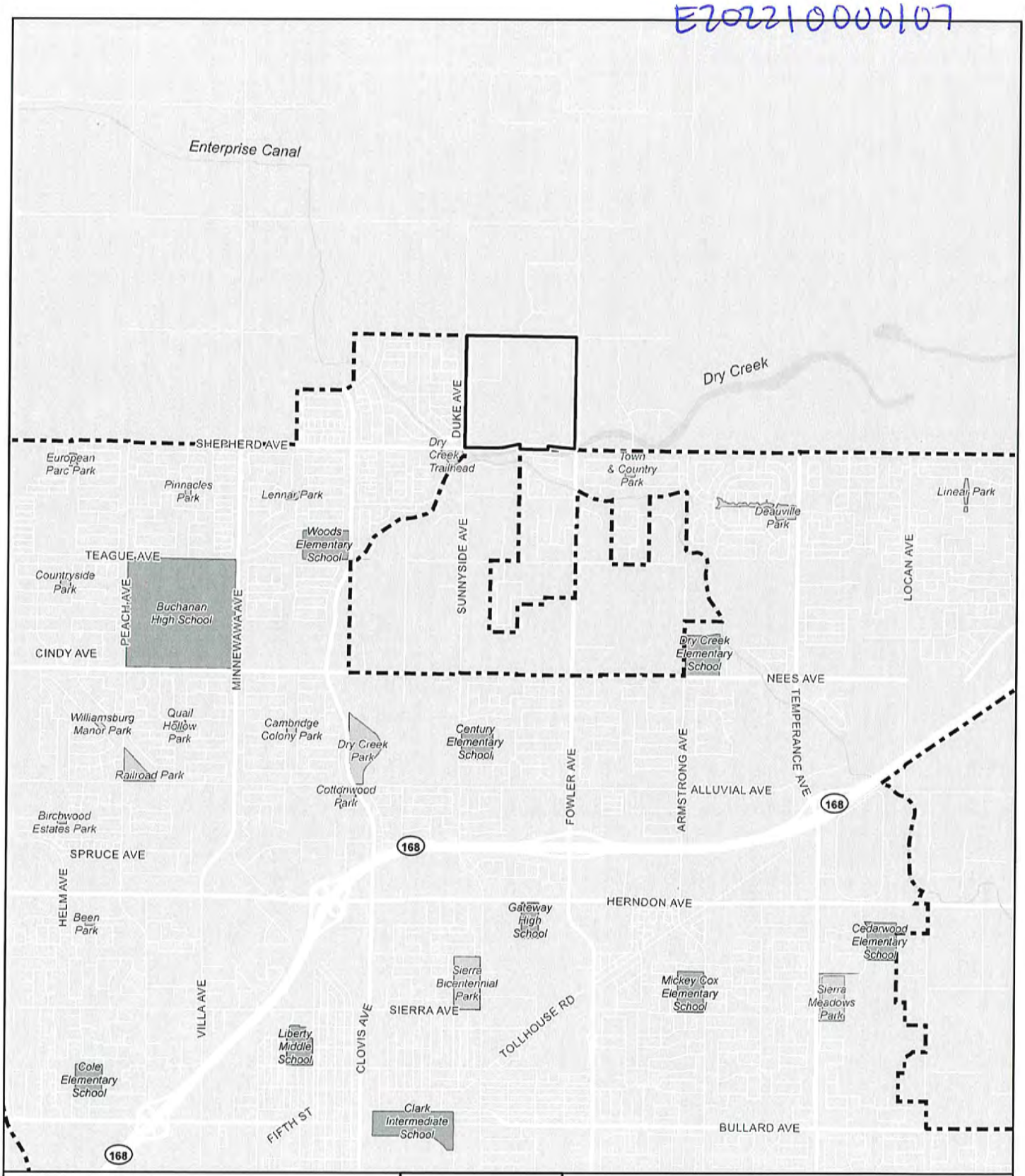
Figure 1: Regional Location

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E20221000107



LEGEND

- Project Boundary
- Clovis City Limits
- Park
- School

N

0 1,000 2,000

Feet

Sources: Fresno County GIS; Map date: April 13, 2022

Shepherd North Project

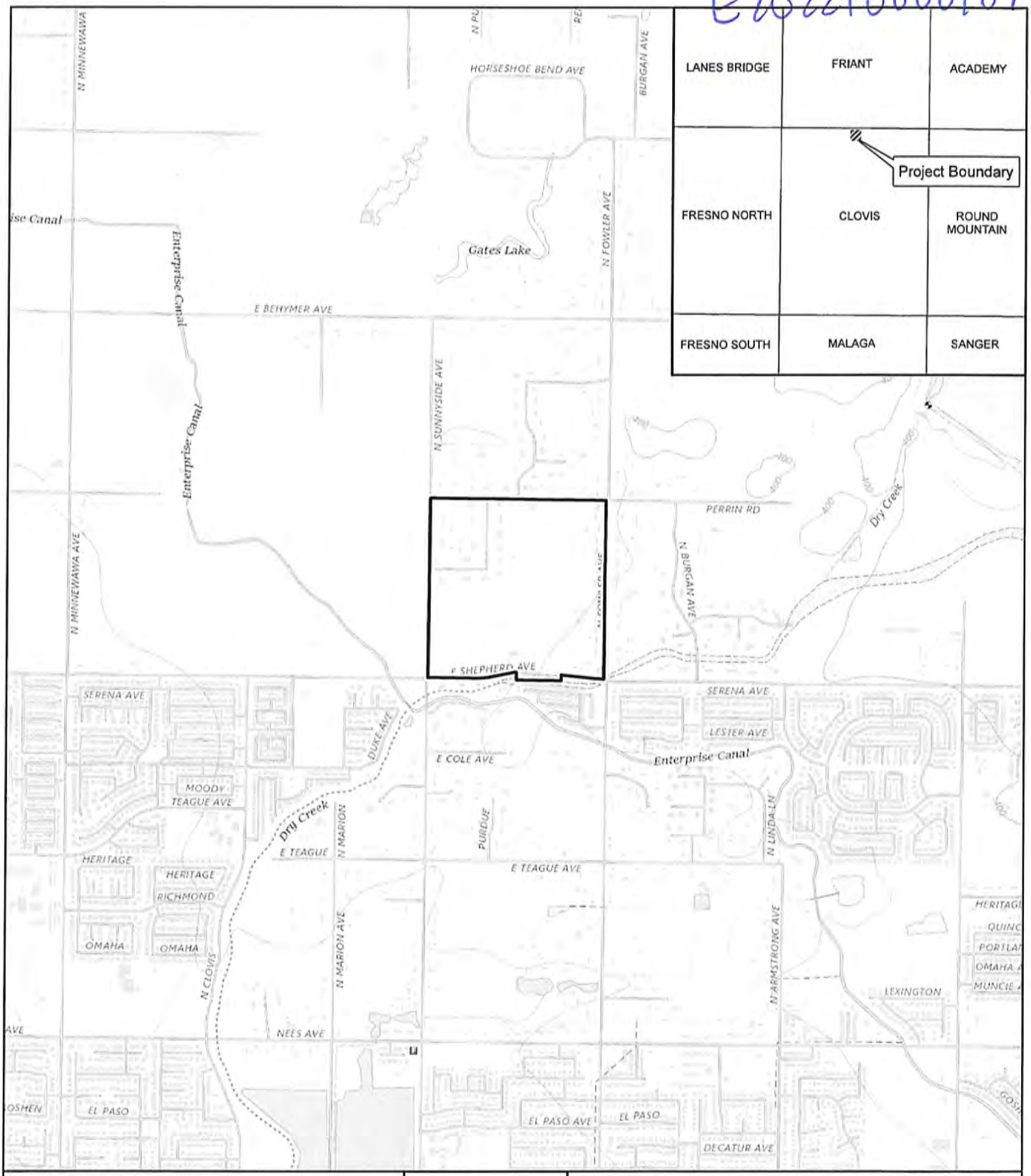
Figure 2: Vicinity Map

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E20221000107



LEGEND

Project Boundary

N

0 400 800

Feet

Source: Fresno County GIS, ArcGIS Online USGS Topographic Map Service
Exported: April 7, 2022

Shepherd North Project

Figure 3. USGS Topographic Map
Clovis Quadrangle

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E20221000107



LEGEND

- Project Parcel
- Fresno County Parcel
- Clovis City Limits
- Development Area
- Non-Development Area

N

0 100 200

Feet

Shepherd North Project

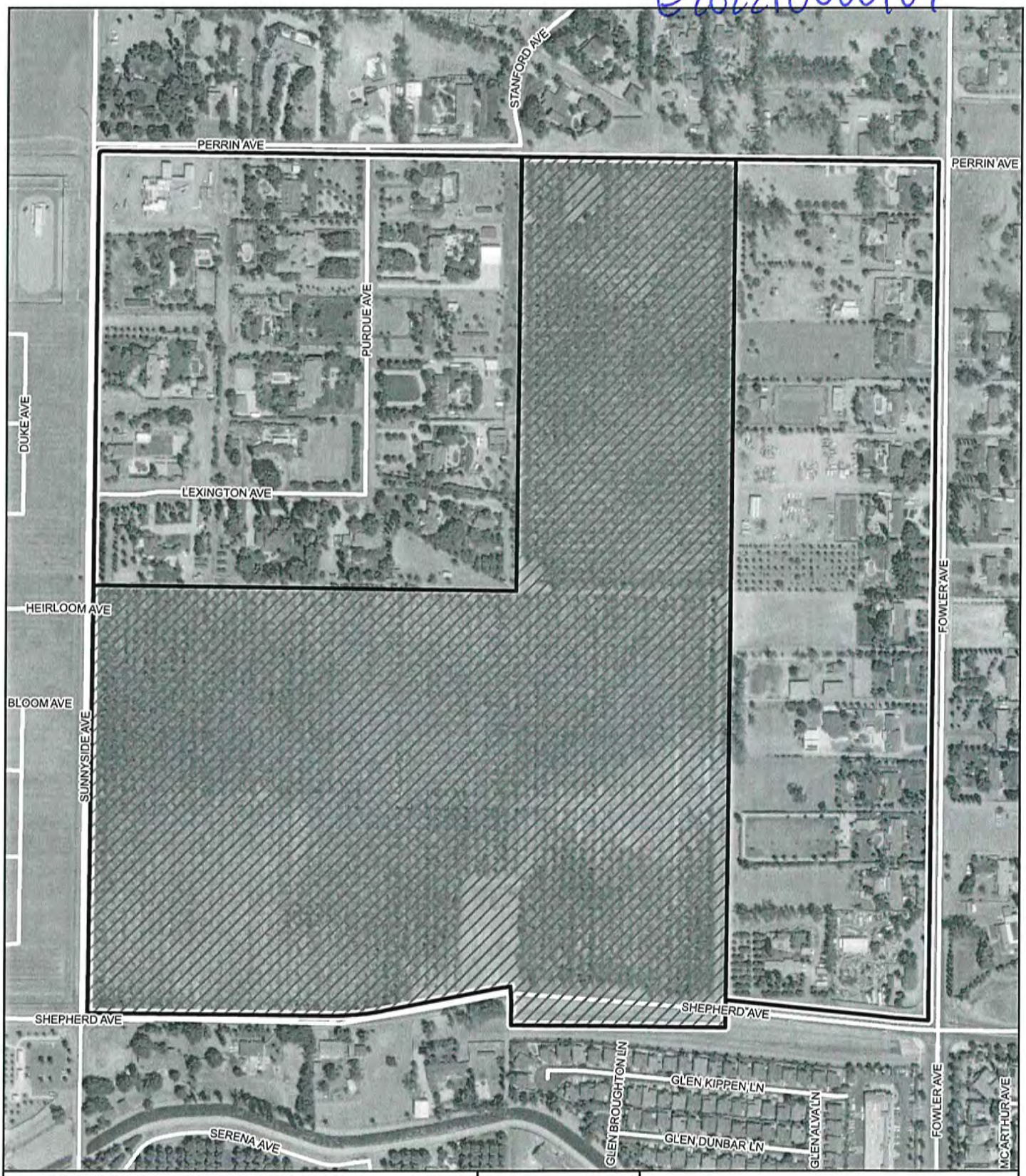
Figure 4. Accessor Parcel Map

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E20221000107



LEGEND

- Project Boundary
- Developement Area
- Non-Development Area

N

0 100 200

Feet

Source: Fresno County GIS; ArcGIS Online World Imagery Map (accessed 05 2022)
Map date: April 7, 2022

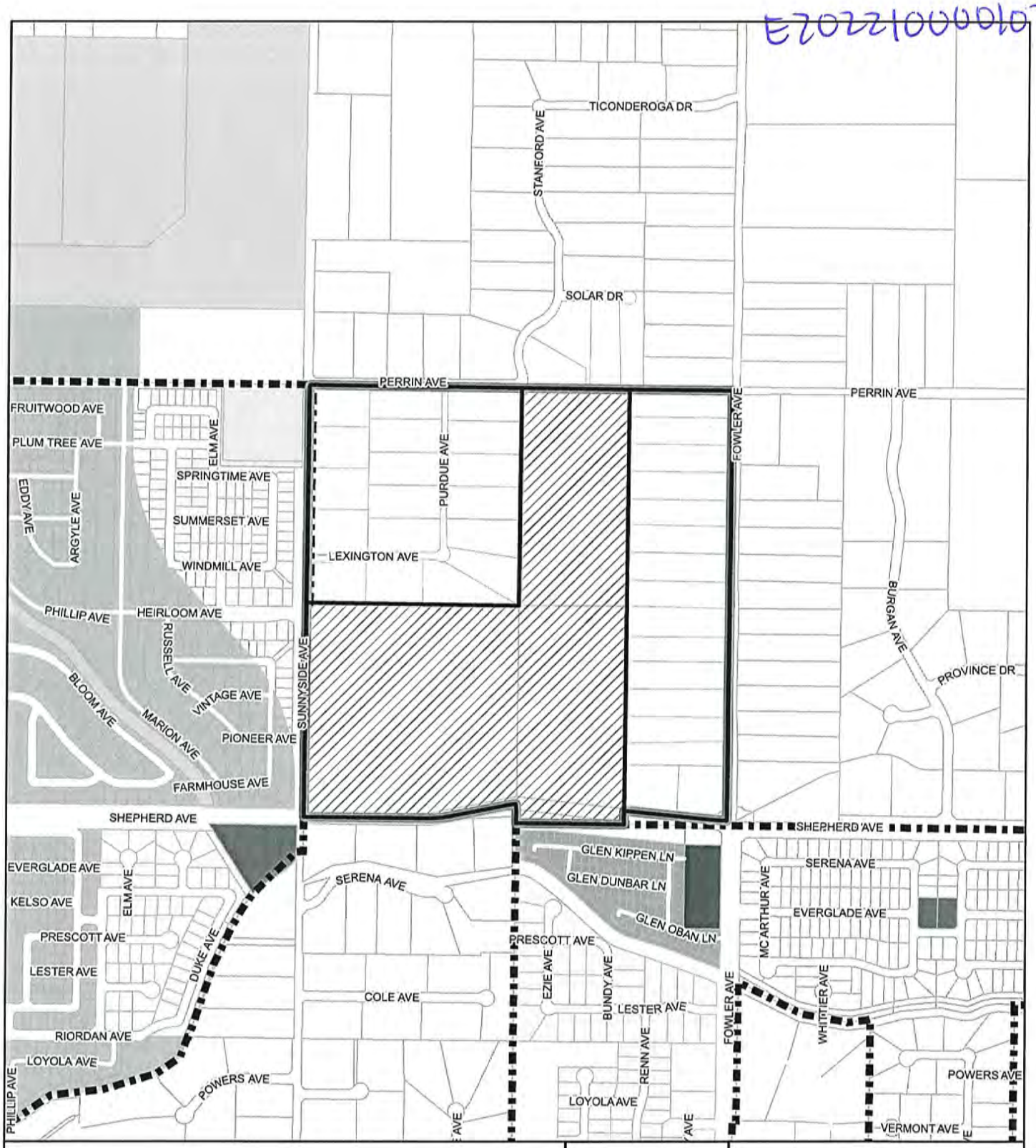
Shepherd North Project

Figure 5. Aerial of Project Site

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LEGEND

- Project Boundary
- Developement Area
- Non-Development Area
- Clovis City Limits

City of Clovis General Plan Land Use

- RR: Rural Residential
- VL: Very Low Density Residential
- L: Low Density Residential
- M: Medium Density Residential
- MH: Medium High Density Residential
- GC: General Commercial
- P: Public/Quasi-Public Facilities
- PK: Park
- W: Water

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Shepherd North Project

Figure 6. City of Clovis General Plan Land Use Designations

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LEGEND

- Project Boundary
- Development Area
- Non-Development Area
- Clovis City Limits

Fresno County General Plan Land Use

- Rural Residential
- Low Density Residential

Fresno County Zoning

- AE20
- AL20
- C-2
- P-F
- R-1
- R-1-7500
- R-1-PRD
- R-2
- R-A
- R-R

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Shepherd North Project

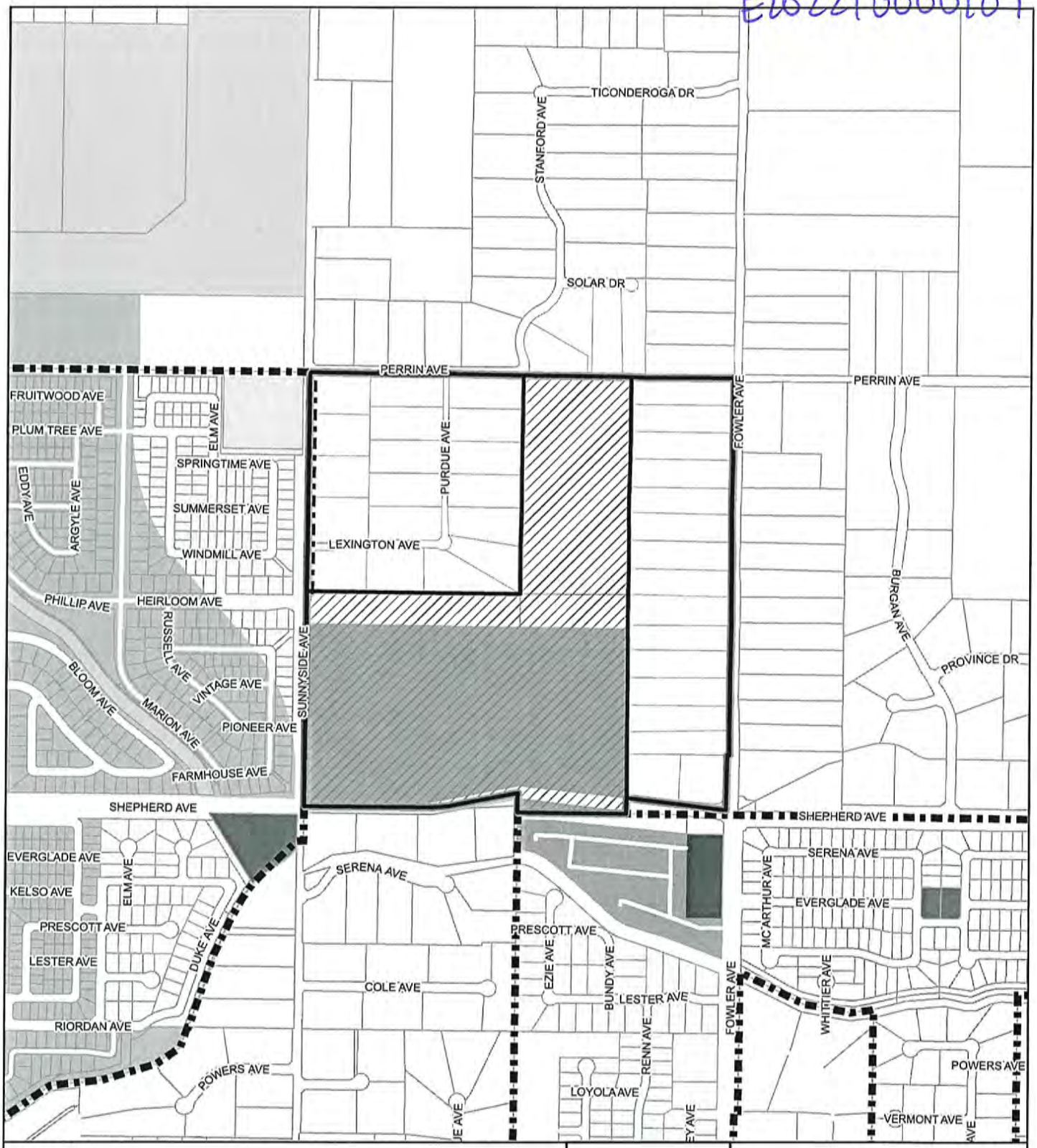
Figure 7. Fresno County General Plan Land Use and Zoning Designations

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LEGEND

- Project Boundary
- Development Area
- Non-Development Area
- Clovis City Limits

City of Clovis General Plan Land Use

- RR: Rural Residential
- VL: Very Low Density Residential
- L: Low Density Residential
- M: Medium Density Residential
- MH: Medium High Density Residential
- GC: General Commercial
- P: Public/Quasi-Public Facilities
- PK: Park
- W: Water

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Shepherd North Project

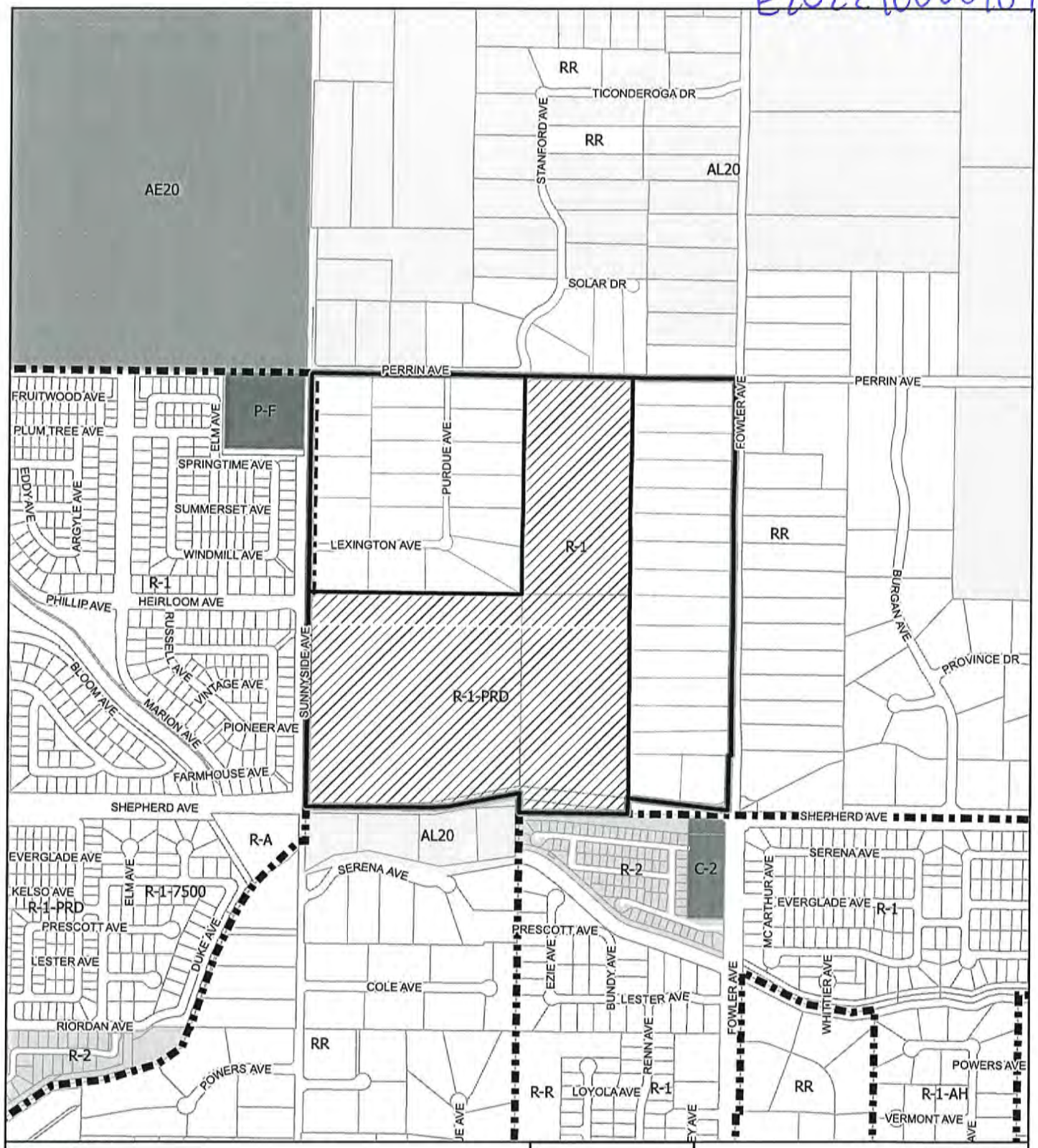
Figure 8. Proposed General Plan Land Use Designations

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LEGEND

- Project Boundary
- Development Area
- Non-Development Area
- Clovis City Limits

City of Clovis Zoning

- C-2
- P-F
- R-1
- R-1-7500
- R-1-AH
- R-1-PRD
- R-2
- R-A
- R-R

Fresno County Zoning

- AE20
- AL20
- R-R

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Shepherd North Project

Figure 9. Proposed Zoning

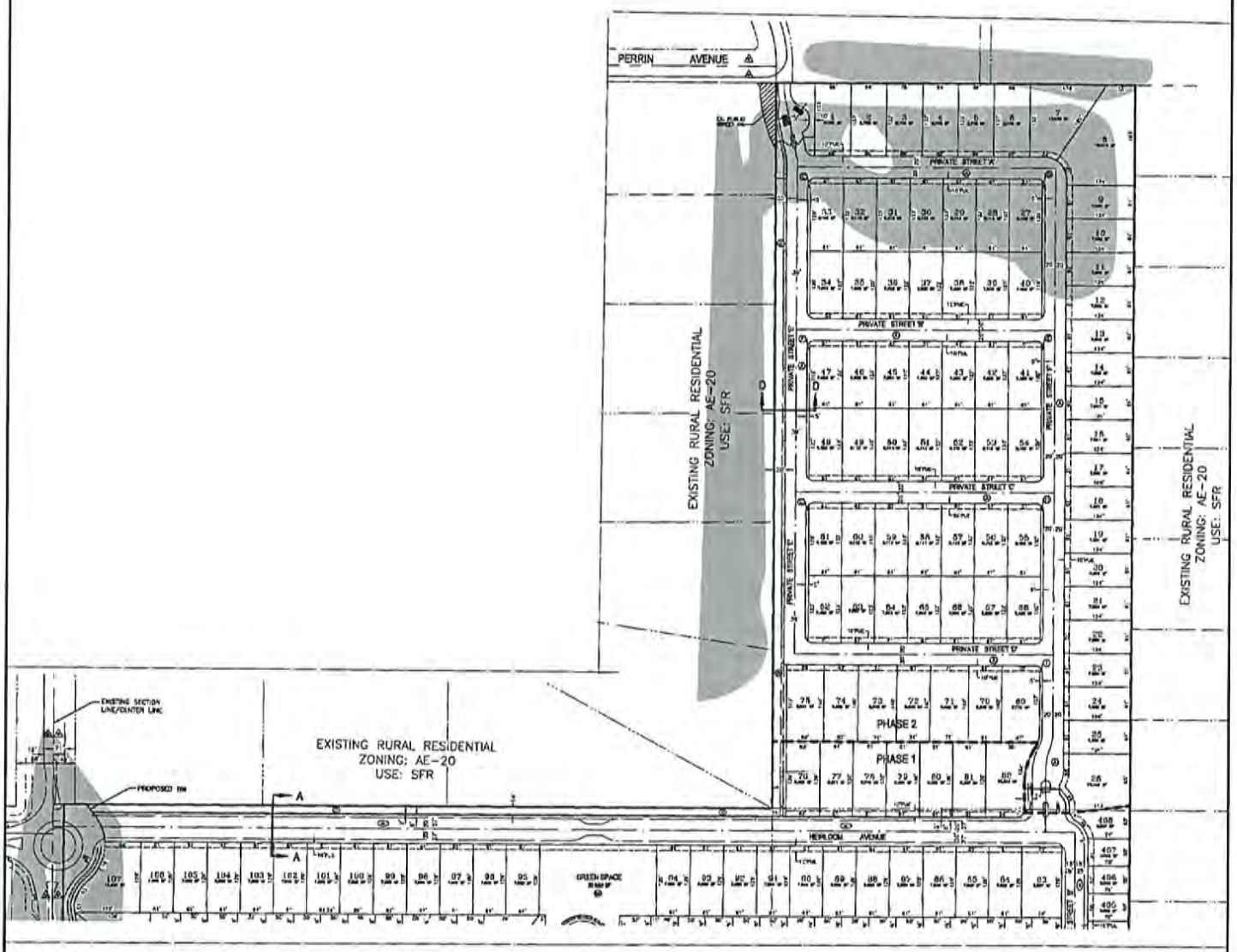
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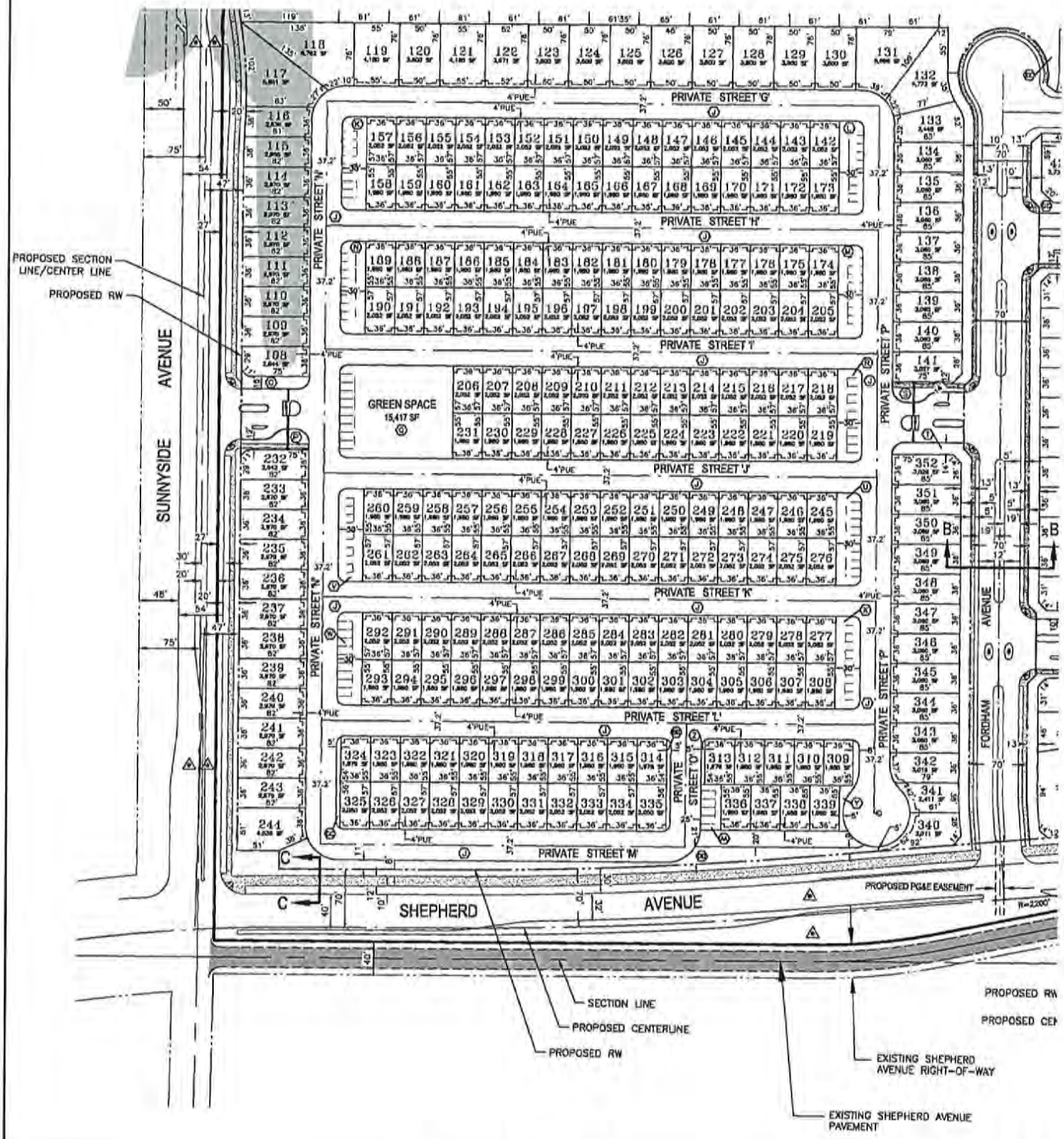
Shepherd North Project

Figure 10a. Tentative Subdivision Map North

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Shepherd North Project

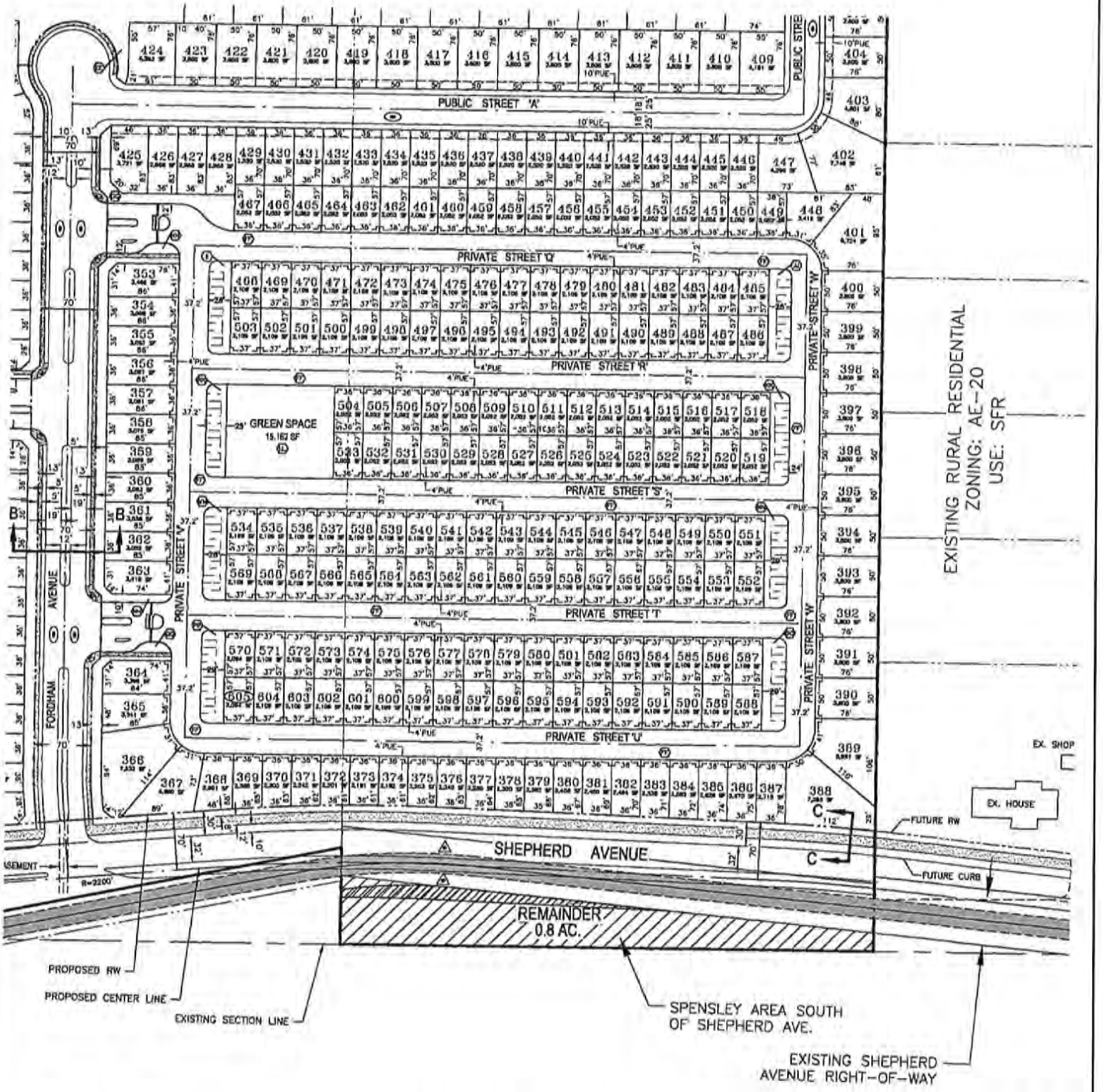
Figure 10b. Tentative Subdivision Map Southwest

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Figure 10c. Tentative Subdivision Map Southeast

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NATIVE AMERICAN HERITAGE COMMISSION

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NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

May 10, 2022

George González
City of Clovis
1033 Fifth Street
Clovis, CA 93611

Re: 2022050180, Shepherd North Project, Fresno County

Dear Mr. González:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

- **a.** A brief description of the project.
- **b.** The lead agency contact information.
- **c.** Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
- **d.** A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

- **a.** For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

- **a.** Alternatives to the project.
- **b.** Recommended mitigation measures.
- **c.** Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

- **a.** Type of environmental review necessary.
- **b.** Significance of the tribal cultural resources.
- **c.** Significance of the project's impacts on tribal cultural resources.
- **d.** If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

- **a.** Whether the proposed project has a significant impact on an identified tribal cultural resource.
- **b.** Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or

b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

a. Avoidance and preservation of the resources in place, including, but not limited to:

i. Planning and construction to avoid the resources and protect the cultural and natural context.

ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

i. Protecting the cultural character and integrity of the resource.

ii. Protecting the traditional use of the resource.

iii. Protecting the confidentiality of the resource.

c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).

e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).

f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.

b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (https://ohp.parks.ca.gov/?page_id=30331) for an archaeological records search. The records search will determine:
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
    b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
   a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
   b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
   a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
   b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
   c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Cameron.Vela@nahc.ca.gov.

Sincerely,

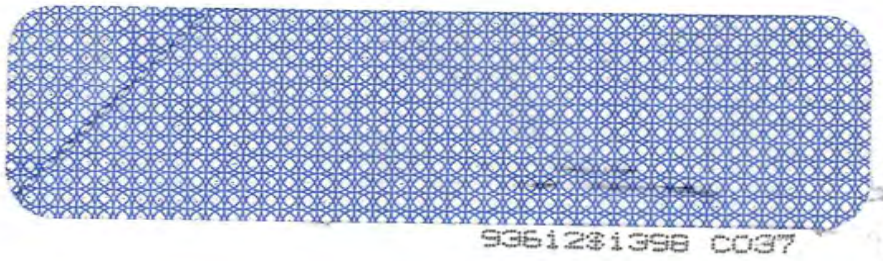
Cameron Vela

Cameron Vela
Cultural Resources Analyst

cc: State Clearinghouse

State of California
Native American Heritage Commission
1550 Harbor Blvd., Ste. 100
West Sacramento, CA 95691





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Department of Toxic Substances Control

Meredith Williams, Ph.D., Director
8800 Cal Center Drive
Sacramento, California 95826-3200

Jared Blumenfeld
Secretary for
Environmental Protection

Gavin Newsom
Governor

SENT VIA ELECTRONIC MAIL

May 18, 2022

Mr. George González
City of Clovis
1033 Fifth Street
Clovis, CA 93611
GeorgeG@cityofclovis.com

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE SHEPHERD NORTH PROJECT – DATED MAY 2022 (STATE CLEARINGHOUSE NUMBER: 2022050180)

Dear Mr. González:

The Department of Toxic Substances Control (DTSC) received a Notice of Preparation of an Environmental Impact Report (EIR) for the Shepherd North Project (Project). The Lead Agency is receiving this notice from DTSC because the Project includes one or more of the following: groundbreaking activities, work in close proximity to a roadway, work in close proximity to mining or suspected mining or former mining activities, presence of site buildings that may require demolition or modifications, importation of backfill soil, and/or work on or in close proximity to an agricultural or former agricultural site.

DTSC recommends that the following issues be evaluated in the Hazards and Hazardous Materials section of the EIR:

1. The EIR should acknowledge the potential for historic or future activities on or near the project site to result in the release of hazardous wastes/substances on the project site. In instances in which releases have occurred or may occur, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. The EIR should also identify the mechanism(s) to initiate any required investigation and/or remediation and the government agency who will be responsible for providing appropriate regulatory oversight.

2. Refiners in the United States started adding lead compounds to gasoline in the 1920s in order to boost octane levels and improve engine performance. This practice did not officially end until 1992 when lead was banned as a fuel additive in California. Tailpipe emissions from automobiles using leaded gasoline contained lead and resulted in aerially deposited lead (ADL) being deposited in and along roadways throughout the state. ADL-contaminated soils still exist along roadsides and medians and can also be found underneath some existing road surfaces due to past construction activities. Due to the potential for ADL-contaminated soil, DTSC recommends collecting soil samples for lead analysis prior to performing any intrusive activities for the project described in the EIR.

3. If any sites within the project area or sites located within the vicinity of the project have been used or are suspected of having been used for mining activities, proper investigation for mine waste should be discussed in the EIR. DTSC recommends that any project sites with current and/or former mining operations onsite or in the project site area should be evaluated for mine waste according to DTSC's 1998 Abandoned Mine Land Mines Preliminary Assessment Handbook.

4. If buildings or other structures are to be demolished on any project sites included in the proposed project, surveys should be conducted for the presence of lead-based paints or products, mercury, asbestos containing materials, and polychlorinated biphenyl caulk. Removal, demolition and disposal of any of the above-mentioned chemicals should be conducted in compliance with California environmental regulations and policies. In addition, sampling near current and/or former buildings should be conducted in accordance with DTSC's 2006 *Interim Guidance Evaluation of School Sites with Potential Contamination from Lead Based Paint, Termiticides, and Electrical Transformers*.

5. If any projects initiated as part of the proposed project require the importation of soil to backfill any excavated areas, proper sampling should be conducted to ensure that the imported soil is free of contamination. DTSC recommends the imported materials be characterized according to *DTSC's 2001 Information Advisory Clean Imported Fill Material*.

6. If any sites included as part of the proposed project have been used for agricultural, weed abatement or related activities, proper investigation for organochlorinated pesticides should be discussed in the EIR. DTSC recommends the current and former agricultural lands be evaluated in accordance with DTSC's 2008 *Interim Guidance for Sampling Agricultural Properties (Third Revision)*.

DTSC appreciates the opportunity to comment on the EIR. Should you need any assistance with an environmental investigation, please visit DTSC's Site Mitigation and Restoration Program page to apply for lead agency oversight. Additional information regarding voluntary agreements with DTSC can be found at DTSC's Brownfield website.

If you have any questions, please contact me at (916) 255-3710 or via email at Gavin.McCreary@dtsc.ca.gov.

Sincerely,



Gavin McCreary
Project Manager
Site Evaluation and Remediation Unit
Site Mitigation and Restoration Program
Department of Toxic Substances Control

cc: (via email)

Governor's Office of Planning and Research
State Clearinghouse
State.Clearinghouse@opr.ca.gov

Mr. Dave Kereazis
Office of Planning & Environmental Analysis
Department of Toxic Substances Control
Dave.Kereazis@dtsc.ca.gov

Dear Mr. Gonzalez,

My name is Robert Shuman and I live on the north side of the Shepherd North Project on the corner of Perrin and Stanford at 9502 N. Stanford. My wife and I have lived here for 12 years. My mother in law who also lives on the property has been here for 36 years. In my time we have never had any well issues until last summer. I am very concerned that we will lose our well because the Pecans are not being irrigated any longer. The flood irrigation is in my opinion a big part of replenishing our well. It is unfortunate that you guys pulled us out of the SOI. If we lose our well it is because of the expansion of Clovis into the County. I also have other concerns listed below and it should be noted when you begin doing your EIR. I can't stop development, but if I lose my well then I can only blame it on this project along with the Heritage development. I think the residents north of this project should be included in the annexation. I know there are several homeowners along Stanford up to Ticonderoga that have dry wells currently. Please consider this as these homes have been here for many years and it is affecting their way of life. Below I have listed the other concerns and hopefully you will consider them when you go forward with the project.

WATER

Groundwater

The California Supreme Court, in Katz v. Walkinshaw (1903), established the doctrine of correlative groundwater rights, under which every landowner overlying a groundwater basin has the right to extract and use groundwater correlative with the rights of other overlying landowners. This created, in economic terms, a competitive groundwater market where opportunity costs, the fact that water pumped today will result in a lower water table for all future periods, are ignored. A disincentive has been created to conserve or recharge groundwater because the benefits of these investments cannot be fully captured by those who finance them.

Surface Water

No riparian or appropriative rights to surface water exist for the project or adjacent properties. The existing agricultural land has no appropriative surface water rights that can be converted to municipal uses. The SWRCB should be petitioned before diverting surface water to the project to prevent injury to other rights holders.

The project is located in a flat low-lying, flood plain along with many unnamed ephemeral drainages that support a seasonal wetland/flood control structure along behymer and the sunnyside alignment. The headwaters of these ephemeral drainages were severed and diverted to the San Joaquin River as the result of the Little Dry Creek Diversional channel. While the obvious flood control benefits are realized, it has resulted in less natural groundwater recharge in the area. The project site has been artificially elevated and must be evaluated from an pre-agricultural basis.

Public Trust Doc

The Public Trust Doctrine imposes responsibilities on state and local agencies to protect trust resources associated with California's waters and other equally important natural resources. A water right is an estate in real property, including a correlative right to groundwater extraction, must be protected. Property owners who rely on groundwater must rely on certainty to make investments and be economically productive. Continued erosion of groundwater availability will undoubtedly impact investment in surrounding real property and create economic hardship. Small pumpers who rely on groundwater for domestic uses will be disproportionately affected by this project and cumulative effects of similar developments.

Therefore, if the City intends to approve this development appropriate mitigation measures must be incorporated into the project in perpetuity due to the irreversible damage to the water resources.

1. Consider Low-Impact Development (LID) measures that capture and infiltrate stormwater on-site. In addition, LID captures nusinse flows from over irrigation which provides "in-lieu" recharge benefits
2. Consider pumping quotas on City wells equivalent to marginal opportunity cost or minimum groundwater table levels established at a date no later than project approval
3. Make municipal water connections available for surrounding properties

TRAFFIC/NOISE

This level of density will cause significant traffic issues through your rural neighborhood. (ie people will go around shepard/sunnyside and take the back way home, street improvements will be required)>>>>development must improve roads internal to neighborhood and fowler ave to behymer

ENDANGERED SPECIES

The project site must be evaluated from a "fallow field" based upon current conditions. This site is no longer actively farmed and therefore not a mature orchard. Since being effectively fallowed, the vegetation characteristics of the trees have changed–they are now significantly thinned and are suitable for foraging by the swainson hawk and other raptors.

Furthermore, active, well-documented swainson hawk nests are within a 1/4-mile radius of the proposed project.

No developed utility plan for this area, such high costs for a small area don't make sense
No logical expansion of city services, this is very opportunistic and developer driven. This has significant growth inducing impacts for a relatively small development, these cumulative impacts must be studied and mitigated appropriately.

Prior to completion of environmental review, the developer demolished potentially significant historical resources relating to the former owner, agriculture in the area and farm labor.

Sincerely,

Robert Shuman
9502 N. Stanford Ave.
Clovis, Ca. 93619
559-970-8306

smcmurtry@denovoplanning.com

From: George Gonzalez <georgeg@ci.clovis.ca.us>
Sent: Thursday, May 26, 2022 5:29 PM
To: smcmurtry@denovoplanning.com
Cc: George Gonzalez; David Merchen
Subject: FW: [External] Spensley EIR NOP

Hi Steve,

Please see additional comments below from Mr. Jared Callister. Thank you.

George González, MPA | Senior Planner
City of Clovis | Planning Division
p. 559.324.2383 | f. 559.324.2844
georgeg@cityofclovis.com

-----Original Message-----
From: Jared Callister <callister@flclaw.net>
Sent: Wednesday, May 25, 2022 6:07 PM
To: George Gonzalez <georgeg@ci.clovis.ca.us>
Subject: [External] Spensley EIR NOP

George, I'm having trouble logging onto the meeting, so please add this to the public comment on the Spensley property.

With respect to the scope of the EIR, it's my request that the ER make special provision and consideration for the water issues of the Quail run neighborhood just north of the Spensley property.

Jared Callister.

Sent from my mobile.
This e-mail may contain confidential and privileged material for the sole use of the intended recipient. Any review, use, distribution or disclosure by others is strictly prohibited. If you are not the intended recipient (or authorized to receive for the recipient), please contact the sender by reply e-mail and delete all copies of this message.

smcmurtry@denovoplanning.com

From: Paul Armendariz <PaulA@ci.clovis.ca.us>
Sent: Monday, June 6, 2022 3:34 PM
To: Leon Penney; Nicholas Torstensen
Cc: George Gonzalez; Rob Rush; Mike Harrison
Subject: RE: [External] City of Clovis, Shepard North, NOP, Water Supply Permit Needed?

I'll respond to DDW to let them know a new water system is not being created and an amended water supply permit is not needed. This proposed area will be annexed to the City and will require an extension of our existing potable and non-potable systems, not "new" as stated in the NOP.

Paul

From: Leon Penney <leonp@ci.clovis.ca.us>
Sent: Monday, June 6, 2022 11:54 AM
To: Paul Armendariz <PaulA@ci.clovis.ca.us>; Nicholas Torstensen <nicholast@ci.clovis.ca.us>
Cc: George Gonzalez <georgeg@ci.clovis.ca.us>; Rob Rush <RobR@ci.clovis.ca.us>
Subject: FW: [External] City of Clovis, Shepard North, NOP, Water Supply Permit Needed?

FYI

Leon Penney
City of Clovis
Water Production Manager
559-324-3038

From: Schmitz, Lori@Waterboards [mailto:Lori.Schmitz@waterboards.ca.gov]
Sent: Monday, June 6, 2022 11:50 AM
To: Leon Penney <leonp@ci.clovis.ca.us>
Cc: McFarland, Eli T.@Waterboards <Eli.McFarland@Waterboards.ca.gov>
Subject: [External] City of Clovis, Shepard North, NOP, Water Supply Permit Needed?

Leon,

I help out the Division of Drinking Water with CEQA for water supply permits. I was reviewing the CEQAnet database and noticed your City has a Notice of Preparation out for a 155 acre development north of your City's limit. The development includes 605 residential units, parkland, and public and private infrastructure.

The Notice of Preparation mentioned the Project site would be served by a new potable and non-potable water distribution system. The posting indicated the proposed water system will be located within the proposed public utilities easements and be connected to existing City mains and will comply with City Master Plans and standards.

The Notice of Preparation can be found here:
https://link.edgepilot.com/s/7aa04f38/lS1CzKpxREyY1McvlPUuaw?u=https://ceqanet.opr.ca.gov/2022050180

Since the NOP referred to a new potable water distribution system and the location is outside your service area, I just wanted to confirm this Project would not require an amended water supply permit by your water system or create a new water system.

Thanks for your help with this!

Lori Schmitz

Lori Schmitz
State Water Resources Control Board
Division of Financial Assistance
Special Project Review Unit
Lori.Schmitz@waterboards.ca.gov

Links contained in this email have been replaced. If you click on a link in the email above, the link will be analyzed for known threats. If a known threat is found, you will not be able to proceed to the destination. If suspicious content is detected, you will see a warning.

MAY 26, 2022

VIA EMAIL: GEORGEG@CITYOFCLOVIS.COM
George Gonzalez, MPA, Senior Planner
City of Clovis, Planning Division
1033 Fifth Street
Clovis, CA 93612

Dear Mr. Gonzalez:

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT FOR THE SHEPHERD NORTH PROJECT, SCH# 2022050180

The Department of Conservation's (Department) Division of Land Resource Protection (Division) has reviewed the Notice of Preparation of an Environmental Impact Report for the Shepherd North Project (Project). The Division monitors farmland conversion on a statewide basis, provides technical assistance regarding the Williamson Act, and administers various agricultural land conservation programs. We offer the following comments and recommendations with respect to the project's potential impacts on agricultural land and resources.

Project Description

The Project site is north of the City of Clovis limit line at the northeast corner of N. Sunnyside Avenue and E. Shepherd Avenue. The Project site is approximately 155 acres and includes the approximate 77-acre Development Area and the approximate 78-acre Non-Development Area. The Development Area includes the parcels being annexed that will be entitled for subdivision and development of up to 605 residential units, parkland, and public and private infrastructure. The application includes a request for a Sphere of Influence Expansion, General Plan Amendment, Pre-zone, Annexation, Tentative Map, Planned Development Permit, and Residential Site Plan Review. The Non-Development Area includes the parcels being included in the Sphere of Influence (SOI) expansion that will not be entitled for subdivision or development.

Department Comments

The conversion of agricultural land represents a permanent reduction and significant impact to California's agricultural land resources. CEQA requires that all feasible and reasonable mitigation be reviewed and applied to projects. Under CEQA, a lead

agency should not approve a project if there are feasible alternatives or feasible mitigation measures available that would lessen the significant effects of the project.

All mitigation measures that are potentially feasible should be included in the project's environmental review. A measure brought to the attention of the lead agency should not be left out unless it is infeasible based on its elements.

Consistent with CEQA Guidelines, the Department recommends the County consider agricultural conservation easements, among other measures, as potential mitigation. (See Cal. Code Regs., tit. 14, § 15370 [mitigation includes "compensating for the impact by replacing or providing substitute resources or environments, including through permanent protection of such resources in the form of conservation easements."])

Mitigation through agricultural easements can take at least two forms: the outright purchase of easements or the donation of mitigation fees to a local, regional, or statewide organization or agency whose purpose includes the acquisition and stewardship of agricultural easements. The conversion of agricultural land should be deemed an impact of at least regional significance. Hence, the search for replacement lands should not be limited strictly to lands within the project's surrounding area.

A helpful source for regional and statewide agricultural mitigation banks is the California Council of Land Trusts. They provide helpful insight into farmland mitigation policies and implementation strategies, including a guidebook with model policies and a model local ordinance. The guidebook can be found at:

California Council of Land Trusts

Of course, the use of conservation easements is only one form of mitigation that should be considered. Any other feasible mitigation measures should also be considered. Indeed, the recent judicial opinion in King and Gardiner Farms, LLC v. County of Kern (2020) 45 Cal.App.5th 814 ("KG Farms") holds that agricultural conservation easements on a 1 to 1 ratio are not alone sufficient to adequately mitigate a project's conversion of agricultural land. KG Farms does not stand for the proposition that agricultural conservation easements are irrelevant as mitigation. Rather, the holding suggests that to the extent they are considered, they may need to be applied at a greater than 1 to 1 ratio, or combined with other forms of mitigation (such as restoration of some land not currently used as farmland).

Conclusion

The Department recommends further discussion of the following issues:

- Type, amount, and location of farmland conversion resulting directly and indirectly from implementation of the proposed project.

- Impacts on any current and future agricultural operations in the vicinity; e.g., land-use conflicts, increases in land values and taxes, loss of agricultural support infrastructure such as processing facilities, etc.
- Incremental impacts leading to cumulative impacts on agricultural land. This would include impacts from the proposed project, as well as impacts from past, current, and likely future projects.
- Proposed mitigation measures for all impacted agricultural lands within the proposed project area.
- Projects compatibility with lands within an agricultural preserve and/or enrolled in a Williamson Act contract.

Thank you for giving us the opportunity to comment on the Notice of Preparation of an Environmental Impact Report for the Shepherd North Project. Please provide this Department with notices of any future hearing dates as well as any staff reports pertaining to this project. If you have any questions regarding our comments, please contact Farl Grundy, Associate Environmental Planner via email at Farl.Grundy@conservation.ca.gov.

Sincerely,

Monique Wilber

Monique Wilber

Conservation Program Support Supervisor

County of Fresno

DEPARTMENT OF PUBLIC WORKS AND PLANNING
STEVEN E. WHITE, DIRECTOR

June 2, 2022

George Gonzalez, Senior Planner
Planning Division
City of Clovis
1033 Fifth Street
Clovis, CA 93612

SUBJECT: Notice of Preparation – Shepherd North Project

Dear George Gonzalez:

The County of Fresno appreciates the opportunity to review and comment on the subject project being reviewed by the City of Clovis. Staff's understanding is that the proposed project is proposing a development area including annexed parcels that will be entitled for subdivision and development of up to 605 residential units, parkland, and public and private infrastructure. The application includes a request for a Sphere of Influence Expansion, General Plan Amendment, Pre-zone, Annexation, Tentative Map, Planned Development Permit, and Residential Site Plan Review. The Non-Development Area includes the parcels being included in the Sphere of Influence (SOI) expansion that will not be entitled for subdivision or development.

I am providing the following excerpts of comments provided by our County of Fresno divisions, particularly as it relates to the proposed Shepherd North Project.

Environmental Health:

Recommended Conditions of Approval:

1. If future applicants propose to use and/or store hazardous materials and/or hazardous wastes, they shall meet the requirements set forth in the California Health and Safety Code (HSC), Division 20, Chapter 6.95, and the California Code of Regulations (CCR), Title 22, Division 4.5. Any business that handles a hazardous material or hazardous waste may be required to submit a Hazardous Materials Business Plan pursuant to the California Health and Safety Code (HSC), Division 20, Chapter 6.95, Section 25507 (http://cers.calepa.ca.gov/). Contact the Fresno County Hazmat Compliance Program at (559) 600-3271 for more information.

2. If any underground petroleum storage tank(s) are discovered during construction activities, the applicant/property owner shall apply for and secure an Underground Storage Tank Removal Permit from the Fresno County Department of Public Health, Environmental Health Division. Contact the Fresno County Hazmat Compliance Program at (559) 600-3271 for more information.

3. As a measure to protect groundwater, all water wells (not intended for use) and septic systems within the property shall be properly destroyed by an appropriately licensed contractor. Contact the Fresno County Department of Public Health, Water Surveillance Program at (559) 600-3357 for more information.

4. Appropriate measures should be incorporated into the construction phase of future projects to minimize potentially significant short-term localized noise impacts to noise sensitive receivers caused by the operation of construction equipment. Construction specifications for projects should require that all construction equipment is maintained according to the manufacturers' specifications, and that noise generating construction equipment is equipped with mufflers. In addition, consideration should be given to limiting noise-generating construction activities to daytime hours.

5. Future projects have the potential to expose nearby residents to elevated noise levels. Consideration should be given to conformance with the applicable standards of the Noise Element of the City of Fresno General Plan. Consideration should be given to noise sensitive receivers within the City's Zoning Map.

If you have any further questions regarding this matter, please contact Kevin Tsuda at KTsuda@FresnoCountyCA.gov (559) 600-3271.

Design Division:

1. Due to the projected traffic, a traffic impact study (TIS) should be required to determine the impact to County's roadways. The TIS should also evaluate the roadway condition and geometry for adequacy to accommodate the increased traffic. Please include the County of Fresno on any future TIS routings.

If you have any further questions regarding transportation or design matters, please contact Gloria Hensley at GHensley@FresnoCountyCA.gov or (559) 600-4265.

If you have any questions regarding the information described in this letter, please contact me at MParker@FresnoCountyCA.gov or (559) 600-9669.

Sincerely,

Marissa Parker, Planner
Development Services and Capital Projects Division

DR:mp:cwm
G:\4360Devs&Pln\PROJSEC\PROJDOCS\Environmental\OAR\City of Clovis\Clovis - DEIR for Shepherd North Project\RESPONSE LETTER OAR - DEIR for Shepherd North Project.docx

2907 S. Maple Avenue
Fresno, California 93725-2208
Telephone: (559) 233-7161
Fax: (559) 233-8227

CONVEYANCE. COMMITMENT. CUSTOMER SERVICE.

June 7, 2022

Mr. George Gonzalez
City of Clovis
Department of Planning and Development Services
1033 Fifth Street
Clovis, CA 93612

RE: Notice of Preparation of a Draft EIR for the Shepherd North Project, Clovis, CA
N/E Shepherd and Sunnyside avenues

Dear Mr. Gonzalez:

The Fresno Irrigation District (FID) has reviewed the Notice of Preparation of a Draft EIR for the proposed Shepherd North Project led by the City of Clovis, APNs: 557-021-19, 20, & 21. The project site is approximately 155-acres and includes an approximate 77-acre Development Area and an approximate 78-acre Non-Development Area. The development area includes parcels that will be annexed and will be entitled for subdivision and development of up to 605 residential units, parkland, and private infrastructure. FID has the following comments:

1. FID does not own, operate, or maintain any facilities located on the subject properties, as shown on the attached FID exhibit map.

2. The proposed development appears to be within the City of Clovis but lies outside FID's boundary line. The parcels are not entitled to water from the Kings River.

3. FID is concerned that the proposed development may negatively impact local groundwater supplies including those areas adjacent to or neighboring the proposed development area. The area was historically agricultural and rural residential. Under current circumstances the project area is experiencing a modest but continuing groundwater overdraft. Should the proposed development result in a significant increase in dependence on groundwater, this deficit will increase. FID recommends the City of Clovis require the proposed development balance anticipated groundwater use with sufficient recharge of imported surface water in order to preclude increasing the area's existing groundwater overdraft problem.

4. California enacted landmark legislation in 2014 known as the Sustainable Groundwater Management Act (SGMA). The act requires the formation of local groundwater sustainability agencies (GSAs) that must assess conditions in their local water basins and adopt locally-based management plans. FID and the City of Clovis are members of the North Kings Groundwater Sustainability Agency which will manage the groundwater basin within the FID service area. This area is completely reliant on groundwater pumping and SGMA will impact all users of groundwater and those who rely on it. The City of Clovis should consider the impacts of the development on the City's ability to comply with requirements of SGMA.

BOARD OF DIRECTORS President RYAN JACOBSEN Vice-President JERRY PRIETO, JR. CHRISTOPHER WOOLF
GEORGE PORTER GREGORY BEBERIAN General Manager BILL STRETCH

5. It is unclear if the source of water for this development is solely groundwater or a mixture of treated surface water from FID's Enterprise Canal. If treated surface water will be used, the City must acquire additional water from a water purveyor, such as FID for that purpose, so as to not reduce water supplies to or create water supply deficits in other areas of the City. Water supply issues must be resolved before any further "hardening" of the water supply demand is allowed to take place.

6. The City of Clovis and FID have been working to address water supplies issues for development outside of the FID service area. We encourage the City to continue towards finding solutions to minimize the impacts of changes in land uses and to mitigate any existing adverse water supply impacts within the development areas.

7. For informational purpose, FID's Enterprise No. 109 runs northwesterly and crosses Fowler Avenue approximately 1,200 feet southeast of the subject property, Sunnyside Avenue approximately 480 feet south of the subject property, and Shepherd Avenue approximately 580 feet west of the subject property, as shown on the attached FID exhibit map. Should this project include any street and/or utility improvements along Sunnyside Avenue, Shepherd Avenue, or in the vicinity of this facility, FID requires it review and approve all plans.

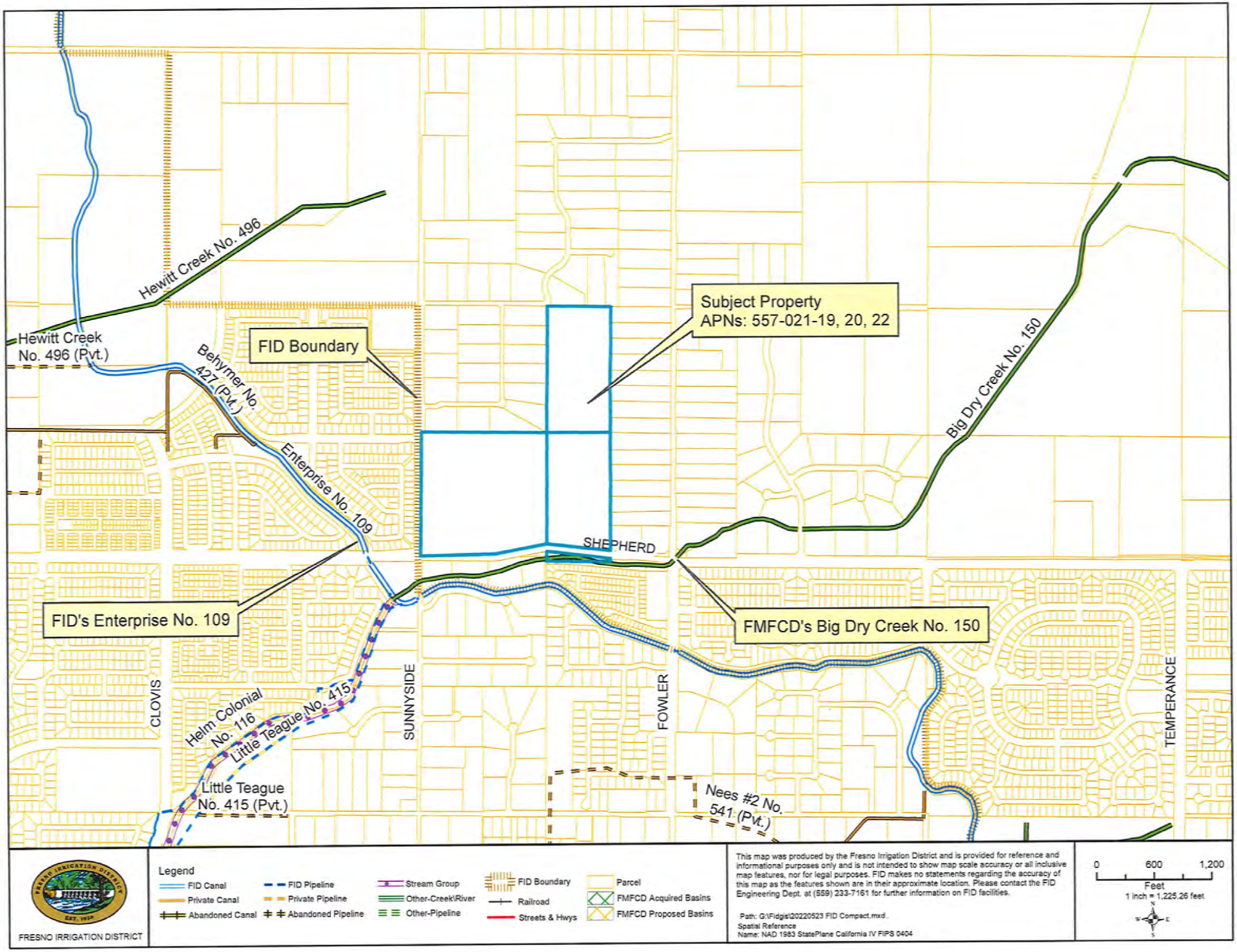
8. For informational purposes, Fresno Metropolitan Flood Control District's Big Dry Creek No. 150 runs southwesterly and traverse the proposed development, FID recommends reaching out to FMFCD for further comments.

Thank you for submitting the proposed project for our review. We appreciate the opportunity to review and comment on the subject documents for this project. If you have any questions, please feel free to contact Chris Lundeen at (559) 233-7161 extension 7410 or clundeen@fresnoirrigation.com.

Sincerely,

Laurence Kimura, P.E.
Chief Engineer

Attachment


Hewitt Creek No. 496
Hewitt Creek No. 496 (Pvt.)
Behymer No. 427 (Pvt.)
FID Boundary
Subject Property
APNs: 557-021-19, 20, 22
Big Dry Creek No. 150
Enterprise No. 109
SHEPHERD
FID's Enterprise No. 109
FMFCD's Big Dry Creek No. 150
CLOVIS
Helm Colonial No. 116
Little Teague No. 415
SUNNYSIDE
FOWLER
TEMPERANCE
Little Teague No. 415 (Pvt.)
Nees #2 No. 541 (Pvt.)
FRESNO IRRIGATION DISTRICT
Legend
FID Canal
Private Canal
Abandoned Canal
FID Pipeline
Private Pipeline
Abandoned Pipeline
Stream Group
Other-Creek\River
Other-Pipeline
FID Boundary
Railroad
Streets & Hwys
Parcel
FMFCD Acquired Basins
FMFCD Proposed Basins
This map was produced by the Fresno Irrigation District and is provided for reference and informational purposes only and is not intended to show map scale accuracy or all inclusive map features, nor for legal purposes. FID makes no statements regarding the accuracy of this map as the features shown are in their approximate location. Please contact the FID Engineering Dept. at (559) 233-7161 for further information on FID facilities.
Path: G:\Fidgis\20220523 FID Compact.mxd
Spatial Reference
Name: NAD 1983 StatePlane California IV FIPS 0404
0
600
1,200
Feet
1 inch = 1,225.26 feet

NOTICE OF PREPARATION

TO: State Clearinghouse
State Responsible Agencies
State Trustee Agencies
Other Public Agencies

Interested Organizations

FROM: George González, MPA | Senior Planner
City of Clovis | Planning Division
1033 Fifth Street
Clovis, CA 93612
559.324.2383
georgeg@cityofclovis.com

SUBJECT: Notice of Preparation – Shepherd North Project

Notice is hereby given that the City of Clovis is the lead agency for the preparation of a project-level Environmental Impact Report (EIR) for the proposed Shepherd North Project (proposed Project), in accordance with the California Environmental Quality Act (CEQA), Section 15050. The EIR will consider potential environmental effects of the proposed project to determine the level of significance of the environmental effect and will analyze these potential effects to the detail necessary to make a determination on the level of significance. The EIR will consider those environmental issues which are raised by responsible agencies, trustee agencies, and members of the public or related agencies during the Notice of Preparation (NOP) process.

We need to know the views of your agency or organization as to the scope and content of the environmental information germane to your agency's statutory responsibilities or of interest to your organization in connection with the proposed project. Specifically, we are requesting the following:

1. If you are a public agency, state whether your agency will be a responsible or trustee agency for the proposed project and list the permits or approvals from your agency that will be required for the project and its future actions;
2. Identify significant environmental effects and mitigation measures that you believe need to be explored in the EIR with supporting discussion of why you believe these effects may be significant;
3. Describe special studies and other information that you believe are necessary for the City to analyze the significant environmental effects, alternatives, and mitigation measures you have identified;
4. For public agencies that provide infrastructure and public services, identify any facilities that must be provided (both on- and off-site) to provide services to the proposed project;
5. Indicate whether a member(s) from your agency would like to attend a scoping workshop/meeting for public agencies to discuss the scope and content of the EIR's environmental information; and
6. Provide the name, title, and telephone number of the contact person from your agency or organization that we can contact regarding your comments.

Due to the time limits mandated by State law, your response must be sent and received by the City of Clovis by the following deadlines:

PROJECT LOCATION

The Project site is directly north of the City of Clovis limit line at the northeast corner of N. Sunnyside Avenue and E. Shepherd Avenue. The Project site is bounded on the north by Perrin Road, on the east by N. Fowler Avenue, on the south by E. Shepherd Avenue, and on the west by N. Sunnyside Avenue. Figures 1 and 2 show the Project's regional location and vicinity. The Project site is in the southwest ¼ of Section 21, Township 12 South, Range 21 East, Mount Diablo Base and Meridian (MDBM). Figure 3 illustrates the Project location on the USGS Clovis, California, 7.5-minute series quadrangle map.

PROJECT SITE DEFINED

The Project site includes several distinct planning boundaries defined below. The following terms are used throughout this document to describe planning area boundaries within the Project site:

- Project Area – includes the whole of the Project site (approximately 155 acres), including the approximate 77-acre Development Area and the approximate 78-acre Non-Development Area.
- Development Area - includes the parcels being annexed that will be entitled for subdivision and development. This will include a Sphere of Influence Expansion, General Plan Amendment, Pre-zone, Annexation, Tentative Map, Planned Development Permit, and Residential Site Plan Review.
- Non-Development Area - includes the parcels being included in the Sphere of Influence (SOI) expansion that will not be entitled for subdivision or development. This includes two separate areas, each described as an Expansion SubArea. The two Expansion SubAreas total 78 acres and are defined as Expansion SubArea North and Expansion SubArea East.

PROJECT SETTING

EXISTING SITE CONDITIONS

The Project site is approximately 155 acres and includes 39 Assessor parcels (APNs). Figure 4 illustrates the APNs.

SITE TOPOGRAPHY

The Project site is relatively flat and is approximately 385 feet above mean sea level.

EXISTING SITE USES

The Development Area primarily contains farmland (orchard), and had three residential dwellings and a warehouse that was removed in approximately 2020. The majority of the Development Area is in active agricultural use (pecan orchards).

There are five agricultural water wells located in the Development Area, two located along the east-west centerline of the area, one located in the southwestern corner of the area, one located in the northwestern corner of the area and one located along the eastern boundary of the Development Area. There are four pole-mounted transformers in the Development Area. Two pole-mounted transformers

orchards, pastures, or other agricultural or open space activities. The allowable maximum density for this land use designation is one dwelling unit per two acres.

Fresno County

Figure 7 identifies the Fresno County land use designations and zoning for the Project site and the surrounding area. The Development Area is designated as Low Density Residential by the County's General Plan Land Use Map and is zoned AL-20 (Limited Agricultural) by the County. The Non-Development Area is designated as Rural Residential by the County's General Plan Land Use Map and is zoned RR (Rural Residential) by the County.

PROJECT GOALS AND OBJECTIVES

Consistent with CEQA Guidelines Section 15124(b), a clear statement of objectives and the underlying purpose of the proposed Project shall be discussed.

PROJECT OBJECTIVES

The principal objective of the proposed Project is the expansion of the City's SOI to include the Project site, and the annexation, approval and subsequent development of the Development Area.

The quantifiable objectives include the development of 605 single family residential units. The quantifiable objectives include the development of open space totaling 4.32 acres, including 1.49 acres of private park and recreational uses. The Project objectives also include the installation of new public and private roadways that will provide pedestrian and vehicular access to the Project site and surrounding community areas, and other improvements, including water supply, storm drainage, sewer facilities and landscaping to serve the residential uses.

The goals of the proposed development are as follows:

- Provide residential housing opportunities that are visually attractive and accommodate the future housing demand in Clovis.
- Establish a mixture of housing types, sizes and densities that collectively provide for local and regional housing demand.
- Provide infrastructure that meets City standards and is integrated with existing and planned facilities and connections.
- Establish a logical phasing plan designed to ensure that each phase of development would include necessary public improvements required to meet City standards.
- Expand the City's Sphere of Influence in order to establish a logical and orderly boundary that promotes the efficient extension of municipal services.

provide pedestrian and vehicular access to the Project site and surrounding community areas, and other improvements, including water supply, storm drainage, sewer facilities and landscaping. Figure 10a, 10b, and 10c illustrate the proposed site plans for the Development Area.

PLANNED DEVELOPMENT PERMIT

The proposed Project includes a Planned Development Permit (PDP) for the Development Area of the Project, which will incorporate a program of enhanced amenities (e.g., additional open space, park improvements and/or trail development). The PDP may allow for modifications to the applicable development standards, such as lot coverage, setbacks and building heights.

ANNEXATION

The proposed Project includes an annexation of three APNs totaling approximately 77 acres. This includes the Development Area.

RESIDENTIAL SITE PLAN REVIEW

The proposed Project includes a Residential Site Plan Review (RSPR) for the Development Area as a condition of a subdivision map implementing provisions of zoning.

SPHERE OF INFLUENCE EXPANSION

The proposed Project includes an amendment of the City's Sphere of Influence (SOI) to include the entirety the approximately 155-acre Project site. The area is currently located in the City's Planning Area, but outside of the City's SOI. The amendment of the City's SOI will require an application and approval by the Fresno Local Agency Formation Commission (LAFCo).

DEVELOPMENT PROJECT CHARACTERISTICS

The proposed Project is primarily a residential development anticipated to provide up to 605 residential units. The Development Project would provide approximately 1.49 acres of private greenspace. Other uses to support and compliment the proposed residential development include public utility infrastructure, public and private roadways, curb/gutters/sidewalks, pedestrian facilities, private parking, street lighting, and street signage.

Development of housing will depend on market conditions and demand. The plan for infrastructure allows for development to occur in phases to respond to the market conditions and demand.

RESIDENTIAL DEVELOPMENT

The proposed Project will provide a variety of housing types and lot sizes that will accommodate a range of housing objectives and buyer needs with a goal to ensure housing for a variety of families and lifestyles. The Development Area will accommodate up to 605 residential units. Specifically, the northern portion of the Development Area would include the development of up to 107 single-family residences with lot sizes ranging from approximately 7,500 square feet to 19,300 square feet. The southern portion of the Development Area would be developed with smaller lot single-family residences, with lot sizes ranging

northwest, and ultimately the northeast urban centers. The plant is designed to accommodate future expansion and will ultimately treat 8.4 mgd.

Storm Drainage

The Project site would include construction of a new storm drainage system, which will confirm to the City's standards and requirements. The storm drainage collection and detention system will be subject to the State Water Resources Control Board Requirements (SWRCB), the Fresno Metropolitan Flood Control District (FMFCD), and City of Clovis regulations. This includes, but not limited to the municipal NPDES storm water discharge permit, as well as any City required Best Management Practices to control the volume, rate, and potential pollutant load of storm water runoff. Stormwater throughout the City is collected in FMFCD's basins.

Regulated Public Utilities

Electrical and gas, provided by PG&E; phone, provided by AT&T; cable, provided by Comcast; and related internet services would be extended to all portions of the Project site from existing facilities located along E. Shepherd Avenue and from existing residential development surrounding the Project site. Proposed utilities would be located within public utility easements to be dedicated along street frontages. Utility improvements would be installed in conjunction with planned street improvements.

ALTERNATIVES

Three alternatives to the proposed Project were developed based on input from City staff. The alternatives that are anticipated to be analyzed in the EIR include the following three alternatives in addition to the proposed Project.

- **No Project (No Build) Alternative**: Under this alternative, development of the Project site would not occur, and the Project site would remain in its current existing condition.
- **Increased Density Alternative:** Under this alternative, the proposed Project would be developed with the same number of units as described in the Project Description, but the density of the residential uses would be increased, reducing the overall footprint of the developed areas and preserving the remaining Development Area for agricultural production.
- **Reduced Sphere of Influence Alternative:** Under this alternative, the proposed Project would exclude the 78-acre SOI Expansion north and east of the Development Area.

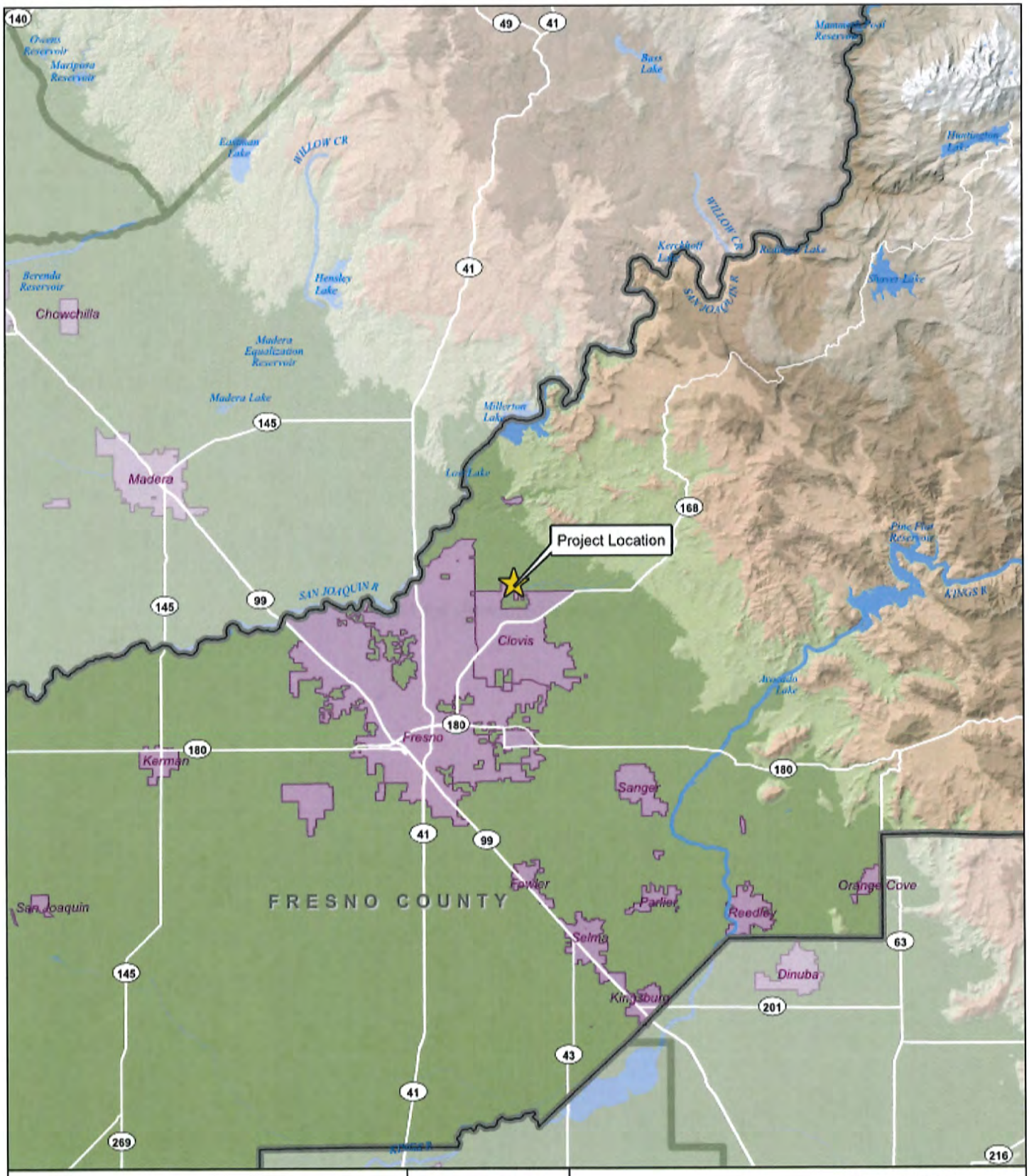
NO PROJECT (NO BUILD) ALTERNATIVE

Under the No Project (No Build) Alternative development of the Project site would not occur, and the Project site would remain in its current existing condition. It is noted that the No Project (No Build) Alternative would fail to meet the Project objectives.

INCREASED DENSITY ALTERNATIVE

Under this alternative, the proposed Project would be developed with the same components as described in the Project Description, but density of the residential uses would be increased. Under the Increased Density Alternative, the same number of residential units as the proposed project (607 units) would be constructed within the Development Area. The residential areas would be reduced at increased densities

- Central Valley Regional Water Quality Control Board (CVRWQCB) - Storm Water Pollution Prevention Plan (SWPPP) approval prior to construction activities pursuant to the Clean Water Act;
- San Joaquin Valley Air Pollution Control District (SJVAPCD) - Approval of construction-related air quality permits; and
- Fresno Metropolitan Flood Control District – review of stormwater facilities.



LEGEND

- Incorporated Area
- Fresno County
- California Counties

N

0 2½ 5

Miles

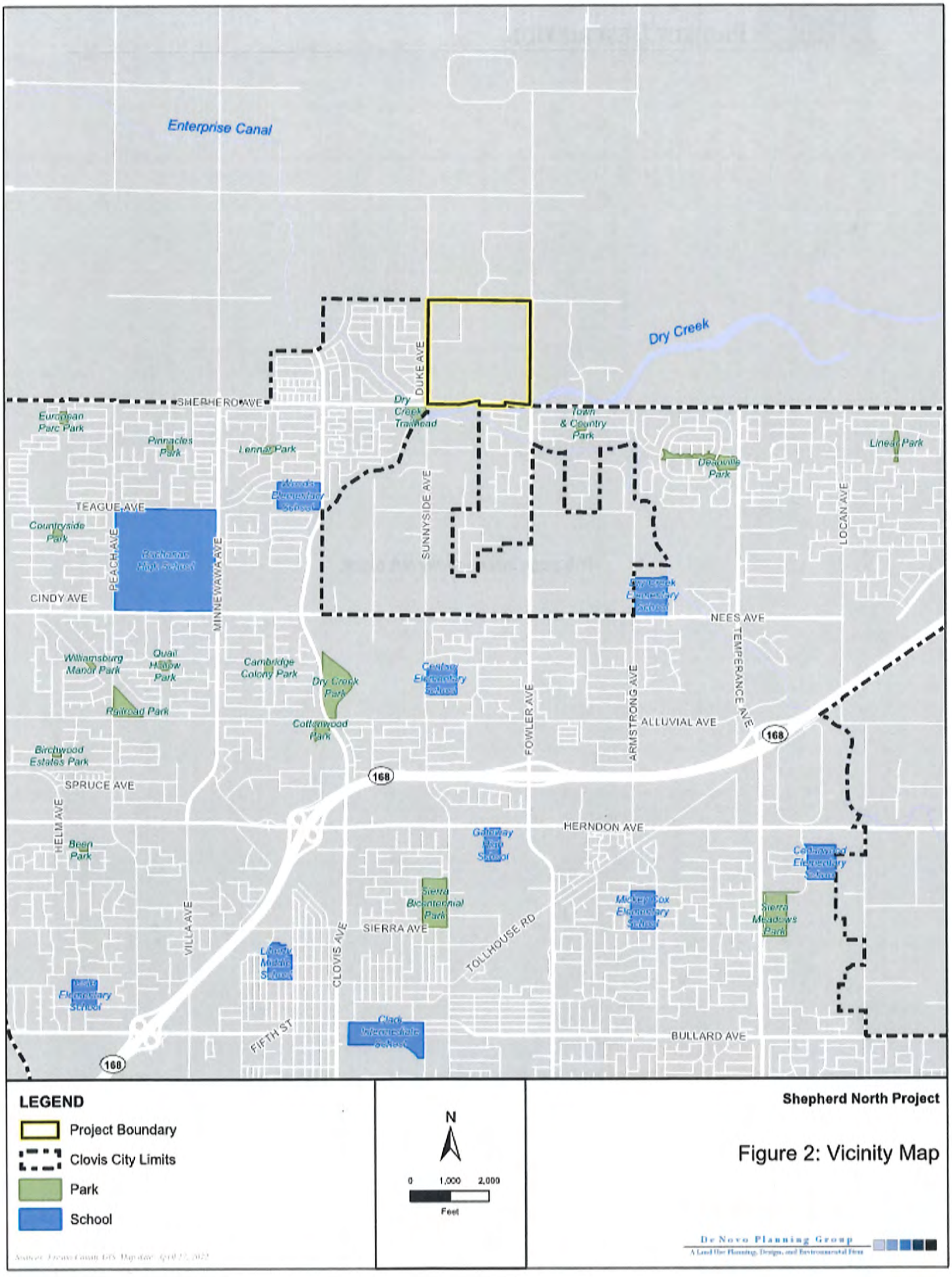
Source: Fresno County GIS. Map date: April 27, 2022

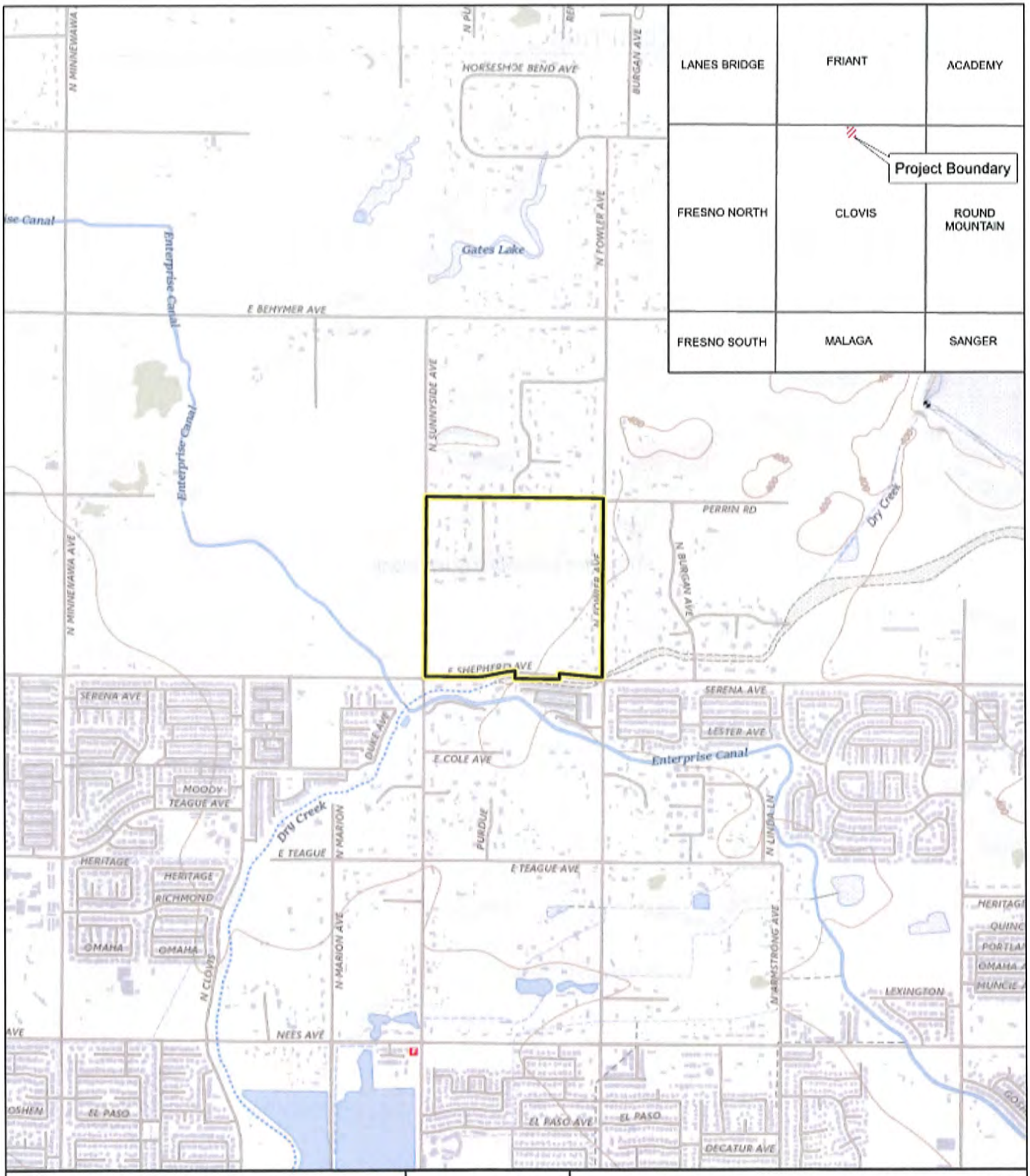
Shepherd North Project

Figure 1: Regional Location

De Novo Planning Group

A Land Use Planning, Design, and Environmental Firm


Enterprise Canal
Dry Creek
SHEPHERD AVE
DUKE AVE
SUNNYSIDE AVE
LOCAN AVE
TEAGUE AVE
CINDY AVE
PEACH AVE
MINNEWAWA AVE
NEES AVE
TEMPERANCE AVE
ALLUVIAL AVE
FOWLER AVE
ARMSTRONG AVE
SPRUCE AVE
HELM AVE
HERNDON AVE
VILLA AVE
CLOVIS AVE
SIERRA AVE
TOLLHOUSE RD
FIFTH ST
BULLARD AVE
168
European Parc Park
Pinnacles Park
Lennar Park
Dry Creek Trailhead
Town & Country Park
Deauville Park
Linear Park
Countryside Park
Williamsburg Manor Park
Quail Hollow Park
Cambridge Colony Park
Dry Creek Park
Cottonwood Park
Railroad Park
Birchwood Estates Park
Bean Park
Sierra Bicentennial Park
Sierra Meadows Park
Woods Elementary School
Fugman Elementary School
Cedarwood Elementary School
Mickey Cox Elementary School
Gateway Boys School
Liberty Middle School
Clark Intermediate School
Reagan Elementary School
Cedarwood Elementary School
Sierra Meadows Park
LEGEND
Project Boundary
Clovis City Limits
Park
School
N
0
1,000
2,000
Feet
Shepherd North Project
Figure 2: Vicinity Map
De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm



LEGEND

Project Boundary

N

0 400 800

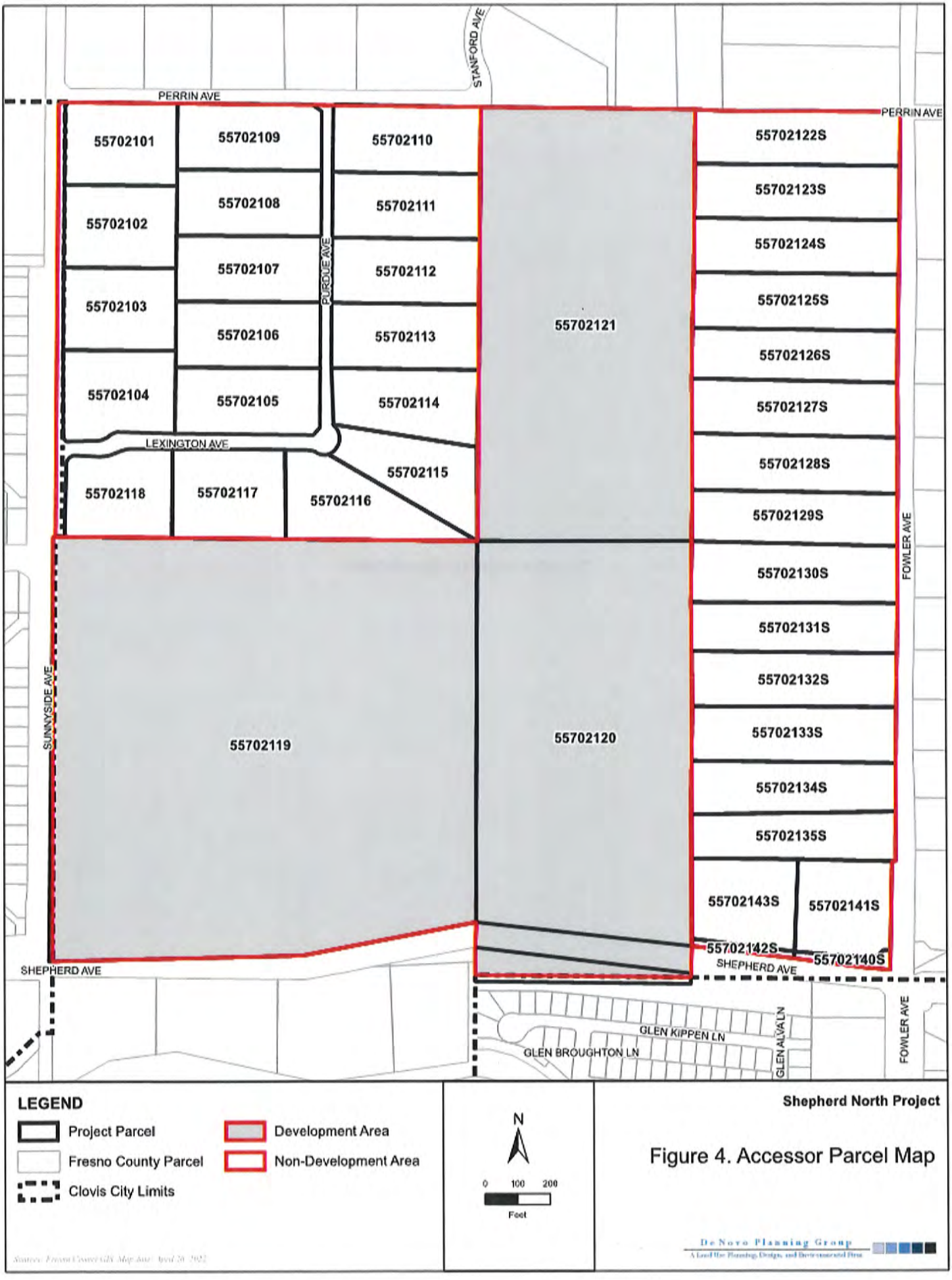
Feet

Shepherd North Project

Figure 3. USGS Topographic Map
Clovis Quadrangle

Source: Fresno County GIS, ArcGIS Online USGS Topographic Map Service
Map date: April 7, 2022

De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm


PERRIN AVE
STANFORD AVE
PERRIN AVE
55702101
55702109
55702110
55702102
55702108
55702111
55702107
55702112
55702103
55702106
55702113
55702104
55702105
55702114
PURDUE AVE
LEXINGTON AVE
55702118
55702117
55702116
55702115
55702121
55702122S
55702123S
55702124S
55702125S
55702126S
55702127S
55702128S
55702129S
55702130S
55702131S
55702132S
55702133S
55702134S
55702135S
55702143S
55702141S
55702142S
55702140S
FOWLER AVE
SUNNYSIDE AVE
55702119
55702120
SHEPHERD AVE
SHEPHERD AVE
GLEN KIPPEN LN
GLEN ALVALN
GLEN BROUGHTON LN
FOWLER AVE
LEGEND
Project Parcel
Fresno County Parcel
Clovis City Limits
Development Area
Non-Development Area
N
0 100 200
Feet
Shepherd North Project
Figure 4. Accessor Parcel Map
De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm



LEGEND

- Project Boundary
- Developement Area
- Non-Development Area

N

0 100 200

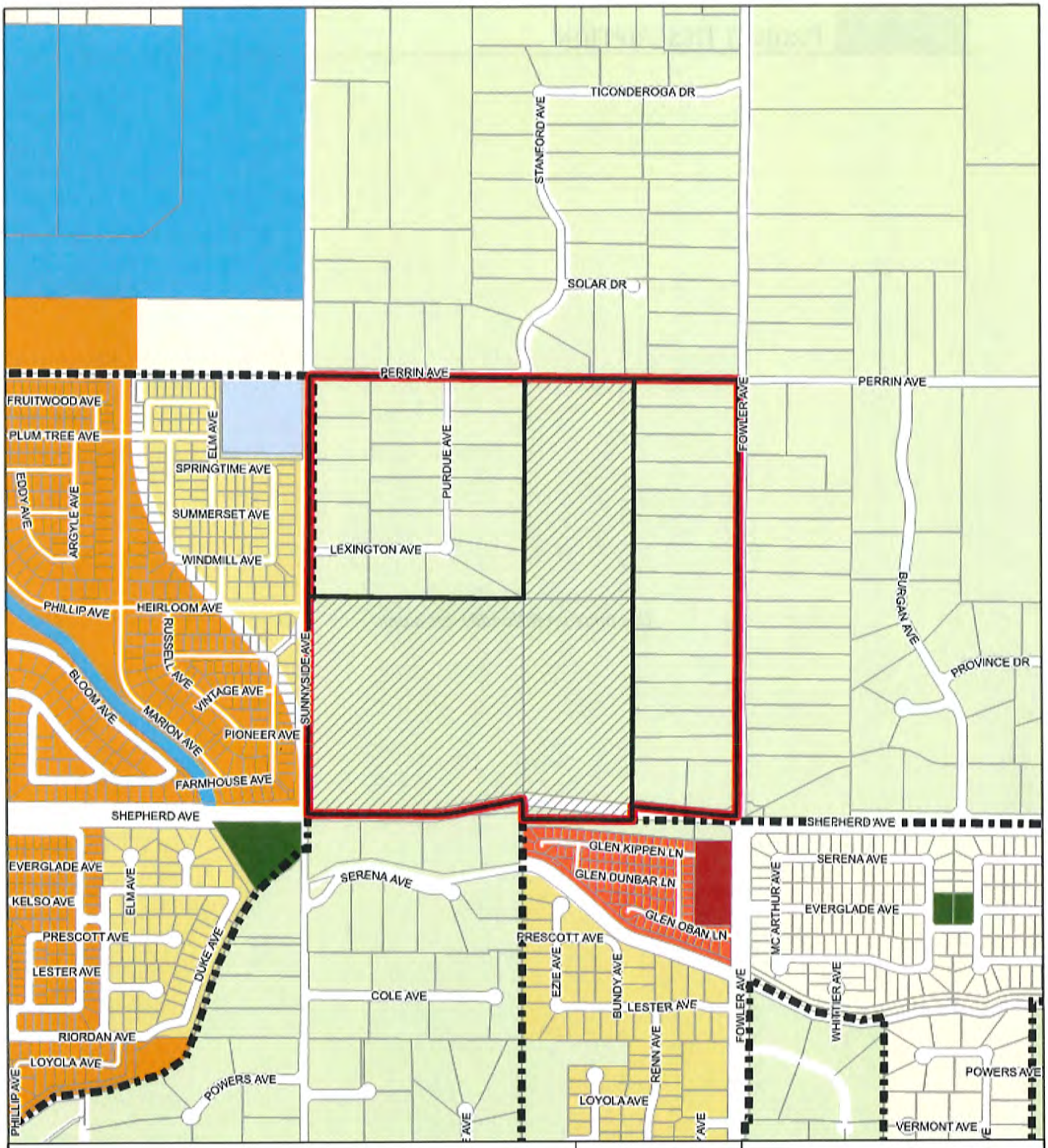
Feet

Sources: Placer County GIS, ArcGIS Online: World Imagery Map Service (2022/06/2022)
Map date: April 7, 2022

Shepherd North Project

Figure 5. Aerial of Project Site

De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm



LEGEND

- Project Boundary
- Developement Area
- Non-Development Area
- Clovis City Limits

City of Clovis General Plan Land Use

- RR: Rural Residential
- VL: Very Low Density Residential
- L: Low Density Residential
- M: Medium Density Residential
- MH: Medium High Density Residential
- GC: General Commercial
- P: Public/Quasi-Public Facilities
- PK: Park
- W: Water

N

0 200 400

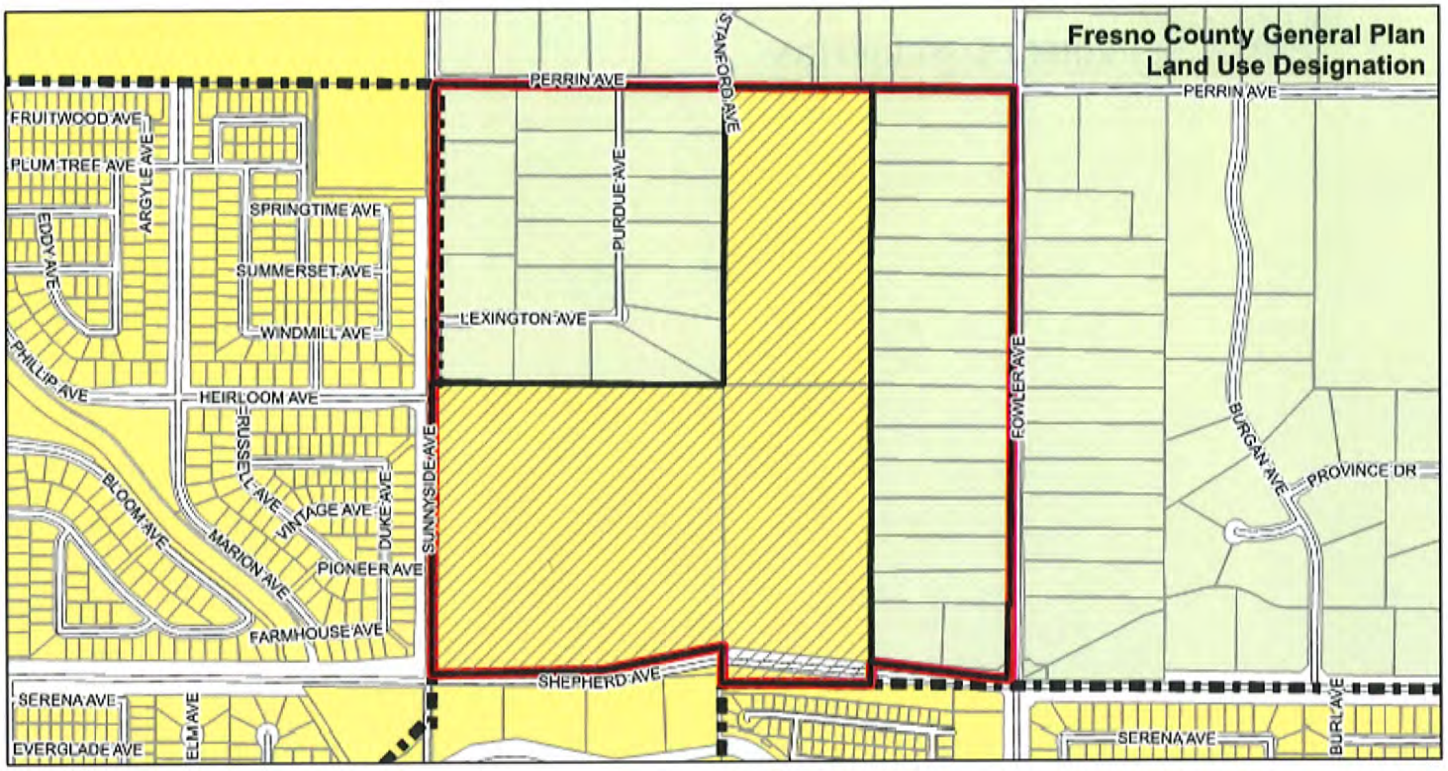
Feet

Shepherd North Project

Figure 6. City of Clovis General Plan Land Use Designations

De Novo Planning Group

A Land Use Planning, Design, and Environmental Firm





LEGEND

- Project Boundary
- Development Area
- Non-Development Area
- Clovis City Limits

Fresno County General Plan Land Use

- Rural Residential
- Low Density Residential

Fresno County Zoning

- AE20
- AL20
- C-2
- P-F
- R-1
- R-1-7500
- R-1-PRD
- R-2
- R-A
- R-R

N

0 200 400

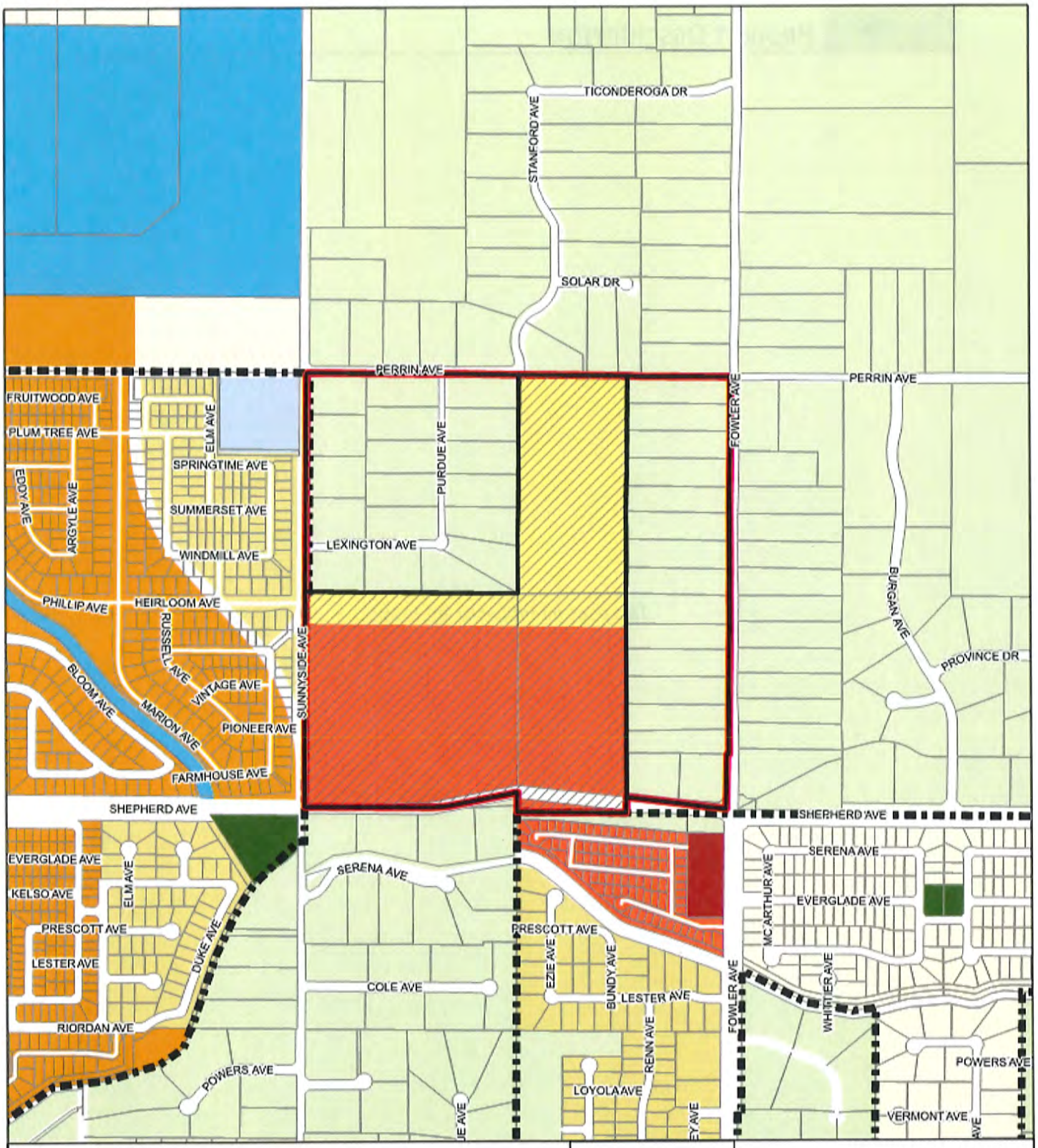
Feet

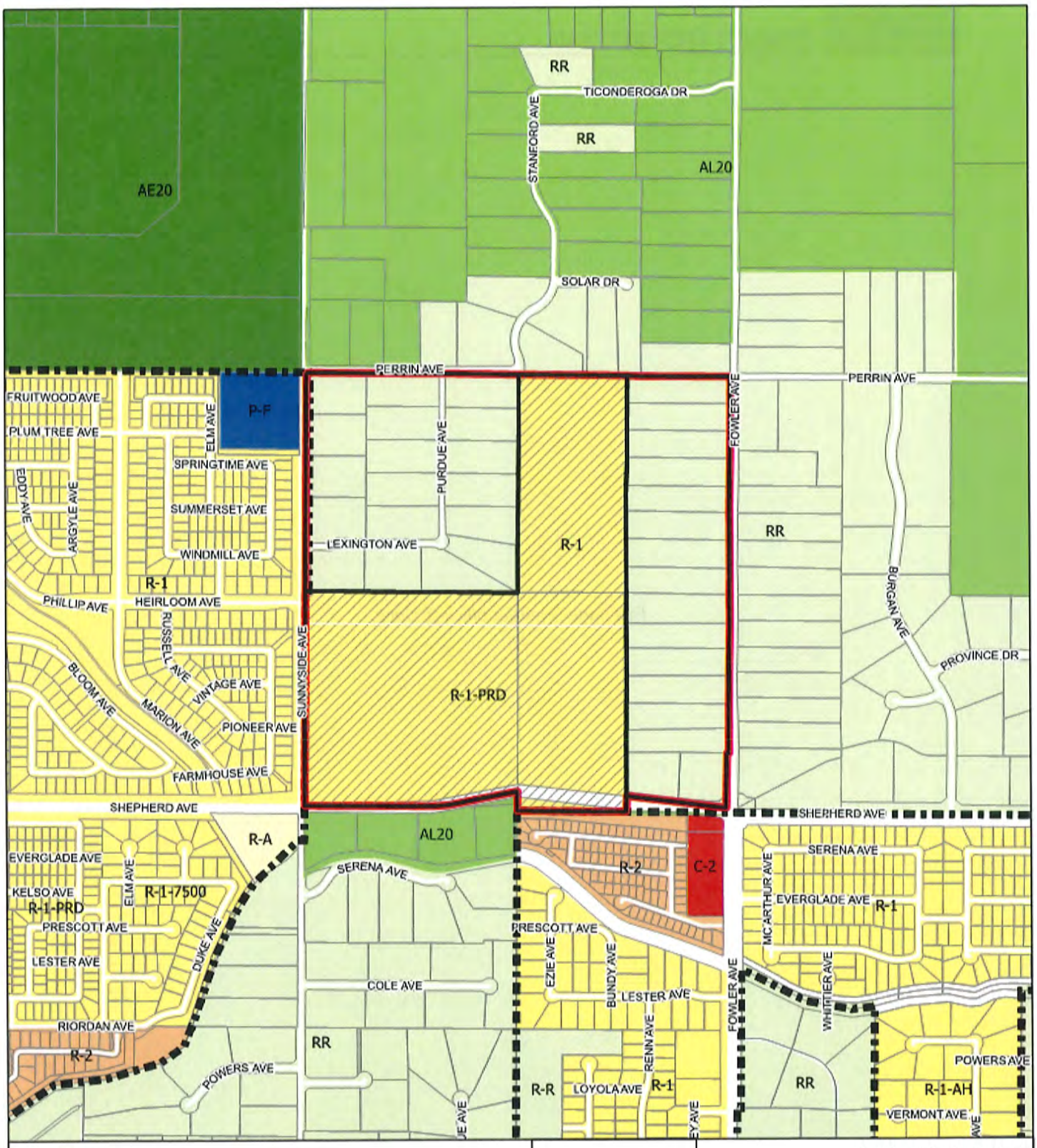
Shepherd North Project

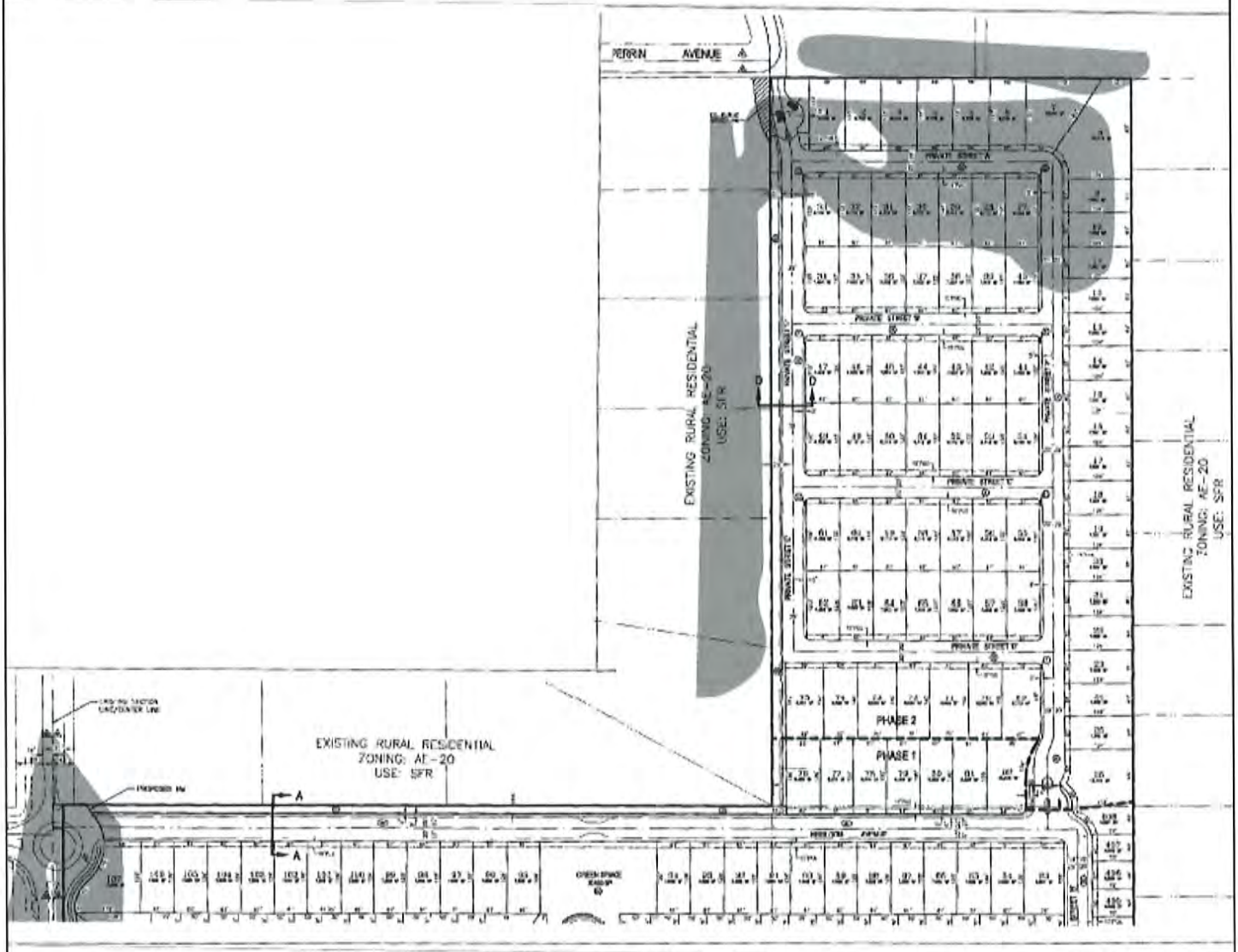
Figure 7. Fresno County General Plan Land Use and Zoning Designations

De Novo Planning Group

A Land Use Planning, Design, and Environmental Firm


TICONDEROGA DR
STANFORD AVE
SOLAR DR
PERRIN AVE
FRUITWOOD AVE
PLUM TREE AVE
ELM AVE
SPRINGTIME AVE
EDDY AVE
ARGYLE AVE
SUMMERSET AVE
WINDMILL AVE
PURDUE AVE
LEXINGTON AVE
FOWLER AVE
PERRIN AVE
BURGAN AVE
PROVINCE DR
PHILLIP AVE
HEIRLOOM AVE
RUSSELL AVE
SUNNYSIDE AVE
BLOOM AVE
VINTAGE AVE
MARION AVE
PIONEER AVE
FARMHOUSE AVE
SHEPHERD AVE
SHEPHERD AVE
EVERGLADE AVE
KELSO AVE
ELM AVE
PRESCOTT AVE
LESTER AVE
DUKE AVE
RIORDAN AVE
POWERS AVE
SERENA AVE
COLE AVE
PRESCOTT AVE
EZIE AVE
BUNDY AVE
LESTER AVE
RENN AVE
LOYOLA AVE
FOWLER AVE
SERENA AVE
MC ARTHUR AVE
EVERGLADE AVE
WHITTIER AVE
POWERS AVE
VERMONT AVE
LEGEND
Project Boundary
Development Area
Non-Development Area
Clovis City Limits
City of Clovis General Plan Land Use
RR: Rural Residential
VL: Very Low Density Residential
L: Low Density Residential
M: Medium Density Residential
MH: Medium High Density Residential
GC: General Commercial
P: Public/Quasi-Public Facilities
PK: Park
W: Water
N
0 200 400
Feet
Shepherd North Project
Figure 8. Proposed General Plan Land Use Designations
De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm


RR
TICONDEROGA DR
STANFORD AVE
RR
AL20
AE20
SOLAR DR
PERRIN AVE
FRUITWOOD AVE
PLUM TREE AVE
P-F
ELM AVE
SPRINGTIME AVE
EDDY AVE
ARGYLE AVE
SUMMERSET AVE
WINDMILL AVE
LEXINGTON AVE
PURDUE AVE
R-1
FOWLER AVE
PERRIN AVE
RR
BURGAN AVE
PROVINCE DR
R-1
PHILLIP AVE
HEIRLOOM AVE
RUSSELL AVE
VINTAGE AVE
BLOOM AVE
MARION AVE
PIONEER AVE
FARMHOUSE AVE
SUNNYSIDE AVE
R-1-PRD
SHEPHERD AVE
SHEPHERD AVE
R-A
AL20
EVERGLADE AVE
KELSO AVE
R-1-PRD
ELM AVE
R-1-7500
PRESCOTT AVE
LESTER AVE
DUKE AVE
SERENA AVE
R-2
C-2
SERENA AVE
MC ARTHUR AVE
EVERGLADE AVE
R-1
PRESCOTT AVE
EZIE AVE
BUNDY AVE
LESTER AVE
COLE AVE
FOWLER AVE
WHITTIER AVE
RIORDAN AVE
R-2
RR
POWERS AVE
R-R
LOYOLA AVE
R-1
RENN AVE
RR
POWERS AVE
R-1-AH
VERMONT AVE
LEGEND
Project Boundary
Development Area
Non-Development Area
Clovis City Limits
City of Clovis Zoning
C-2
P-F
R-1
R-1-7500
R-1-AH
R-1-PRD
R-2
R-A
R-R
Fresno County Zoning
AE20
AL20
R-R
N
0 200 400
Feet
Shepherd North Project
Figure 9. Proposed Zoning
De Novo Planning Group



N

0 100 200

Feet

Shepherd North Project

Figure 10a. Tentative Subdivision Map North

De Novo Planning Group

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Fresno Metropolitan Flood Control District
Capturing Stormwater since 1956

File 170.908
310. "BY1"
550.30 "BY1"

June 10, 2022

Mr. George Gonzalez, MPA, Senior Planner
City of Clovis, Planning Division
1033 Fifth Street
Clovis, CA 93612

Dear Mr. Gonzalez,

Fresno Metropolitan Flood Control District Comments for
Notice of Preparation of an Environmental Impact Report for
Shepherd North Project
Drainage Area "BY1"

General Comments

This letter is in response to the City's request for comments regarding the Notice of Preparation of an Environmental Impact Report for the Shepherd North Project planning area boundaries "Project Area" and "Development Area". The Fresno Metropolitan Flood Control District (FMFCD) bears responsibility for storm water management within the Fresno-Clovis metropolitan area, including the area of the "Project Area". Within the metropolitan area, storm runoff produced by land development is to be controlled through a system of pipelines and storm drainage retention basins. The community has developed and adopted a Storm Drainage and Flood Control Master Plan. Each property contributes its pro-rata share to the cost of the public drainage system. All properties are required to participate in the community system for everyone. It is this form of participation in the cost and/or construction of the drainage system that will mitigate the impact of development.

The subject "Project Area" shall pay drainage fees pursuant to the Drainage Fee Ordinance prior to approval of any final maps and/or issuance of building permits at the rates in effect at the time of such approval. Please contact FMFCD for a final fee obligation prior to issuance of any construction permits. Should land use densities of existing areas be increased, the property would be subject to a reassessment of drainage fees based on the proposed increased land uses and may include the requirement of additional drainage fees to be paid to offset the increased land use. Each proposed development will be reviewed and assessed upon submittal to FMFCD. Any drainage fees previously paid on a property would be given a credit against any new fee responsibility.

5469 E. Olive Avenue • Fresno, CA 93727 • (559) 456-3292 • FAX (559) 456-3194
www.fresnofloodcontrol.org

Lot coverage must be provided to the District prior to submittal of improvement plans. The final drainage fee will be calculated commensurate with the lot coverage provided by the developer. If the lot coverage indicates a density higher than Master Planned, mitigation may be required. The lot coverage calculated by the District includes the front yard walkway, sidewalk walkway and the rear yard patio equaling an additional 6% of impervious area in addition to the City's typical lot coverage calculation.

The grading of any proposed development within the "Project Area", including public street areas, shall be consistent with the FMFCD Master Plan. Additionally, grading shall not have an adverse impact to major storm conveyance, and to the passage of storm water to the adjacent roadways and existing storm drainage pipelines and inlets. The "Project Area" shall provide the appropriate surface flowage easements or covenants for any portion of the development area that cannot convey storm water to the public right-of-way without crossing private property.

If there are to be storm water discharges from private facilities to the FMFCD's storm drainage system, they shall consist only of storm water runoff and shall be free of solids and debris. Landscape and/or area drains are not allowed to connect directly to FMFCD's facilities.

FMFCD will need to review and approve the final improvement plans for all development (i.e. grading, street improvement and storm drain facilities) within the boundaries of the "Project Area" to insure consistency with the approved Storm Drainage Master Plan.

The Master Plan system has been designed such that during a two-year event flow will not exceed the height of the 6-inch curb. Should wedge curb (4.5 inches height) be used the same criteria shall apply whereby flow remains below the top of curb. Any extensions or pipe size increases due to meeting the requirement listed above shall be at the developer's expense.

A minimum fifteen-foot (15') wide storm drain easement will be required whenever storm drain facilities are located on private property. No encroachments into the easement will be permitted including, but not limited to, foundations, roof overhangs, swimming pools, and trees.

Specific Comments to the Shepherd North Project

The "Development Area" is currently located within FMFCD's adopted Rural Master Plan Drainage Area "BY1", as shown on Exhibit No. 1. The adopted Rural Master Plan drainage system is designed to serve the existing land uses of open space, range/pasture and rural residential housing densities ranging from 0 to 0.7 dwelling unit/acre (du/ac). The existing planned drainage facilities do not have capacity to serve the proposed higher urban density residential land use. The

"Development Area" shall be required to mitigate the impacts of the increased runoff from the proposed higher density residential land use to the adopted rural planned rate. The "Development Area" may either make improvements to the existing pipeline system to provide additional capacity (see Optional Non-Master Plan facilities, not Eligible for Credit, as shown on Exhibit No. 1) or may use some type of onsite permanent peak reducing facility in order to match the adopted Rural Master Plan flow rates and eliminate any adverse impacts on the downstream drainage system. Implementation of the mitigation measures may be deferred until the time of development. However, FMFCD requests that the grading Engineer contact the District as early as possible to review the proposed site grading for verification and acceptance of mitigation design prior to preparing a grading plan.

The construction of the Optional Master Plan Facilities and Optional Non-Master Plan Facilities, as shown on Exhibit No. 1, will provide permanent drainage service to the portion of the "Development Area" located north of Heirloom Avenue. The construction of the Optional Non-Master Plan Facilities, as shown on Exhibit No. 1, will provide permanent drainage service to the portion of the "Development Area" located south of Heirloom Avenue upon construction of facilities by Developer of Tracts 6292 and 6344. If these optional facilities are not constructed, the District recommends temporary facilities until permanent service is available.

The "Development Area" shall not block the historical drainage patterns of existing homes located within the parcels to the east and west side of the "Development Area". The "Development Area" shall verify to the satisfaction of the District that runoff from these areas has the ability to surface drain to adjacent streets or be collected into PER-3, as shown on Exhibit No. 1. Either a stub street, channel, or a combination of both shall be provided for those areas, as shown on Exhibit No. 1.

The "Development Area" must identify what streets will pass the major storm and provide calculations that show structures will have adequate flood protection. Based on historical drainage patterns some of the streets located within the "Development Area" may need to be resized or reconfigured (including but not limited to streets that include traffic calming curbs) to pass larger event storms. District approval is not extended to street configuration. A drainage report indicating the path of the major storm flow and calculations confirming there is adequate protection of finished floors will be necessary.

Perrin Tributaries PER-1 and PER-3 are natural stream courses traversing the "Project Area". These stream courses are shown on the Storm Drainage and Flood Control Master Plan (see Exhibit No. 1). Should the "Development Area" choose to modify or relocate these channels, the developer must contact all agencies having an interest in these channels and comply with their regulations regarding the channels. These agencies may include State of California Fish and

Wildlife, State of California Regional Water Quality Control Board (Section 401 of Clean Water Act), and the U.S. Army Corps of Engineers (USACE) (Section 404 of Clean Water Act). Furthermore, if a USACE Clean Water Act Section 404 permit application package is prepared, FMFCD requests an opportunity to review the application prior to submittal.

These channels must be protected and improved in their current location, or an accepted relocation plan must be provided. The protection and improvement of these channels is necessary to convey upland surface runoff through the "Development Area" without adversely affecting other property owners and to provide safe conveyance through the "Development Area". The plans to retain or relocate these channels must be addressed in a drainage report prepared by the developer's engineer and submitted and acceptable to FMFCD for the project and include a study of any affect to the hydraulic performance of the channel. Adequate easement width for Perrin Tributaries PER-1 and PER-3 shall be dedicated to FMFCD prior to approval of the Final Map. The easements shall be of sufficient width to accommodate the Master Plan flow rate and provide adequate maintenance access. Development within the easement is prohibited. FMFCD does not contemplate public access within the easement.

While FMFCD accepts the channel easements to assure their protection, the maintenance of these channels will remain with the property owner. The easement dedication documents will require reimbursement of costs should FMFCD need to intervene in order to perform maintenance and/or otherwise preserve the channels. FMFCD would prefer that the "Development Area" establish a homeowner's association to maintain the channels, but if that is not feasible, each parcel owner along the channels will be burdened with the maintenance of the channel within their property and fences will not be permitted across the channel. Some thought needs to be put into both private and public channel crossings. Preferably, channel crossings will be kept to a minimum and each crossing will require an encroachment agreement identifying the applicant as responsible for the long-term maintenance and potential removal of the encroachment.

As channel design and construction of Perrin Tributaries PER-1 and PER-3 will affect the lot pattern and configuration, FMFCD will review the work of the developer's engineer to determine easement limits at the time of dedication. The channel design must be completed prior to tentative map approval to ensure the easement areas are known and adequate space is allotted for each channel. It is in the developer's interest to identify the channel design as early as possible so that appropriate lot configurations are selected. The hydraulic study must reflect culverts where roads and driveways cross the channel. Easement areas must be adequate to convey the design flows.

The standard geometry parameters for Perrin Tributaries PER-1 and PER-3 are a minimum 4-foot wide bottom and maximum 2:1 side slope. The channels must be designed and constructed to accommodate the flow rate of 16 cubic feet per second for PER-1 and 10 cubic feet per second for PER-3 as identified in the Master Plan. The channel design must include hydraulic modeling using the HEC-RAS computer program. Channel design and hydraulic study must also consider the attenuation currently provided by the developer's property and not reduce the attenuation or otherwise increase conveyance to downstream properties.

FMFCD will accept the easement dedications for Perrin Tributaries PER-1 and PER-3 following completion of construction, including any mitigation obligations, and acceptance under required permits. Any proposed landscaping within the channel easement shall require (i) review and approval by FMFCD, and (ii) maintenance by the property owner.

A portion of the proposed development is in a Federal Emergency Management Agency (FEMA) Zone "AH" flood zone area requiring additional processing and consideration. The developer shall contact FEMA to obtain their requirements.

The City of Clovis, FMFCD, the County of Fresno, the City of Fresno, and the California State University, Fresno are currently covered as Co-Permittees for Municipal Separate Storm Sewer System (MS4) discharges through National Pollutant Discharge Elimination System (NPDES) General Order No. R5-2016-0040 and NPDES Permit No. CAS0085324 (Storm Water Permit) effective May 17, 2018. The previous Storm Water Permit adopted on May 31, 2013 required the adoption of the Stormwater Quality Management Program (SWQMP) that describes the Storm Water Permit implementation actions and Co-Permittee responsibilities. That SWQMP was approved by the Central Valley Regional Water Quality Control Board on April 17, 2015 and is effective until the adoption of a new SWQMP, which is anticipated within the next two years.

The Storm Water Permit requires that Co-Permittees update their CEQA process to incorporate procedures for considering potential stormwater quality impacts when preparing and reviewing CEQA documents. This requirement is found in Provision D.14 of the 2013 Storm Water Permit and in Section 7: Planning and Land Development Program – PLD 3 – Update CEQA Process. The District has created a guidance document that will meet this Storm Water Permit requirement entitled *Guidance for Addressing Stormwater Quality for CEQA Review*, which has been attached. It is recommended that the CEQA review for this project follow the guidance document.

Specific Comments to the Notice of Preparation - Shepherd North Project

These comments area specific to the Notice of Preparation - Shepherd North Project initiated May 9, 2022 (the individual pages are included, and the sentence has been referenced):

1. Page 7 (Utilities and Planned Infrastructure Improvement): Paragraph for Storm Drainage should also include confirming to FMFCD's standards and requirements.

2. Page 9 (Other Governmental Agency Approvals): FMFCD should be revised to include review and approval of stormwater facilities, grading, and street improvements.

3. FMFCD should considered a responsible agency for the "Project Area". Review and approval shall include storm drain facilities, grading, and street improvement plans.

Thank you for the opportunity to comment. Please keep our office informed on the development of these plans. If you should have any questions or comments, please contact FMFCD at (559) 456-3292.

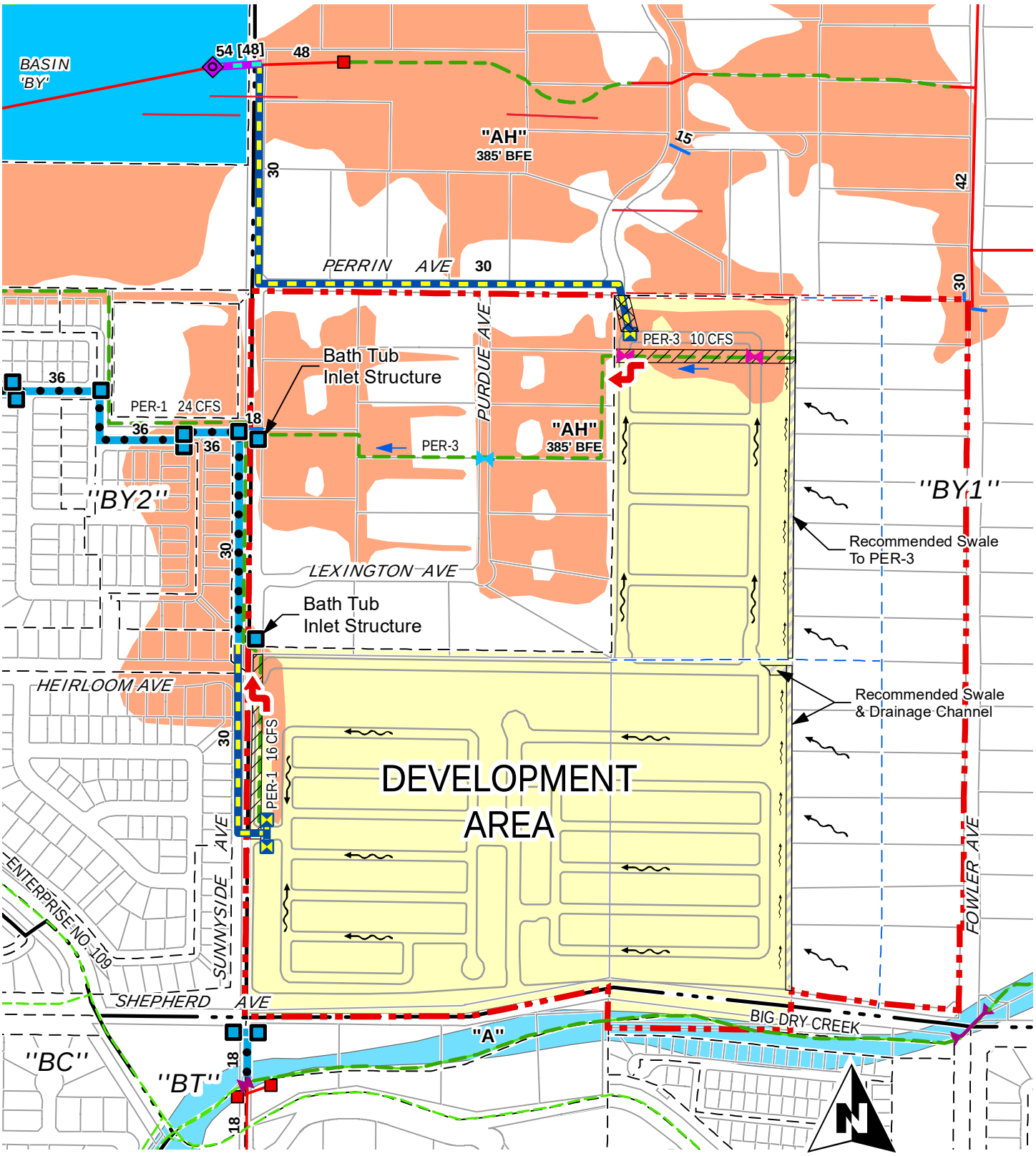
Sincerely,

Denise Wade
Master Plan Special Projects Manager

DW/lrl

Attachments

NOTE: THIS MAP IS SCHEMATIC. DISTANCES, AMOUNT OF CREDITABLE FACILITIES, AND LOCATION OF INLET BOUNDARIES ARE APPROXIMATE.



1 " = 500 '

SHEPHERD NORTH PROJECT

DRAINAGE AREA "BY1"

EXHIBIT NO. 1
Page 1 of 2

FRESNO METROPOLITAN FLOOD CONTROL DISTRICT

Prepared by: danielg
Date: 5/27/2022
Path: K:\Autocad\DWGS\0EXHIBIT\MISC\Shepherd North Project NOP_Page 1 of 2.mxd

NOTE: THIS MAP IS SCHEMATIC. DISTANCES, AMOUNT OF CREDITABLE FACILITIES, AND LOCATION OF INLET BOUNDARIES ARE APPROXIMATE.

LEGEND

- Optional Master Plan Facilities (Creditable Facilities To Be Constructed By Development Area) - Pipeline (Size Shown) & Outfall
- 54 [48] Optional Pipe Size To Be Constructed [Creditable Pipe Size]
- Optional Non-Master Plan Facilities To Be Constructed By Development Area (Not Eligible For Fee Credit)
- Facilities To Be Constructed By Developer Of Tracts 6292 & 6344
- Existing Master Plan Facilities
- Future Master Plan Facilities
- Existing Stream Course (Master Plan Channel With Maximum Flow Rate)
- Existing FID Facilities
- Inlet Boundary
- Rural Drainage Boundary
- Drainage Area Boundary
- Channel Easement To Be Dedicated To District By Developer
- Minimum 15' Wide Storm Drain Easement To Be Dedicated To District By Developer (If Optional Facilities Are Constructed)
- FEMA Flood Zone "AH"
- FEMA Flood Zone "A"
- Existing Culvert To Be Improved
- Proposed Culvert To Be Constructed By Developer
- Direction Of Drainage
- Major Storm Breakover
- Project Area Boundary

EXHIBIT NO. 1
Page 2 of 2

SHEPHERD NORTH PROJECT

DRAINAGE AREA "BY1"

FRESNO METROPOLITAN FLOOD CONTROL DISTRICT

Prepared by: danielg
Date: 6/9/2022
Path: K:\Autocad\DWGS\0EXHIBIT\MISC\Shepherd North Project NOP_Page 2 of 2.mxd

and FMFCD's

northwest, and ultimately the northeast urban centers. The plant is designed to accommodate future expansion and will ultimately treat 8.4 mgd.

Storm Drainage

The Project site would include construction of a new storm drainage system, which will confirm to the City's standards and requirements. The storm drainage collection and detention system will be subject to the State Water Resources Control Board Requirements (SWRCB), the Fresno Metropolitan Flood Control District (FMFCD), and City of Clovis regulations. This includes, but not limited to the municipal NPDES storm water discharge permit, as well as any City required Best Management Practices to control the volume, rate, and potential pollutant load of storm water runoff. Stormwater throughout the City is collected in FMFCD's basins.

Regulated Public Utilities

Electrical and gas, provided by PG&E; phone, provided by AT&T; cable, provided by Comcast; and related internet services would be extended to all portions of the Project site from existing facilities located along E. Shepherd Avenue and from existing residential development surrounding the Project site. Proposed utilities would be located within public utility easements to be dedicated along street frontages. Utility improvements would be installed in conjunction with planned street improvements.

ALTERNATIVES

Three alternatives to the proposed Project were developed based on input from City staff. The alternatives that are anticipated to be analyzed in the EIR include the following three alternatives in addition to the proposed Project.

- **No Project (No Build) Alternative**: Under this alternative, development of the Project site would not occur, and the Project site would remain in its current existing condition.
- **Increased Density Alternative:** Under this alternative, the proposed Project would be developed with the same number of units as described in the Project Description, but the density of the residential uses would be increased, reducing the overall footprint of the developed areas and preserving the remaining Development Area for agricultural production.
- **Reduced Sphere of Influence Alternative:** Under this alternative, the proposed Project would exclude the 78-acre SOI Expansion north and east of the Development Area.

NO PROJECT (NO BUILD) ALTERNATIVE

Under the No Project (No Build) Alternative development of the Project site would not occur, and the Project site would remain in its current existing condition. It is noted that the No Project (No Build) Alternative would fail to meet the Project objectives.

INCREASED DENSITY ALTERNATIVE

Under this alternative, the proposed Project would be developed with the same components as described in the Project Description, but density of the residential uses would be increased. Under the Increased Density Alternative, the same number of residential units as the proposed project (607 units) would be constructed within the Development Area. The residential areas would be reduced at increased densities

- Central Valley Regional Water Quality Control Board (CVRWQCB) - Storm Water Pollution Prevention Plan (SWPPP) approval prior to construction activities pursuant to the Clean Water Act;
- San Joaquin Valley Air Pollution Control District (SJVAPCD) - Approval of construction-related air quality permits; and
- Fresno Metropolitan Flood Control District – review of stormwater facilities.

grading, and street improvements.

and approval

Fresno Metropolitan Flood Control District

Guidance for Addressing Stormwater Quality for CEQA Review

Stormwater Checklist for CEQA Review

a. Potential impact of project construction on stormwater runoff.

Stormwater runoff from construction activities can have a significant impact on water quality. To build on sites with over one acre of disturbed land, property owners must obtain coverage under the California Construction General Permit for Discharges of Stormwater (CGP). The CGP is issued by the State Water Resources Control Board (SWRCB). The CGP requires sites that do not qualify for an erosivity waiver to create a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP is a site-specific plan that is designed to control the discharge of pollutants from the construction site to local storm drains and waterways.

b. Potential impact of project post-construction activity on stormwater runoff.

FMFCD operates the Regional Stormwater Mitigation System, which consists of facilities to handle stormwater runoff and non-stormwater discharges in the FMFCD service area. However, river discharging drainage areas and drainage areas without basin service are subject to FMFCD Policy: Providing for Compliance with Post-Development and Industrial Storm Water Pollution Control Requirements (Policy).

Development and redevelopment projects can result in discharge of pollutants to receiving waters. Pollutants of concern for a project site depend on the following factors:

- Project location;
- Land use and activities that have occurred on the project site in the past;
- Land use and activities that are likely to occur in the future; and
- Receiving water impairments.

As land use activities and site design practices evolve, particularly with increased incorporation of stormwater quality BMPs, characteristic stormwater runoff concentrations and pollutants of concern from various land use types are also likely to change.

Typical Pollutants of Concern and Sources for Post-Development Areas

Pollutant	Potential Sources
Sediment (total suspended solids and turbidity), trash and debris (gross solids and floatables)	Streets, landscaped areas, driveways, roads, construction activities, atmospheric deposition, soil erosion (channels and slopes)

Pesticides and herbicides	Residential lawns and gardens, roadsides, utility right-of-ways, commercial and industrial landscaped areas, soil wash-off
Organic materials/oxygen demanding substances	Residential laws and gardens, commercial landscaping, animal waste
Metals	Automobiles, bridges, atmospheric deposition, industrial areas, soil erosion, metal surfaces, combustion processes
Oil and grease, organics associated with petroleum	Roads, driveways, parking lots, vehicle maintenance areas, gas stations, illicit dumping to storm drains, automobile emissions, and fats, oils, and grease from restaurants
Bacteria and viruses	Lawns, roads, leaking sanitary sewer lines, sanitary sewer cross-connections, animal waste (domestic and wild), septic systems, homeless encampments, sediments/biofilms in storm drain system
Nutrients	Landscape fertilizers, atmospheric deposition, automobile exhaust, soil erosion, animal waste, detergents

Source: Adapted from USEPA, 1999 (Preliminary Data Summary of Urban Storm Water BMPs)

FMFCD's Post-Development Standards Technical Manual provides guidance for implementing stormwater quality Best Management Practices (BMPs) for drainage areas subject to the Policy, with the intention of improving water quality and mitigating potential water quality impacts from stormwater and non-stormwater discharges. The Post-Development Standards Technical Manual addresses the following objectives and goals:

- Minimize impervious surfaces and directly connect impervious surfaces in areas of new development and redevelopment, and where feasible, to maximize on-site infiltration of stormwater runoff;
- Implement pollution prevention methods supplemented by pollutant source controls and treatment, and where practical, use strategies that control the sources of pollutants or constituents (i.e., where water initially meets the ground) to minimize the transport of runoff and pollutants offsite and into MS4s;
- Preserve, and where possible create or restore, areas that provide important water quality benefits, such as riparian corridors, wetlands, or buffer zones
- Limit disturbances of natural water bodies and natural drainage systems by development, including roads, highways, and bridges;
- Identify and avoid development in areas that are particularly susceptible to erosion and sediment loss or establish guidance that protects areas from erosion and sediment loss;
- Implement source and structural controls as necessary and appropriate to protect downstream receiving water quality from increased pollutant loadings and flows (hydromodification concepts) from new development and significant redevelopment;

- Control the post-development peak stormwater runoff discharge rates and velocities to maintain or reduce pre-development downstream erosion and to protect downstream habitat; and
- Consider integration of Low Impact Development (LID) principles into project design.

The Post-Development Standards Technical Manual describes the stormwater management requirements for Priority Projects, which are identified as meeting one or more of the following and discharge to the San Joaquin River or do not have basin service:

- Home subdivisions of 10 housing units or more;
- Commercial developments greater than 100,000 square feet;
- Automotive repair shops;
- Restaurants;
- Parking lots 5,000 square feet or greater with 25 or more parking spaces and potentially exposed to urban runoff;
- Streets and roads;
- Retail gasoline outlets (RGOs); and
- Significant redevelopment projects, which are developments that result in creation or addition of at least 5,000 square feet of impervious surface on an already developed site. Significant redevelopment includes, but is not limited to, expansion of a building footprint or addition or replacement of a structure, structural developing including an increase in gross floor area and/or exterior construction or remodeling, replacement of impervious surface that is not part of a routine maintenance activity, and land disturbing activities related with structural or impervious surfaces. Where significant redevelopment results in an increase of less than 50 percent of the impervious surfaces of a previously existing development and the existing development was not subject to Post-Construction Standards, only the proposed alteration must meet the requirements of the Post-Development Standards Technical Manual.

All Priority Projects must mitigate the Stormwater Quality Design Volume (SWQDV) or Stormwater Quality Design Flow (SWQDF) through LID- or treatment-based stormwater quality BMPs or a combination thereof.

For new development or significant redevelopment projects for restaurants with less than 5,000 square feet, the project applicant must meet all the requirements of the Post-Development Standards Technical Manual except for mitigating the SWQDV or SWQDF and implementing stormwater quality BMPs.

The Post-Development Standards Technical Manual can be found on FMFCD's website here:

http://www.fresnofloodcontrol.org/wp-content/uploads/2014/11/Post-Development-Standards-Technical-Manual.pdf

c. Potential for discharge of stormwater from areas from material storage, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work areas.

Development projects may create potential impacts to stormwater from non-stormwater discharge from areas with material storage, vehicle or equipment fueling, vehicle or equipment maintenance (including washing), waste handling, hazardous materials handling or storage, delivery areas or loading docks, or other outdoor work area.

Some materials, such as those containing heavy metals or toxic compounds, are of more concern than other materials. Toxic and hazardous materials must be prevented from coming in contact with stormwater runoff. Non-toxic or non-hazardous materials, such as debris and sediment, can also have significant impacts on receiving waters. Contact between non-toxic or non-hazardous materials and stormwater runoff should be limited, and such materials prevented from being discharged with stormwater runoff. To help mitigate these potential impacts, BMPs should be included to prevent discharges from leaving the property.

Refer to FMFCD Post-Development Standards Technical Manual for more information or go to http://water.epa.gov/polwaste/nps/urban.cfm.

d. Potential for discharge of stormwater to impact the beneficial uses of the receiving waters or areas that provide water quality benefits.

Identify receiving waters and describe activities that may impact the beneficial uses of the receiving waters or that project water quality benefits. Project that can impact beneficial uses or receiving waters may be mitigated by implementation of the FMFCD Post-Development Standards Technical Manual.

e. Potential for the discharge of stormwater to cause significant harm on the biological integrity of the water ways and water bodies.

Conservation of natural areas, soils, and vegetation helps to retain numerous functions of pre-development hydrology, including rainfall interception, infiltration, and evapotranspiration. Each project site possesses unique topographic, hydrologic, and vegetative features, some of which are more suitable for development than others. Sensitive areas, such as streams and their buffers, floodplains, wetlands, steep slopes, and highly-permeable soils, should be protected and/or restored. Slopes can be a major source of sediment and should be properly protected and stabilized. Locating development in less sensitive areas of a project site and conserving naturally vegetated areas can minimize environmental impacts from stormwater runoff.

The evaluation of a project's effect on sensitive natural communities should encompass aquatic and wetland habitats. Consider "aquatic and wetland habitat" as examples of sensitive habitat.

f. Potential for significant changes in the flow velocity or volume of stormwater runoff that can cause environmental harm.

The evaluation of a project's effect on drainage patterns should refer to the FMFCD's Storm Drainage and Flood Control Master Plan and have their project reviewed by FMFCD to assess the significance of altering existing drainage patterns and to develop any mitigation measures in addition to our stormwater mitigation system. The evaluation should also consider any potential for streambed or bank erosion downstream from the project.

g. Potential for significant increases in erosion of the project site or surrounding areas.

The evaluation of a project's effect on drainage patterns should refer to the FMFCD's Storm Drainage and Flood Control Master Plan and have their project reviewed by FMFCD to assess the significance of altering existing drainage patterns and to develop any mitigation measures in addition to our stormwater mitigation system. The evaluation should also consider any potential for streambed or bank erosion downstream from the project.

California Department of Transportation

DISTRICT 6 OFFICE
1352 WEST OLIVE AVENUE | P.O. BOX 12616 | FRESNO, CA 93778-2616
(559) 908-7064 | FAX (559) 488-4195 | TTY 711
www.dot.ca.gov

June 10, 2022

FRE-168-R7.805
Notice of Preparation of an EIR
Shepherd North Project
https://ld-igr-gts.dot.ca.gov/district/6/report/26417

SENT VIA EMAIL

George Gonzalez, Senior Planner
Planning and Development Services Department
City of Clovis
1033 Fifth Street
Clovis, CA 93612

Dear Mr. Gonzalez:

Thank you for the opportunity to review the Notice of Preparation (NOP) of a Draft Environmental Impact Report for the Shepherd North Project. The project proposes to develop approximately 155 acres of land for the construction of 605 single-family residential units and parkland that is currently outside the City of Clovis' city limits. Approximately 2 miles north of the State Route (SR) 168 and Fowler Avenue interchange, the project is located on the northwest quadrant of Shepherd and Fowler Avenue with the project being bounded on the north by Perrin Road, on the east by Fowler Avenue, on the south by Shepherd Avenue, and on the west by Sunnyside Avenue.

Additional subsequent actions and approvals from the City include a General Plan Amendment, Residential Site Plan Review, Vesting Tentative Maps, and other permits and annexation requests.

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation networks

Caltrans provides the following comments consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

1. Caltrans requests that prior to initiating the Transportation section of the Draft EIR, Caltrans be provided an opportunity to provide comments on the scope of work. If a kick-off meeting for the development of the Draft EIR is planned to be held by the City, Caltrans requests to be included in this meeting

2. Given the proposed number of single-family housing units and proximity to State Route facilities, the proposed project could have potential impacts on state highway facilities. Caltrans recommends that a transportation impact study (TIS) including a Vehicle miles traveled (VMT) analysis be conducted and the scope of the study should include interchanges of SR 168 at Herndon Avenue and Fowler Avenue, and the SR 168/Shepherd Avenue intersection.

3. Caltrans requests that the Draft EIR be submitted for review once completed and circulated by the City.

4. Caltrans recommends the project proponents consider working with the City to convert a portion of the planned residential units to affordable housing units.

5. It is recommended that the City consider a multimodal transportation system (such as bicycle and pedestrian facilities as well as public transportation) to provide connectivity of modes between the residential uses and commercial/retail uses to reduce VMT impacts from the project.

6. Caltrans recommends the City consider creating a VMT Mitigation Impact Fee to help reduce potential impacts on the State Highway System.

7. Alternative transportation policies should be applied to the development. An assessment of multimodal facilities should be conducted to develop an integrated multimodal transportation system to serve and help alleviate traffic congestion resulting from the project and related development in the area of the City. The assessment should include the following:

    a. Pedestrian walkways should not only be limited to the project's internal connectivity but be connected to existing walkways and transit facilities outside the project area.

    b. The project should consider coordinating connections to local and regional bicycle pathways to encourage the use of bicycles for commuter and recreational purposes.

    c. If transit is not available within 1/4-mile of the project area, transit should be extended to provide services to high activity centers of the project.

8. As part of the statewide effort to reduce greenhouse gas emissions, Caltrans recommends the project proponent consider the installation of public Level 2 Electric Vehicle (EV) and DC Fast Charging EV charging stations.

9. Active Transportation Plans and Smart Growth efforts support the state's 2050 Climate goals. Caltrans supports reducing VMT and GHG emissions in ways that increase the likelihood people will use and benefit from a multimodal transportation network.

If you have any other questions, please call or email Christopher Xiong at (559) 908-7064 or Christopher.Xiong@dot.ca.gov.

Sincerely,

DAVID PADILLA, Branch Chief
Transportation Planning – North

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

HEALTHY AIR LIVING

June 10, 2022

George Gonzalez
City of Clovis
Planning Division
1033 Fifth Street
Clovis, CA, 93612

Project: Notice of Preparation-Shepherd North Project

District CEQA Reference No: 20220614

Dear Mr. Gonzalez:

The San Joaquin Valley Air Pollution Control District (District) has reviewed the Notice of Preparation (NOP) from the City of Clovis for the Shepherd North Project. Per the NOP, the project consists of the development of up to 605 residential units, parkland, and public and private infrastructure (Project). The Project site is bounded to the north by Perrin Road, on the east by North Fowler Avenue, on the south by East Shepherd Avenue, and on the west by North Sunnyside Avenue, in Clovis, CA.

The District offers the following comments regarding the Project:

1) Project Related Emissions

At the federal level under the National Ambient Air Quality Standards (NAAQS), the District is designated as extreme nonattainment for the 8-hour ozone standards and serious nonattainment for the particulate matter less than 2.5 microns in size (PM2.5) standards. At the state level under California Ambient Air Quality Standards (CAAQS), the District is designated as nonattainment for the 8-hour ozone, PM10, PM2.5 standards.

The District's initial review of the Project concludes that emissions resulting from construction and/or operation of the Project may exceed any of the following significance thresholds as identified in the District's Guidance for Assessing and Mitigating Air Quality Impacts: https://www.valleyair.org/transportation/GAMAQI.pdf. The District recommends that a more detailed preliminary review of the Project be conducted for the Project's construction and operational emissions.

Samir Sheikh
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: (661) 392-5500 FAX: (661) 392-5585

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1a) Construction Emissions

The District recommends, to reduce impacts from construction-related diesel exhaust emissions, the Project should utilize the cleanest available off-road construction equipment, including the latest tier equipment.

1b) Operational Emissions

Operational (ongoing) air emissions from mobile sources and stationary sources should be analyzed separately. For reference, the District's significance thresholds are identified in the District's Guidance for Assessing and Mitigating Air Quality Impacts: https://www.valleyair.org/transportation/GAMAQI.pdf.

Recommended Mitigation Measure: At a minimum, project related impacts on air quality should be reduced to levels of significance through incorporation of design elements such as the use of cleaner Heavy Heavy-Duty (HHD) trucks and vehicles, measures that reduce Vehicle Miles Traveled (VMTs), and measures that increase energy efficiency. More information on transportation mitigation measures can be found at: http://www.valleyair.org/transportation/Mitigation-Measures.pdf.

1c) Recommended Model for Quantifying Air Emissions

Project-related criteria pollutant emissions from construction and operational sources should be identified and quantified. Emissions analysis should be performed using the California Emission Estimator Model (CalEEMod), which uses the most recent CARB-approved version of relevant emissions models and emission factors. CalEEMod is available to the public and can be downloaded from the CalEEMod website at: www.caleemod.com.

2) Health Risk Screening/Assessment

The City should evaluate the risk associated with the Project for sensitive receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) in the area and mitigate any potentially significant risk to help limit exposure of sensitive receptors to emissions.

To determine potential health impacts on surrounding receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) a Prioritization and/or a Health Risk Assessment (HRA) should be performed for the Project. These health risk determinations should quantify and characterize potential Toxic Air Contaminants (TACs) identified by the Office of Environmental Health Hazard Assessment/California Air Resources Board (OEHHA/CARB) that pose a present or potential hazard to human health.

Health risk analyses should include all potential air emissions from the project, which include emissions from construction of the project, including multi-year construction, as well as ongoing operational activities of the project. Note, two common sources of TACs can be attributed to diesel exhaust emitted from heavy-duty off-road earth moving equipment during construction, and from ongoing operation of heavy-duty on-road trucks.

Prioritization (Screening Health Risk Assessment):
A "Prioritization" is the recommended method for a conservative screening-level health risk assessment. The Prioritization should be performed using the California Air Pollution Control Officers Association's (CAPCOA) methodology.

The District recommends that a more refined analysis, in the form of an HRA, be performed for any project resulting in a Prioritization score of 10 or greater. This is because the prioritization results are a conservative health risk representation, while the detailed HRA provides a more accurate health risk evaluation.

To assist land use agencies and project proponents with Prioritization analyses, the District has created a prioritization calculator based on the aforementioned CAPCOA guidelines, which can be found here:
http://www.valleyair.org/busind/pto/emission_factors/Criteria/Toxics/Utilities/PRIORITIZATION-CALCULATOR.xls

Health Risk Assessment:
Prior to performing an HRA, it is strongly recommended that land use agencies/ project proponents develop and submit for District review a health risk modeling protocol that outlines the sources and methodologies that will be used to perform the HRA. This step will ensure all components are addressed when performing the HRA.

A development project would be considered to have a potentially significant health risk if the HRA demonstrates that the project-related health impacts would exceed the District's significance threshold of 20 in a million for carcinogenic risk, or 1.0 for either the Acute or Chronic Hazard Indices.

A project with a significant health risk would trigger all feasible mitigation measures. The District strongly recommends that development projects that result in a significant health risk not be approved by the land use agency.

The District is available to review HRA protocols and analyses. For HRA submittals please provide the following information electronically to the District for review:

- HRA (AERMOD) modeling files
- HARP2 files

- Summary of emissions source locations, emissions rates, and emission factor calculations and methodologies.

For assistance, please contact the District's Technical Services Department by:

- E-Mailing inquiries to: hramodeler@valleyair.org
- Calling (559) 230-5900

Recommended Measure: Development projects resulting in TAC emissions should be located an adequate distance from residential areas and other sensitive receptors in accordance to CARB's Air Quality and Land Use Handbook: A Community Health Perspective located at https://ww3.arb.ca.gov/ch/handbook.pdf.

3) Ambient Air Quality Analysis

An Ambient Air Quality Analysis (AAQA) uses air dispersion modeling to determine if emissions increases from a project will cause or contribute to a violation of State or National Ambient Air Quality Standards. The District recommends an AAQA be performed for the Project if emissions exceed 100 pounds per day of any pollutant.

An acceptable analysis would include emissions from both project-specific permitted and non-permitted equipment and activities. The District recommends consultation with District staff to determine the appropriate model and input data to use in the analysis.

Specific information for assessing significance, including screening tools and modeling guidance, is available online at the District's website: www.valleyair.org/ceqa.

4) Voluntary Emission Reduction Agreement

Criterial pollutant emissions may result in emissions exceeding the District's significance thresholds, potentially resulting in a significant impact on air quality. When a project is expected to have a significant impact, the District recommends the EIR also include a discussion on the feasibility of implementing a Voluntary Emission Reduction Agreement (VERA) for this Project.

A VERA is a mitigation measure by which the project proponent provides pound-for-pound mitigation of emissions increases through a process that develops, funds, and implements emission reduction projects, with the District serving a role of administrator of the emissions reduction projects and verifier of the successful mitigation effort. To implement a VERA, the project proponent and the District enter into a contractual agreement in which the project proponent agrees to mitigate project specific emissions by providing funds for the District's incentives programs. The funds are disbursed by the District in the form of grants for projects that achieve

emission reductions. Thus, project-related impacts on air quality can be mitigated. Types of emission reduction projects that have been funded in the past include electrification of stationary internal combustion engines (such as agricultural irrigation pumps), replacing old heavy-duty trucks with new, cleaner, more efficient heavy-duty trucks, and replacement of old farm tractors.

In implementing a VERA, the District verifies the actual emission reductions that have been achieved as a result of completed grant contracts, monitors the emission reduction projects, and ensures the enforceability of achieved reductions. After the project is mitigated, the District certifies to the Lead Agency that the mitigation is completed, providing the Lead Agency with an enforceable mitigation measure demonstrating that project-related emissions have been mitigated. To assist the Lead Agency and project proponent in ensuring that the environmental document is compliant with CEQA, the District recommends the environmental document includes an assessment of the feasibility of implementing a VERA.

5) Vegetative Barriers and Urban Greening

The District suggests the City consider the feasibility of incorporating vegetative barriers and urban greening as a measure to further reduce air pollution exposure on sensitive receptors (e.g., residential units).

While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, vegetative barriers have been shown to be an additional measure to potentially reduce a population's exposure to air pollution through the interception of airborne particles and the update of gaseous pollutants. Examples of vegetative barriers include, but are not limited to the following: trees, bushes, shrubs, or a mix of these. Generally, a higher and thicker vegetative barrier with full coverage will result in greater reductions in downwind pollutant concentrations. In the same manner, urban greening is also a way to help improve air quality and public health in addition to enhancing the overall beautification of a community with drought tolerant, low-maintenance greenery.

6) Clean Lawn and Garden Equipment in the Community

Since the Project consists of residential development, gas-powered residential lawn and garden equipment have the potential to result in an increase of NOx and PM2.5 emissions. Utilizing electric lawn care equipment can provide residents with immediate economic, environmental, and health benefits. The District recommends the Project proponent consider the District's Clean Green Yard Machines (CGYM) program which provides incentive funding for replacement of existing gas powered lawn and garden equipment. More information on the District CGYM program and funding can be found at: http://www.valleyair.org/grants/cgym.htm and http://valleyair.org/grants/cgym-commercial.htm.

7) District Rules and Regulations

The District issues permits for many types of air pollution sources, and regulates some activities that do not require permits. A project subject to District rules and regulations would reduce its impacts on air quality through compliance with the District's regulatory framework. In general, a regulation is a collection of individual rules, each of which deals with a specific topic. As an example, Regulation II (Permits) includes District Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Rule 2520 (Federally Mandated Operating Permits), and several other rules pertaining to District permitting requirements and processes.

The list of rules below is neither exhaustive nor exclusive. Current District rules can be found online at: www.valleyair.org/rules/1ruleslist.htm. To identify other District rules or regulations that apply to future projects, or to obtain information about District permit requirements, the project proponents are strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (559) 230-5888.

7a) District Rules 2010 and 2201 - Air Quality Permitting for Stationary Sources

Stationary Source emissions include any building, structure, facility, or installation which emits or may emit any affected pollutant directly or as a fugitive emission. District Rule 2010 (Permits Required) requires operators of emission sources to obtain an Authority to Construct (ATC) and Permit to Operate (PTO) from the District. District Rule 2201 (New and Modified Stationary Source Review) requires that new and modified stationary sources of emissions mitigate their emissions using Best Available Control Technology (BACT).

This Project may be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and may require District permits. Prior to construction, the Project proponent should submit to the District an application for an ATC. For further information or assistance, the project proponent may contact the District's SBA Office at (559) 230-5888.

7b) District Rule 9510 - Indirect Source Review

The purpose of District Rule 9510 is to reduce the growth in both NOx and PM emissions associated with development and transportation projects from mobile and area sources; specifically, the emissions associated with the construction and subsequent operation of development projects. The Rule requires developers to mitigate their NOx and PM emissions by incorporating clean air design elements into their projects. Should the proposed development project clean air design elements be insufficient to meet the required emission

reductions, developers must pay a fee that ultimately funds incentive projects to achieve off-site emissions reductions.

The Project is subject to District Rule 9510 when it receives a project-level discretionary approval from a public agency and will equal or exceed 50 units of residential.

When subject to the rule, an Air Impact Assessment (AIA) application is required no later than applying for project-level approval from a public agency. In this case, if not already done, please inform the project proponent to immediately submit an AIA application to the District to comply with District Rule 9510.

An AIA application is required and the District recommends that demonstration of compliance with District Rule 9510, before issuance of the first building permit, be made a condition of Project approval.
Information about how to comply with District Rule 9510 can be found online at: http://www.valleyair.org/ISR/ISRHome.htm.

The AIA application form can be found online at:
http://www.valleyair.org/ISR/ISRFormsAndApplications.htm.

District staff is available to provide assistance and can be reached by phone at (559) 230-5900 or by email at ISR@valleyair.org.

7c) District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants)

In the event an existing building will be renovated, partially demolished or removed, the Project may be subject to District Rule 4002. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Information on how to comply with District Rule 4002 can be found online at:
http://www.valleyair.org/busind/comply/asbestosbultn.htm.

7d) District Regulation VIII (Fugitive PM10 Prohibitions)

The project proponent may be required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in Regulation VIII, specifically Rule 8021 – *Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities.*

Should the project result in at least 1-acre in size, the project proponent shall provide written notification to the District at least 48 hours prior to the project

proponents intent to commence any earthmoving activities pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). Also, should the project result in the disturbance of 5-acres or more, or will include moving, depositing, or relocating more than 2,500 cubic yards per day of bulk materials, the project proponent shall submit to the District a Dust Control Plan pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). For additional information regarding the written notification or Dust Control Plan requirements, please contact District Compliance staff at (559) 230-5950.

The application for both the Construction Notification and Dust Control Plan can be found online at:
https://www.valleyair.org/busind/comply/PM10/forms/DCP-Form.docx

Information about District Regulation VIII can be found online at:
http://www.valleyair.org/busind/comply/pm10/compliance_pm10.htm

7e) District Rule 4901 - Wood Burning Fireplaces and Heaters

The purpose of this rule is to limit emissions of carbon monoxide and particulate matter from wood burning fireplaces, wood burning heaters, and outdoor wood burning devices. This rule establishes limitations on the installation of new wood burning fireplaces and wood burning heaters. Specifically, at elevations below 3,000 feet in areas with natural gas service, no person shall install a wood burning fireplace, low mass fireplace, masonry heater, or wood burning heater.

Information about District Rule 4901 can be found online at:
http://valleyair.org/rule4901/

7f) Other District Rules and Regulations

The Project may also be subject to the following District rules: Rule 4102 (Nuisance), Rule 4601 (Architectural Coatings), and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).

8) District Comment Letter

The District recommends that a copy of the District's comments be provided to the Project proponent.

If you have any questions or require further information, please contact Matt Crow by e-mail at Matt.Crow@valleyair.org or by phone at (559) 230-5931.

Sincerely,

Brian Clements
Director of Permit Services



For: Mark Montelongo
Program Manager

Appendix B

LESA Model

Land Evaluation Worksheet

Land Capability

A	B	C	D	E	F	G	H
Soil Map Unit	Project Acres	Proportion of Project Area	LCC	LCC Rating	LCC Score	Storie Index	Storie Index Score
ArA	10.85	13.8%	2s	80	11.1	93	12.9
Gf	23.05	29.4%	2w	80	23.5	30	8.8
Gg	3.36	4.3%	2s	80	3.4	56	2.4
Re	20.39	26.0%	2s	80	20.8	48	12.5
Rh	0.81	1.0%	8	0	0.0	25	0.3
SeA	11.54	14.7%	3s	60	8.8	31	4.6
VaA	8.42	10.7%	1	100	10.7	95	10.2
Totals	78.42	(Must Sum to 1.0)	***LCC Total Score***		78.4	***Storie Index Total Score***	51.6

Site Assessment Worksheet 1.

Project

	I	J	K
	LCC Class I - II	LCC Class III	LCC Class IV - VIII
	10.85		
	23.05		
	3.36		
	20.39		
			0.81
		11.54	
	8.42		
Total Acres	66.07	11.54	0.81
Project Size Scores	90	10	0

Highest Project Size Score	90

Site Assessment Worksheet 2. - Water Resources Availability

A	B	C	D	E
Project Portion	Water Source	Proportion of Project Area	Water Availability Score	Weighted Availability Score (C x D)
1	Groundwater irrigation	100%	30	30
2				
3				
4				
5				
6				
		(Must Sum to 1.0)	***Total Water Resource Score***	30

Note: Water Resource Availability Scoring Option 11, irrigation is not feasible in drought years, requires well, which went dry in 2022 causing orchard tree mortality. Physical restrictions from shallow hardpan, high economic operating costs of wells.

Site Assessment Worksheet 3.

Zone of Influence					Surrounding Agricultural Land Score (From Table)	Surrounding Protected Resource Land Score (From Table)
Total Acres	Acres in Agriculture	Acres of Protected Resource Land	Percent in Agriculture (A/B)	Percent Protected Resource Land (A/C)		
521.13	135.45	0.5	26.0%	0.1%	0	0

LESA Worksheet (cont.)

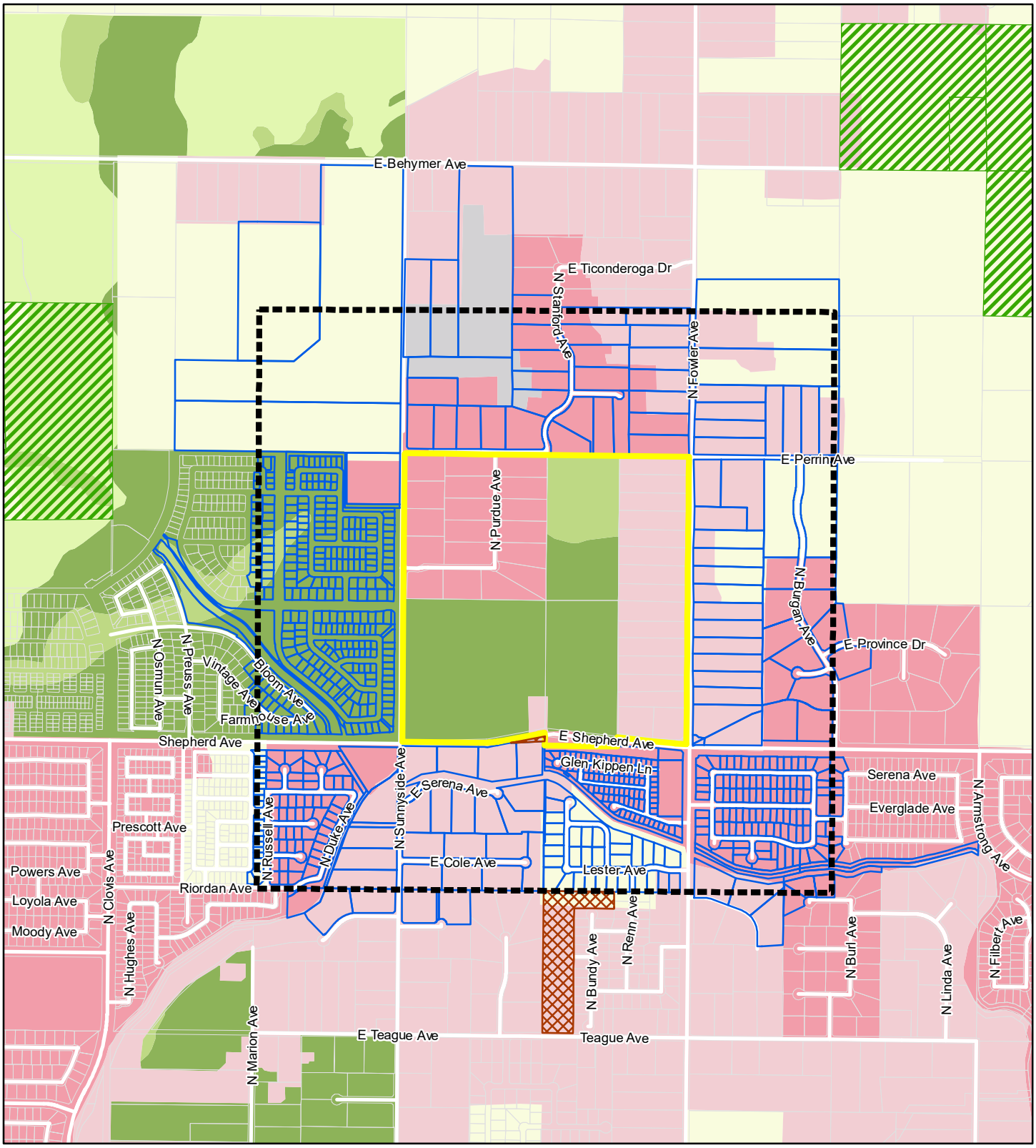
NOTES

Final LESA Score Sheet

Calculation of the Final LESA Score:

(1) Multiply each factor score by the factor weight to determine the weighted score and enter in Weighted Factor Scores column.
(2) Sum the weighted factor scores for the LE factors to determine the total LE score for the project.
(3) Sum the weighted factor scores for the SA factors to determine the total SA score for the project.
(4) Sum the total LE and SA scores to determine the Final LESA Score for the project.

	Factor Scores	Factor Weight	Weighted Factor Scores
LE Factors			
Land Capability Classification	*<1> 78.4*	0.25	19.60
Storie Index	*<2> 51.6*	0.25	12.90
LE Subtotal		***0.50***	**32.50**
SA Factors			
Project Size	*<3> 90*	0.15	13.50
Water Resource Availability	*<4> 30*	0.15	4.50
Surrounding Agricultural Land	*<5> 0*	0.15	0.00
Protected Resource Land	*<6> 0*	0.05	0.00
SA Subtotal		***0.50***	**18.00**
		Final LESA Score	**50.50**



Legend

- Project Boundary
- Quarter-mile Buffer of Project's Rectangular Extent
- Zone of Influence Parcels
- Other Parcels

Williamson Act Lands

- Williamson Act
- Non-Renewal

Farmland Type

- Prime Farmland
- Farmland of Statewide Importance
- Unique Farmland
- Farmland of Local Importance
- Vacant or Disturbed Land
- Rural Residential Land
- Urban and Built-Up Land

CLOVIS SHEPHERD NORTH

LESA Zone of Influence

0 500 1,000 Feet

Sources: Fresno County GIS; California Department of Conservation, Farmland Mapping and Monitoring Program, Fresno 2018. Fresno County Williamson Act Lands 2015. Map date: February 16, 2023.

De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm

FID_ZOI_Fu	APN	AC	ACTIVE_D	ROLL	GIS_Ac	FID_fresno	upd_year	county_nam	polygon_ac	Shape_Leng	Shape_Area	polygc	CONVERTED	FARM_TYPE
0	55604013ST	CY	1/1/1900	1900	20.73751468530	1738	2018.00000000000	fre	142.15648443800	3657.11220260000	575286.88197600000	L		Farmland of Local Importance
0	55604013ST	CY	1/1/1900	1900	0.43252707602	4148	2018.00000000000	fre	19.17002163980	1198.48693088000	77578.32518280800	R		Rural Residential Land
1	55604022ST	CY	1/1/1900	1900	48.27401699780	1738	2018.00000000000	fre	142.15648443800	3657.11220260000	575286.88197600000	L		Farmland of Local Importance
1	55604022ST	CY	1/1/1900	1900	0.40983339453	4148	2018.00000000000	fre	19.17002163980	1198.48693088000	77578.32518280800	R		Rural Residential Land
2	55604023S	CY	1/1/1900	1900	21.21056809320	1738	2018.00000000000	fre	142.15648443800	3657.11220260000	575286.88197600000	L		Farmland of Local Importance
2	55604023S	CY	1/1/1900	1900	0.32290793269	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
3	55605015SU	CL			0.41861883794	598	2018.00000000000	fre	105.26722516300	4386.22165770000	426001.34617800000	D		Urban and Built Up Land
3	55605015SU	CL			0.78967215836	1738	2018.00000000000	fre	142.15648443800	3657.11220260000	575286.88197600000	L		Farmland of Local Importance
3	55605015SU	CL			0.00386997076	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
4	55605019ST	CL			0.14118379902	598	2018.00000000000	fre	105.26722516300	4386.22165770000	426001.34617800000	D		Urban and Built Up Land
4	55605019ST	CL			0.02178530465	1738	2018.00000000000	fre	142.15648443800	3657.11220260000	575286.88197600000	L		Farmland of Local Importance
4	55605019ST	CL			0.38439979170	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
5	55605041	CL			0.09618725980	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
6	55605041	CL			0.09368237608	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
7	5560504101	CL			0.22937129353	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
8	5560504102	CL			0.21637487751	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
9	5560504103	CL			0.19109407570	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
10	5560504104	CL			0.20028150345	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
11	5560504105	CL			0.18175855029	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
12	5560504106	CL			0.18226521662	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
13	5560504107	CL			0.18927047689	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
14	5560504108	CL			0.18926122142	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
15	5560504109	CL			0.17677302325	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
16	5560504110	CL			0.17677453413	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
17	5560504111	CL			0.17677397446	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
18	5560504112	CL			0.17677330126	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
19	5560504113	CL			0.17677431199	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
20	5560504114	CL			0.17677269693	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
21	5560504115	CL			0.17732817766	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
22	5560504116	CL			0.18487822172	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
23	5560504117	CL			0.20486523908	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
24	5560504118	CL			0.22639401425	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
25	5560504119	CL			0.22687923609	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
26	5560504120	CL			0.22688615051	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
27	5560504121	CL			0.19651194706	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
28	5560504122	CL			0.19652275430	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
29	5560504123	CL			0.19665682703	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
30	5560504124	CL			0.18909678518	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
31	5560504125	CL			0.18910107254	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
32	5560504126	CL			0.18910774320	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
33	5560504127	CL			0.18926077938	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
34	5560504128	CL			0.17677149656	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
35	5560504129	CL			0.20959909444	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
36	5560504130	CL			0.19650750524	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
37	5560504131	CL			0.19651396090	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
38	5560504132	CL			0.19651648481	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
38	5560504132	CL			0.00000281841	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
39	5560504133	CL			0.16265534833	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
39	5560504133	CL			0.03386832086	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
40	5560504134	CL			0.06234786721	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
40	5560504134	CL			0.13418102525	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
41	5560504135	CL			0.00014126228	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
41	5560504135	CL			0.19639243127	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
42	5560504136	CL			0.01848242700	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
42	5560504136	CL			0.17805664872	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
43	5560504137	CL			0.14884539230	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
43	5560504137	CL			0.04769646957	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
44	5560504138	CL			0.19916900030	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
45	5560504139	CL			0.20959422118	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
46	5560504140	CL			0.20195764457	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
47	5560504141	CL			0.19191862584	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
48	5560504142	CL			0.18939331053	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
49	5560504143	CL			0.18939447170	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
50	5560504144	CL			0.14618133688	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
50	5560504144	CL			0.04321332053	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
51	5560504145	CL			0.00003478698	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
51	5560504145	CL			0.18935893662	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
52	5560504146	CL			0.18939272191	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
53	5560504147	CL			0.18939448971	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
54	5560504148	CL			0.18939417626	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
55	5560504149	CL			0.00273739816	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
55	5560504149	CL			0.18665737801	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
56	5560504150	CL			0.07929933084	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
56	5560504150	CL			0.12272100996	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
57	5560504151	CL			0.19782253660	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
57	5560504151	CL			0.00014233339	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
58	5560504152	CL			0.15231031431	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
58	5560504152	CL			0.05856617189	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
59	5560504171	CL			0.36002266059	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
60	5560504172	CL			0.14474955201	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
61	5560504173	CL			0.14462877347	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
62	5560504174	CL			0.14462987454	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
63	5560504175	CL			0.14462882634	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
64	5560504176	CL			0.04691618207	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
64	5560504176	CL			0.09771299887	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
65	5560504177	CL			0.14448746769	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland

65	5560504177	CL	0.00014172982	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
66	5560504178	CL	0.14692452805	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
67	5560504179	CL	0.14692452240	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
68	5560504180	CL	0.14692413044	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
69	5560504181	CL	0.14692519927	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
70	5560504182	CL	0.14820840160	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
71	5560504183	CL	0.09368411981	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
72	5560504184	CL	0.08608849894	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
73	5560504185	CL	0.08608849430	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
74	5560504186	CL	0.18945964223	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
75	5560504187	CL	0.10179037443	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
76	55605042	CL	0.09722088084	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
77	55605042	CL	0.08930393201	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
78	55605042	CL	0.08930431585	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
79	55605042	CL	0.22305569355	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
80	55605042	CL	0.11529944838	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
81	55605042	CL	0.11478458519	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
82	55605042	CL	0.11478434586	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
83	55605042	CL	0.11478444794	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
84	55605042	CL	0.11478495249	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
85	55605042	CL	0.11478444599	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
86	55605042	CL	0.11478457591	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
87	55605042	CL	0.11859219432	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
88	55605042	CL	0.09817466484	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
89	55605042	CL	0.09469717003	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
90	55605042	CL	0.09469729926	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
91	55605042	CL	0.09469786408	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
92	55605042	CL	0.09469729953	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
93	55605042	CL	0.09368540208	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
94	55605042	CL	0.09368509715	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
95	55605042	CL	0.09469690465	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
96	55605042	CL	0.09469766560	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
97	55605042	CL	0.09469688322	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
98	55605042	CL	0.09469717003	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
99	55605042	CL	0.09817248254	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
100	55605042	CL	0.13672030935	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
101	55605042	CL	0.13314199023	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
102	55605042	CL	0.13314287319	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
103	55605042	CL	0.13314351438	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
104	55605042	CL	0.13314373206	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
105	55605042	CL	0.13314427686	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
106	55605042	CL	0.13315035749	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
107	55605042	CL	0.13315057018	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
108	55605042	CL	0.13315122079	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
109	55605042	CL	0.13315204081	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
110	55605042	CL	0.13315269135	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
111	55605042	CL	0.13673153577	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
112	55605042	CL	0.14782759450	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
113	55605042	CL	0.13739129664	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
114	55605042	CL	0.05627220095	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
114	55605042	CL	0.08111509829	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
115	55605042	CL	0.13738524551	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
116	55605042	CL	0.01772439072	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
116	55605042	CL	0.11965728632	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
117	55605042	CL	0.08683965072	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
117	55605042	CL	0.05053889955	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
118	55605042	CL	0.13597369704	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
118	55605042	CL	0.00140027230	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
119	55605042	CL	0.13737128595	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
120	55605042	CL	0.13736812639	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
121	55605042	CL	0.13736490276	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
122	55605042	CL	0.13736258098	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
123	55605042	CL	0.22575414365	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
124	55605042	CL	0.28350188547	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
125	55605042	CL	0.19627706925	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
126	55605042	CL	0.14259149220	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
127	55605042	CL	0.14258779059	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
128	55605042	CL	0.15092263048	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
129	55605042	CL	0.18363863368	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
130	55605042	CL	0.18464435641	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
131	55605042	CL	0.18931297455	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
132	55605042	CL	0.21778181172	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
133	55605042	CL	0.23638853907	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
134	55605042	CL	0.14123061397	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
135	55605042	CL	0.14094378835	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
136	55605042	CL	0.14065643727	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
137	55605042	CL	0.14036945481	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
138	55605042	CL	0.14008242005	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
139	55605042	CL	0.13979536475	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
140	55605042	CL	0.13950678702	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
141	55605042	CL	0.13922035005	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
142	55605042	CL	0.14443998684	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
143	55605042	CL	0.14031110007	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
144	55605042	CL	0.13636446481	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
145	55605042	CL	0.12644713373	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
146	55605042	CL	0.12644685000	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
147	55605042	CL	0.12525117669	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland

148	55605042	CL	0.12167104119	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
149	55605042	CL	0.12167177952	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
150	55605042	CL	0.12525128595	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
151	55605042	CL	0.12644600823	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
152	55605042	CL	0.12644714921	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
153	55605042	CL	0.13636424752	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
154	55605042	CL	0.14031111972	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
155	55605042	CL	0.12524638086	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
156	55605042	CL	0.12568375005	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
157	55605042	CL	0.12568387666	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
158	55605042	CL	0.12544855270	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
159	55605042	CL	0.13857415164	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
160	55605042	CL	0.13101429630	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
161	55605042	CL	0.13101470717	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
162	55605042	CL	0.13101491831	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
163	55605042	CL	0.13101468798	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
164	55605042	CL	0.13101531918	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
165	55605042	CL	0.13857358231	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
166	55605042	CL	0.12525067012	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
167	55605042	CL	0.12568952272	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
168	55605042	CL	0.12568957129	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
169	55605042	CL	0.12525227487	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
170	55605042	CL	0.13857365735	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
171	55605042	CL	0.13101571219	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
172	55605042	CL	0.13101468794	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
173	55605042	CL	0.13101531479	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
174	55605042	CL	0.13101549527	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
175	55605042	CL	0.13101549527	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
176	55605042	CL	0.13857412678	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
177	55605042XA	CL	0.05649936254	598	2018.00000000000	fre	105.26722516300	4386.22165770000	426001.34617800000	D		Urban and Built Up Land
177	55605042XA	CL	0.01587981920	1738	2018.00000000000	fre	142.15648443800	3657.11220260000	575286.88197600000	L		Farmland of Local Importance
177	55605042XA	CL	1.07327659468	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
178	55605042XB	CL	0.25733870490	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
179	55605042XC	CL	0.10312910560	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
180	5560504301	CL	0.14786234232	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
181	5560504302	CL	0.15055071532	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
182	5560504303	CL	0.14169325758	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
183	5560504304	CL	0.14133443047	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
184	5560504305	CL	0.14176543003	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
185	5560504306	CL	0.18094634332	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
186	5560504307	CL	0.18356157353	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
187	5560504308	CL	0.14783349993	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
188	5560504309	CL	0.14754646631	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
189	5560504310	CL	0.14725863601	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
190	5560504311	CL	0.14697224119	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
191	5560504312	CL	0.14668422921	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
192	5560504313	CL	0.14639743334	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
193	5560504314	CL	0.14610982719	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
194	5560504315	CL	0.14582279885	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
195	5560504316	CL	0.14553599980	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
196	5560504317	CL	0.14524799570	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
197	5560504318	CL	0.14496097492	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
198	5560504319	CL	0.21165273475	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
199	5560504320	CL	0.23770824071	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
200	5560504321	CL	0.11478168221	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
201	5560504322	CL	0.11478111043	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
202	5560504323	CL	0.11478092673	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
203	5560504324	CL	0.11478130563	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
204	5560504325	CL	0.11478130563	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
205	5560504326	CL	0.11478092681	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
206	5560504327	CL	0.11478092673	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
207	5560504328	CL	0.11478148930	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
208	5560504329	CL	0.11478168218	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
209	5560504330	CL	0.11478130337	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
210	5560504331	CL	0.15137636801	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
211	5560504332	CL	0.14358044931	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
212	5560504333	CL	0.12521733892	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
213	5560504334	CL	0.10048460918	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
214	5560504335	CL	0.09297641059	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
215	5560504336	CL	0.09297606655	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
216	5560504337	CL	0.09297636125	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
217	5560504338	CL	0.09297637603	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
218	5560504339	CL	0.09297591896	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
219	5560504340	CL	0.09368598363	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
220	5560504341	CL	0.09368617944	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
221	5560504342	CL	0.08608886971	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
222	5560504343	CL	0.08608867019	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
223	5560504344	CL	0.08608893548	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
224	5560504345	CL	0.08608892070	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
225	5560504346	CL	0.09968019973	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
226	5560504347	CL	0.10764729993	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
227	5560504348	CL	0.11734693944	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
228	5560504349	CL	0.08608824238	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
229	5560504350	CL	0.08608824237	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
230	5560504351	CL	0.16774679745	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
231	5560504352	CL	0.10146981135	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
232	5560504353	CL	0.10342077809	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland

233	5560504354	CL			0.10342056000	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
234	5560504355	CL			0.10631127527	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
235	5560504356	CL			0.14003820506	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
236	5560504357	CL			0.13902682511	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
237	5560504358	CL			0.16313581534	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
238	5560504359	CL			0.15029629638	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
239	5560504360	CL			0.18199989733	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
240	5560504361	CL			0.19014720283	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
241	5560504362	CL			0.19512710121	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
242	5560504363	CL			0.14710937971	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
243	5560504364	CL			0.14735398719	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
244	5560504365	CL			0.14759924353	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
245	5560504366	CL			0.14784397733	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
246	5560504367	CL			0.17368375551	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
247	5560504368	CL			0.17729328263	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
248	5560504369	CL			0.15921302599	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
249	5560504370	CL			0.19755683000	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
250	5560504371	CL			0.18557926294	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
251	5560504372	CL			0.16620706332	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
252	5560504373	CL			0.18927700303	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
253	5560504374	CL			0.17906402797	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
254	5560504375	CL			0.22984167772	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
255	5560504376	CL			0.24810482967	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
256	5560504377	CL			0.17625418473	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
257	5560504378	CL			0.19974461244	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
258	5560504379	CL			0.18454949612	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
259	5560504380	CL			0.18866754743	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
260	5560504381	CL			0.18899380581	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
261	5560504382	CL			0.18675425049	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
262	5560504383	CL			0.18747394353	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
263	5560504384	CL			0.25641316072	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
264	55605043A	CL			0.12283313164	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
265	55605043B	CL			0.27097157874	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
266	55605043C	CL			0.14502340297	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
267	55605043D	CL			0.08783924837	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
268	55605043E	CL			0.25763803778	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
269	556050XB	CL			0.11909700154	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
270	556050XD	CL			0.15376546256	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
271	556050XE	CL			0.08495171279	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
272	556050XF	CL			2.16187782144	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
272	556050XF	CL			0.43638350053	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
273	55607023S	CL			0.14914625633	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
274	55607024S	CL			0.18335025228	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
275	55607025S	CL			0.18059415557	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
276	55607026S	CL			0.15910135813	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
277	55607027S	CL			0.15840097212	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
278	55607028S	CL			0.15840247473	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
279	55607029S	CL			0.18654054884	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
280	55607030S	CL			0.24065899076	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
281	55607031S	CL			0.34636575908	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
282	55607038S	CL			0.26574030668	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
283	55607047S	CL			0.18921903882	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
284	55607048S	CL			0.19032486223	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
285	55607049S	CL			0.17805512810	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
286	55607050S	CL			0.17987978847	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
287	55607051S	CL			0.27177843975	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
288	55607052S	CL			0.33086944087	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
289	55607053S	CL			0.17933585107	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
290	55607054S	CL			0.17932464595	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
291	55607055S	CL			0.18463255486	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
292	55607056S	CL			0.17421785782	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
293	55607057S	CL			0.19003107486	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
294	55607058S	CL			0.20474043424	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
295	55607059S	CL			0.19574756107	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
296	55607069ST	CL			2.87997226079	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
296	55607069ST	CL			1.49234758551	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
297	556070XE	CL			0.15195513179	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
298	556070XI	CL			1.72573365670	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
298	556070XI	CL			1.47825558539	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
299	55701104	CY	1/1/1900	1900	0.01586276255	1738	2018.00000000000	fre	142.15648443800	3657.11220260000	575286.88197600000	L		Farmland of Local Importance
299	55701104	CY	1/1/1900	1900	2.25202389566	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R		Rural Residential Land
299	55701104	CY	1/1/1900	1900	2.65173169996	10051	2018.00000000000	fre	25.33158851420	1895.06537036000	102513.30165800000	V		Vacant or Disturbed Land
300	55701105S	CY	1/1/1900	1900	2.31311346372	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R		Rural Residential Land
300	55701105S	CY	1/1/1900	1900	2.76814754440	10051	2018.00000000000	fre	25.33158851420	1895.06537036000	102513.30165800000	V		Vacant or Disturbed Land
301	55701106	CY	1/1/1900	1900	0.25704883380	598	2018.00000000000	fre	105.26722516300	4386.22165770000	426001.34617800000	D		Urban and Built Up Land
301	55701106	CY	1/1/1900	1900	6.34566868104	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R		Rural Residential Land
301	55701106	CY	1/1/1900	1900	13.10070945480	10051	2018.00000000000	fre	25.33158851420	1895.06537036000	102513.30165800000	V		Vacant or Disturbed Land
302	55701109	CY	1/1/1900	1900	2.23910251783	598	2018.00000000000	fre	105.26722516300	4386.22165770000	426001.34617800000	D		Urban and Built Up Land
303	55701110	CY	1/1/1900	1900	1.89040517130	598	2018.00000000000	fre	105.26722516300	4386.22165770000	426001.34617800000	D		Urban and Built Up Land
304	55701111	CY	1/1/1900	1900	2.01061415495	598	2018.00000000000	fre	105.26722516300	4386.22165770000	426001.34617800000	D		Urban and Built Up Land
305	55701114	CY	1/1/1900	1900	2.48093949008	598	2018.00000000000	fre	105.26722516300	4386.22165770000	426001.34617800000	D		Urban and Built Up Land
305	55701114	CY	1/1/1900	1900	0.02555953854	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R		Rural Residential Land
306	55701115	CY	1/1/1900	1900	2.32344178813	598	2018.00000000000	fre	105.26722516300	4386.22165770000	426001.34617800000	D		Urban and Built Up Land
306	55701115	CY	1/1/1900	1900	0.14932993996	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R		Rural Residential Land
307	55701116	CY	1/1/1900	1900	0.71783872716	598	2018.00000000000	fre	105.26722516300	4386.22165770000	426001.34617800000	D		Urban and Built Up Land
307	55701116	CY	1/1/1900	1900	1.78746750243	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R		Rural Residential Land
308	55701117	CY	1/1/1900	1900	1.10169825261	598	2018.00000000000	fre	105.26722516300	4386.22165770000	426001.34617800000	D		Urban and Built Up Land

308	55701117	CY	1/1/1900	1900	1.37626092199	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R	Rural Residential Land
309	55701118	CY	1/1/1900	1900	0.23047663875	598	2018.00000000000	fre	105.26722516300	4386.22165770000	426001.34617800000	D	Urban and Built Up Land
309	55701118	CY	1/1/1900	1900	2.33844277915	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R	Rural Residential Land
310	55701119	CY	1/1/1900	1900	2.51999029052	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R	Rural Residential Land
311	55701120	CY	1/1/1900	1900	1.40687564555	598	2018.00000000000	fre	105.26722516300	4386.22165770000	426001.34617800000	D	Urban and Built Up Land
311	55701120	CY	1/1/1900	1900	1.18262238822	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R	Rural Residential Land
312	55701121	CY	1/1/1900	1900	1.64301241369	598	2018.00000000000	fre	105.26722516300	4386.22165770000	426001.34617800000	D	Urban and Built Up Land
312	55701121	CY	1/1/1900	1900	0.74483858365	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R	Rural Residential Land
313	55701122	CY	1/1/1900	1900	2.42011323799	598	2018.00000000000	fre	105.26722516300	4386.22165770000	426001.34617800000	D	Urban and Built Up Land
314	55701124	CY	1/1/1900	1900	1.32988583898	598	2018.00000000000	fre	105.26722516300	4386.22165770000	426001.34617800000	D	Urban and Built Up Land
314	55701124	CY	1/1/1900	1900	0.70048758909	10051	2018.00000000000	fre	25.33158851420	1895.06537036000	102513.30165800000	V	Vacant or Disturbed Land
315	55701125	CY	1/1/1900	1900	1.88486809724	598	2018.00000000000	fre	105.26722516300	4386.22165770000	426001.34617800000	D	Urban and Built Up Land
315	55701125	CY	1/1/1900	1900	0.35739916375	10051	2018.00000000000	fre	25.33158851420	1895.06537036000	102513.30165800000	V	Vacant or Disturbed Land
316	55701126	CY	1/1/1900	1900	2.24632076798	598	2018.00000000000	fre	105.26722516300	4386.22165770000	426001.34617800000	D	Urban and Built Up Land
317	55701127	CY	1/1/1900	1900	2.40852424972	598	2018.00000000000	fre	105.26722516300	4386.22165770000	426001.34617800000	D	Urban and Built Up Land
318	55701129	CY	1/1/1900	1900	0.98286962426	598	2018.00000000000	fre	105.26722516300	4386.22165770000	426001.34617800000	D	Urban and Built Up Land
318	55701129	CY	1/1/1900	1900	1.16871832953	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R	Rural Residential Land
319	55701130	CY	1/1/1900	1900	2.10911826937	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R	Rural Residential Land
320	55701150	CY	1/1/1900	1900	2.02219553048	598	2018.00000000000	fre	105.26722516300	4386.22165770000	426001.34617800000	D	Urban and Built Up Land
321	55701151	CY	1/1/1900	1900	2.77557019003	598	2018.00000000000	fre	105.26722516300	4386.22165770000	426001.34617800000	D	Urban and Built Up Land
321	55701151	CY	1/1/1900	1900	0.00424000529	10051	2018.00000000000	fre	25.33158851420	1895.06537036000	102513.30165800000	V	Vacant or Disturbed Land
322	55701152	CY	1/1/1900	1900	1.43823198141	598	2018.00000000000	fre	105.26722516300	4386.22165770000	426001.34617800000	D	Urban and Built Up Land
322	55701152	CY	1/1/1900	1900	0.76747341669	10051	2018.00000000000	fre	25.33158851420	1895.06537036000	102513.30165800000	V	Vacant or Disturbed Land
323	55701154	CY	1/1/1900	1900	1.95539248258	598	2018.00000000000	fre	105.26722516300	4386.22165770000	426001.34617800000	D	Urban and Built Up Land
324	55701159	CY	1/1/1900	1900	2.21796772713	598	2018.00000000000	fre	105.26722516300	4386.22165770000	426001.34617800000	D	Urban and Built Up Land
325	55701161	CY	1/1/1900	1900	2.23757376764	598	2018.00000000000	fre	105.26722516300	4386.22165770000	426001.34617800000	D	Urban and Built Up Land
326	55701162	CY	1/1/1900	1900	1.82690624255	598	2018.00000000000	fre	105.26722516300	4386.22165770000	426001.34617800000	D	Urban and Built Up Land
326	55701162	CY	1/1/1900	1900	0.00081638185	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R	Rural Residential Land
327	55701169	CY	########	2011	2.25725401063	598	2018.00000000000	fre	105.26722516300	4386.22165770000	426001.34617800000	D	Urban and Built Up Land
327	55701169	CY	########	2011	4.80942187660	10051	2018.00000000000	fre	25.33158851420	1895.06537036000	102513.30165800000	V	Vacant or Disturbed Land
328	55701170	CY	########	2011	2.61192787800	598	2018.00000000000	fre	105.26722516300	4386.22165770000	426001.34617800000	D	Urban and Built Up Land
329	55701204	CY	1/1/1900	1900	7.59597854688	1748	2018.00000000000	fre	884.62678646600	16864.93763870000	3579957.59188000000	L	Farmland of Local Importance
329	55701204	CY	1/1/1900	1900	2.47418691589	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R	Rural Residential Land
330	55701205	CY	1/1/1900	1900	0.00835154493	1748	2018.00000000000	fre	884.62678646600	16864.93763870000	3579957.59188000000	L	Farmland of Local Importance
330	55701205	CY	1/1/1900	1900	2.31481117239	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R	Rural Residential Land
331	55701206	CY	1/1/1900	1900	2.37977245503	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R	Rural Residential Land
332	55701207	CY	1/1/1900	1900	2.37482544377	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R	Rural Residential Land
333	55701208S	CY	1/1/1900	1900	2.38830631746	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R	Rural Residential Land
334	55701209	CY	1/1/1900	1900	0.00444430903	1748	2018.00000000000	fre	884.62678646600	16864.93763870000	3579957.59188000000	L	Farmland of Local Importance
334	55701209	CY	1/1/1900	1900	2.33045204490	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R	Rural Residential Land
335	55701210	CY	1/1/1900	1900	0.00306956551	1748	2018.00000000000	fre	884.62678646600	16864.93763870000	3579957.59188000000	L	Farmland of Local Importance
335	55701210	CY	1/1/1900	1900	2.38618825254	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R	Rural Residential Land
336	55701211	CY	1/1/1900	1900	2.38401192485	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R	Rural Residential Land
337	55701212	CY	1/1/1900	1900	0.42010854319	1748	2018.00000000000	fre	884.62678646600	16864.93763870000	3579957.59188000000	L	Farmland of Local Importance
337	55701212	CY	1/1/1900	1900	2.13462817370	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R	Rural Residential Land
338	55701218	CY	########	2000	14.38064488210	1748	2018.00000000000	fre	884.62678646600	16864.93763870000	3579957.59188000000	L	Farmland of Local Importance
338	55701218	CY	########	2000	4.63247662021	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R	Rural Residential Land
339	55702201	CY	1/1/1900	1900	2.40668994765	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R	Rural Residential Land
340	55702202	CY	1/1/1900	1900	0.03576302571	1748	2018.00000000000	fre	884.62678646600	16864.93763870000	3579957.59188000000	L	Farmland of Local Importance
340	55702202	CY	1/1/1900	1900	4.64432753514	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R	Rural Residential Land
341	55702203	CY	1/1/1900	1900	0.06054426338	1748	2018.00000000000	fre	884.62678646600	16864.93763870000	3579957.59188000000	L	Farmland of Local Importance
341	55702203	CY	1/1/1900	1900	2.26126646108	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R	Rural Residential Land
342	55702204	CY	1/1/1900	1900	1.69613915970	1748	2018.00000000000	fre	884.62678646600	16864.93763870000	3579957.59188000000	L	Farmland of Local Importance
342	55702204	CY	1/1/1900	1900	0.73695004597	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R	Rural Residential Land
343	55702205	CY	1/1/1900	1900	1.70936663412	1748	2018.00000000000	fre	884.62678646600	16864.93763870000	3579957.59188000000	L	Farmland of Local Importance
343	55702205	CY	1/1/1900	1900	0.73331534364	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R	Rural Residential Land
344	55702206	CY	1/1/1900	1900	1.64935041936	1748	2018.00000000000	fre	884.62678646600	16864.93763870000	3579957.59188000000	L	Farmland of Local Importance
344	55702206	CY	1/1/1900	1900	0.71903806206	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R	Rural Residential Land
345	55702207	CY	1/1/1900	1900	1.49224049413	1748	2018.00000000000	fre	884.62678646600	16864.93763870000	3579957.59188000000	L	Farmland of Local Importance
345	55702207	CY	1/1/1900	1900	0.92477013333	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R	Rural Residential Land
346	55702213	CY	1/1/1900	1900	0.03249964318	1748	2018.00000000000	fre	884.62678646600	16864.93763870000	3579957.59188000000	L	Farmland of Local Importance
346	55702213	CY	1/1/1900	1900	2.23535630475	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R	Rural Residential Land
347	55702214	CY	1/1/1900	1900	2.32955397771	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R	Rural Residential Land
348	55702215	CY	1/1/1900	1900	2.21243537383	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R	Rural Residential Land
349	55702216	CY	1/1/1900	1900	2.26645260622	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R	Rural Residential Land
350	55702217	CY	1/1/1900	1900	2.14160326446	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R	Rural Residential Land
351	55702218	CY	1/1/1900	1900	2.27876328357	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R	Rural Residential Land
352	55702221	CY	########	2014	0.09134782173	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R	Rural Residential Land
353	55702222	CY	########	2014	2.38990109423	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R	Rural Residential Land
354	55702223	CY	9/3/2014	2014	0.09951891623	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R	Rural Residential Land
355	55702224	CY	9/3/2014	2014	2.74653685369	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R	Rural Residential Land
356	55704101S	CY	########	1995	5.96030418249	1748	2018.00000000000	fre	884.62678646600	16864.93763870000	3579957.59188000000	L	Farmland of Local Importance
356	55704101S	CY	########	1995	0.02730993021	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R	Rural Residential Land
357	55704102	CY	########	1995	1.74300895682	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	###################	D	Urban and Built Up Land
357	55704102	CY	########	1995	0.24209083542	1748	2018.00000000000	fre	884.62678646600	16864.93763870000	3579957.59188000000	L	Farmland of Local Importance
358	55704201S	CY	########	1995	0.00678338407	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	###################	D	Urban and Built Up Land
358	55704201S	CY	########	1995	6.00134490721	1748	2018.00000000000	fre	884.62678646600	16864.93763870000	3579957.59188000000	L	Farmland of Local Importance
359	55704202	CY	########	1995	1.85834912341	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	###################	D	Urban and Built Up Land
359	55704202	CY	########	1995	0.13187357371	1748	2018.00000000000	fre	884.62678646600	16864.93763870000	3579957.59188000000	L	Farmland of Local Importance
360	55705101	CY	########	1995	1.87185299902	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	###################	D	Urban and Built Up Land
360	55705101	CY	########	1995	0.06164939067	1748	2018.00000000000	fre	884.62678646600	16864.93763870000	3579957.59188000000	L	Farmland of Local Importance
360	55705101	CY	########	1995	0.10227065051	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R	Rural Residential Land
361	55705102	CY	########	1995	1.92621611753	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	###################	D	Urban and Built Up Land
361	55705102	CY	########	1995	0.12239041570	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R	Rural Residential Land
362	55705103	CY	########	1995	2.04328168648	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	###################	D	Urban and Built Up Land
363	55705104	CY	########	1995	1.99825662986	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	###################	D	Urban and Built Up Land
363	55705104	CY	########	1995	0.15134157098	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R	Rural Residential Land

364	55705105	CY	########	1995	2.26980094029	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
365	55705106	CY	########	1995	2.53363144480	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
365	55705106	CY	########	1995	0.10056594200	4173	2018.00000000000	fre	1141.82508598000	24651.65467820000	4620802.18199000000	R			Rural Residential Land
366	55705107	CY	########	1995	2.29586884394	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
367	55705206	CY	########	1995	1.99385312503	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
368	55705217	CY	########	1995	2.07742582142	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
369	55705218	CY	########	1995	1.89187644137	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
369	55705218	CY	########	1995	0.05830355926	1748	2018.00000000000	fre	884.62678646600	16864.93763870000	3579957.59188000000	L			Farmland of Local Importance
370	55901101S	CY	1/1/1900	1900	2.02863278597	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R			Rural Residential Land
371	55901102S	CY	1/1/1900	1900	2.14237115594	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R			Rural Residential Land
372	55901103S	CY	1/1/1900	1900	2.56679414396	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R			Rural Residential Land
373	55901104	CY	1/1/1900	1900	0.00442334289	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R			Rural Residential Land
374	55901126S	CY	1/1/1900	1900	1.92391196500	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R			Rural Residential Land
375	55901127S	CY	1/1/1900	1900	1.90988925096	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R			Rural Residential Land
376	55901128S	CY	1/1/1900	1900	1.92928968893	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R			Rural Residential Land
377	55901129S	CY	1/1/1900	1900	0.36697828716	1725	2018.00000000000	fre	21.75170223080	1376.33387224000	88026.01586220000	L	Converted to Rural Residential		Farmland of Local Importance
377	55901129S	CY	1/1/1900	1900	1.60428099818	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R			Rural Residential Land
378	55901130S	CY	1/1/1900	1900	2.00006080886	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R			Rural Residential Land
379	55901131S	CY	1/1/1900	1900	1.99457583666	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R			Rural Residential Land
380	55901132S	CY	1/1/1900	1900	1.99578805844	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R			Rural Residential Land
381	55901135	CY	1/1/1900	1900	2.22475627258	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R			Rural Residential Land
382	55901136	CY	1/1/1900	1900	0.12524442632	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R			Rural Residential Land
383	55901137	CY	1/1/1900	1900	1.99623389256	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R			Rural Residential Land
384	55901140S	CY	1/1/1900	1900	1.94247450607	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R			Rural Residential Land
385	55901141S	CY	1/1/1900	1900	1.95076367381	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R			Rural Residential Land
386	55901142S	CY	1/1/1900	1900	0.00274021083	1725	2018.00000000000	fre	21.75170223080	1376.33387224000	88026.01586220000	L			Farmland of Local Importance
386	55901142S	CY	1/1/1900	1900	1.99335448081	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R			Rural Residential Land
387	55901143S	CY	1/1/1900	1900	0.13307968670	1725	2018.00000000000	fre	21.75170223080	1376.33387224000	88026.01586220000	L	Converted to Rural Residential		Farmland of Local Importance
387	55901143S	CY	1/1/1900	1900	1.86099869382	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R			Rural Residential Land
388	55901145S	CY	1/1/1900	1900	2.05717305407	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R			Rural Residential Land
389	55901146S	CY	1/1/1900	1900	0.24479144419	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R			Rural Residential Land
390	55901148S	CY	1/1/1900	1900	1.93703714203	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R			Rural Residential Land
391	55901164	CL			2.64244389374	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
392	55901165S	CY	1/2/1900	1900	1.69920499360	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R			Rural Residential Land
393	55901248	CY			0.16490565892	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
393	55901248	CY			2.24235444371	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R			Rural Residential Land
394	55901249	CY			0.01583317369	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
394	55901249	CY			2.28323827243	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R			Rural Residential Land
395	55901250	CY			0.03099733888	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
395	55901250	CY			2.42127802881	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R			Rural Residential Land
396	55919068	CL			0.25237532796	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
397	55919069	CL			0.17876284219	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
398	55919070	CL			0.19549545868	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
399	55919071T	CL			0.52706247473	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
400	55919074	CL			0.39371206061	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
401	55920001	CL			0.21758808530	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
402	55920002	CL			0.34646743496	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
403	55920033T	CL			1.15455725987	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
403	55920033T	CL			0.00697068178	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R			Rural Residential Land
404	55920034	CL			0.86170474832	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
404	55920034	CL			0.31029582760	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R			Rural Residential Land
405	55921007	CL			0.23135947761	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
406	55921008	CL			0.17873987061	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
407	55921009	CL			0.19547249396	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
408	55921010	CL			0.23132491752	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
409	55921011	CL			0.20662462520	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
410	55921012	CL			0.19970865722	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
411	55921013	CL			0.18594338259	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
412	55921014	CL			0.17507358897	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
413	55921015	CL			0.17493171530	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
414	55921016	CL			0.17493219071	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
415	55921017	CL			0.17493140507	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
416	55921018	CL			0.17493089486	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
417	55921019	CL			0.20288111083	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
418	55921020	CL			0.19393089840	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
419	55921021	CL			0.16802969782	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
420	55921022	CL			0.16805731996	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
421	55921023	CL			0.16802982548	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
422	55921024	CL			0.16805784609	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
423	55921025T	CL			0.52700615591	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
424	55921026	CL			0.21231216130	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
425	55921027	CL			0.21232641485	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
426	55921028	CL			0.20086940923	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
427	55921029	CL			0.18077406147	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
428	55921030	CL			0.18079655114	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
429	55921031	CL			0.25248258619	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
430	55921032	CL			0.32711993747	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
431	55921033	CL			0.25454469469	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
432	55921034	CL			0.16805583266	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
433	55921035	CL			0.19605891477	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
434	55921036	CL			0.16804166668	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
435	55921037	CL			0.19605962898	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
436	55921038	CL			0.16805566913	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
437	55921039	CL			0.19605909919	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
438	55921040	CL			0.16804212334	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
439	55921041	CL			0.19561550550	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
440	55921042	CL			0.16737405126	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land

441	55921043	CL	0.19605105226	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
442	55921044	CL	0.16804202321	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
443	55921045	CL	0.16804231063	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
444	55921046	CL	0.16804184851	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
445	55921047	CL	0.16805542546	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
446	55921048	CL	0.16804184847	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
447	55921049	CL	0.16804231063	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
448	55921050	CL	0.20879742406	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
449	55921051	CL	0.21658070516	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
450	55921052	CL	0.17492915570	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
451	55921053	CL	0.17492846622	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
452	55921054	CL	0.17492798528	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
453	55921055	CL	0.17494358512	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
454	55921056	CL	0.17491511140	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
455	55921057	CL	0.17494421613	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
456	55921058	CL	0.20407208989	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
457	55921059	CL	0.17408881083	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
458	55921060	CL	0.17314568992	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
459	55921061	CL	0.20328197920	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
460	55921062	CL	0.17423639418	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
461	55921063	CL	0.17423878841	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
462	55921064	CL	0.17423635967	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
463	55921065	CL	0.17424069208	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
464	55921066	CL	0.17423937140	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
465	55921067	CL	0.17425579759	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
466	55921068	CL	0.21657633539	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
467	55921069	CL	0.19407066496	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
468	55921070	CL	0.16610122311	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
469	55921071	CL	0.16624412644	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
470	55921072	CL	0.22966637953	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
471	55921073	CL	0.39955760348	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
472	55921074	CL	0.19371513733	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
473	55922001	CL	0.25333640231	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
474	55922002	CL	0.34425017471	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
475	55922003	CL	0.29441243862	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
476	55922004	CL	0.21170697661	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
477	55922005	CL	0.22194944913	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
478	55922006	CL	0.26508573537	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
479	55922007	CL	0.23457298116	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
480	55922008	CL	0.22004665712	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
481	55922009T	CL	0.21580715103	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
482	55922010	CL	0.21563342204	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
483	55922011	CL	0.25738402449	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
484	55922012	CL	0.24220308599	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
485	55922013	CL	0.18133440258	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
486	55922014	CL	0.20253270522	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
487	55922015	CL	0.19607035959	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
488	55922016	CL	0.16805469480	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
489	55922017	CL	0.20164604869	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
490	55922018	CL	0.20164306866	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
491	55922019	CL	0.16805553124	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
492	55922020	CL	0.16805614086	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
493	55922021	CL	0.20789192988	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
494	55922022	CL	0.21227035252	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
495	55922023	CL	0.33467674875	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
496	55922024	CL	0.40299659455	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
497	55922025	CL	0.18160167155	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
498	55922026	CL	0.21686076453	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
499	55922027	CL	0.19640304957	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
500	55922028	CL	0.33749646977	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
501	55922029	CL	0.48140212130	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
502	55922030	CL	0.22906081500	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
503	55922031	CL	0.28890303315	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
504	55922032	CL	0.21631320363	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
505	55922033	CL	0.35996062810	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
506	55922036T	CL	0.81427818227	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
507	55922037	CL	0.73283170958	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
508	55922039	CL	0.23013454035	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
509	55922042	CL	0.29702064566	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
510	55929001	CL	2.92000699370	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
511	55929002T	CL	1.13509216233	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
511	55929002T	CL	0.02301378094	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R	Rural Residential Land
512	55929101	CL	0.07536626290	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
513	55929102	CL	0.07719512294	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
514	55929103	CL	0.07903927912	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
515	55929104	CL	0.08084674482	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
516	55929105	CL	0.08869169552	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
517	55929106	CL	0.11692238613	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
518	55929107	CL	0.08034756127	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
519	55929108	CL	0.07975964045	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
520	55929109	CL	0.07198523607	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
521	55929110	CL	0.08093177713	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
522	55929111	CL	0.09285465838	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
523	55929112	CL	0.08893140189	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
524	55929113	CL	0.10086196878	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
525	55929114	CL	0.12291002640	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land
526	55929115	CL	0.09709934344	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D	Urban and Built Up Land

527	55929116	CL	0.08975882793	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
528	55929117	CL	0.08712721543	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
529	55929118	CL	0.07391034134	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
530	55929119	CL	0.07392767964	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
531	55929120	CL	0.07391850244	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
532	55929121	CL	0.07392181426	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
533	55929122	CL	0.07393720056	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
534	55929123	CL	0.07391537680	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
535	55929124	CL	0.07392149504	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
536	55929125	CL	0.08890638615	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
537	55929126	CL	0.05697573808	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
538	55929127	CL	0.14103899502	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
539	55929201	CL	0.08012787015	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
540	55929202	CL	0.07391577192	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
541	55929203	CL	0.07390286967	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
542	55929204	CL	0.07391013004	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
543	55929205	CL	0.07389797434	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
544	55929206	CL	0.07390122237	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
545	55929207	CL	0.07388923957	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
546	55929208	CL	0.07388191558	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
547	55929209	CL	0.07388033365	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
548	55929210	CL	0.07387874405	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
549	55929211	CL	0.07387179628	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
550	55929212	CL	0.08017661526	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
551	55929213	CL	0.07967402440	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
552	55929214	CL	0.07391369827	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
553	55929215	CL	0.07391465507	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
554	55929216	CL	0.07393580980	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
555	55929217	CL	0.07391274500	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
556	55929218	CL	0.07392524546	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
557	55929219	CL	0.07391744633	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
558	55929220	CL	0.07391771403	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
559	55929221	CL	0.07392840740	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
560	55929222	CL	0.07391810137	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
561	55929223	CL	0.07391706838	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
562	55929224	CL	0.07990040703	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
563	55929301	CL	0.07966359488	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
564	55929302	CL	0.07401529531	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
565	55929303	CL	0.09739843449	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
566	55929304	CL	0.11373102584	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
567	55929305	CL	0.12605521276	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
568	55929306	CL	0.11579871455	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
569	55929307	CL	0.07720657909	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
570	55929308	CL	0.07779862403	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
571	55929309	CL	0.07721112187	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
572	55929310	CL	0.07718990059	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
573	55929311	CL	0.07397198911	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
574	55929312	CL	0.07398793325	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
575	55929313	CL	0.07396775901	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
576	55929314	CL	0.07397073132	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
577	55929315	CL	0.07397187554	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
578	55929316	CL	0.07395504569	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
579	55929317	CL	0.07396157919	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
580	55929318	CL	0.07396038819	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
581	55929319	CL	0.07394682966	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
582	55929320	CL	0.07394792383	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
583	55929321	CL	0.07394822132	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
584	55929322	CL	0.07394493622	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
585	55929323	CL	0.07393160333	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
586	55929324	CL	0.07394058250	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
587	55929325	CL	0.10038922029	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
588	55929326	CL	0.12460550399	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
589	55929327	CL	1.78121316835	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
589	55929327	CL	0.00013889713	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R		Rural Residential Land
590	55929328	CL	0.02295550295	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
591	55929329	CL	0.50308801303	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
592	55929401	CL	0.08759766103	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
593	55929402	CL	0.07934081155	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
594	55929403	CL	0.07933269377	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
595	55929404	CL	0.07934118973	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
596	55929405	CL	0.07934641057	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
597	55929406	CL	0.07933868239	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
598	55929407	CL	0.07933822086	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
599	55929408	CL	0.08641734118	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
600	55930101	CL	0.16104521692	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
601	55930102	CL	0.10584255459	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
602	55930103	CL	0.08451977760	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
603	55930104	CL	0.07466743939	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
604	55930105	CL	0.07398056430	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
605	55930106	CL	0.07329798737	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
606	55930107	CL	0.07356644458	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
607	55934007	CL	0.80145702193	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
608	55934008	CL	0.84494469017	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
609	55934009	CL	0.82793297618	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
610	55934015T	CL	1.01746394536	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
610	55934015T	CL	0.00066837449	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R		Rural Residential Land
611	55940001S	CL	0.41178491844	1725	2018.00000000000	fre	21.75170223080	1376.33387224000	88026.01586220000	L	Converted to Rural Residential	Farmland of Local Importance

612	55940002S	CL		0.41782977241	1725	2018.00000000000	fre	21.75170223080	1376.33387224000	88026.01586220000	L	Converted to Rural Residential	Farmland of Local Importance
613	55940008S	CL		0.74598774360	1725	2018.00000000000	fre	21.75170223080	1376.33387224000	88026.01586220000	L	Converted to Rural Residential	Farmland of Local Importance
613	55940008S	CL		0.00837851450	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R		Rural Residential Land
614	55940009S	CL		0.53973636984	1725	2018.00000000000	fre	21.75170223080	1376.33387224000	88026.01586220000	L	Converted to Rural Residential	Farmland of Local Importance
615	55940010S	CL		0.45684572988	1725	2018.00000000000	fre	21.75170223080	1376.33387224000	88026.01586220000	L	Converted to Rural Residential	Farmland of Local Importance
616	55940011S	CL		0.49983508463	1725	2018.00000000000	fre	21.75170223080	1376.33387224000	88026.01586220000	L	Converted to Rural Residential	Farmland of Local Importance
617	55940012S	CL		0.62954071333	1725	2018.00000000000	fre	21.75170223080	1376.33387224000	88026.01586220000	L	Converted to Rural Residential	Farmland of Local Importance
618	55940013S	CL		0.51475424482	1725	2018.00000000000	fre	21.75170223080	1376.33387224000	88026.01586220000	L	Converted to Rural Residential	Farmland of Local Importance
619	55940014S	CL		0.42717320216	1725	2018.00000000000	fre	21.75170223080	1376.33387224000	88026.01586220000	L	Converted to Rural Residential	Farmland of Local Importance
620	55940015S	CL		0.52982181316	1725	2018.00000000000	fre	21.75170223080	1376.33387224000	88026.01586220000	L	Converted to Rural Residential	Farmland of Local Importance
621	55940016S	CL		0.45686758614	1725	2018.00000000000	fre	21.75170223080	1376.33387224000	88026.01586220000	L	Converted to Rural Residential	Farmland of Local Importance
622	55940017S	CL		0.41781093554	1725	2018.00000000000	fre	21.75170223080	1376.33387224000	88026.01586220000	L	Converted to Rural Residential	Farmland of Local Importance
623	55940018S	CL		0.45686607108	1725	2018.00000000000	fre	21.75170223080	1376.33387224000	88026.01586220000	L	Converted to Rural Residential	Farmland of Local Importance
624	55940019S	CL		0.43148593914	1725	2018.00000000000	fre	21.75170223080	1376.33387224000	88026.01586220000	L	Converted to Rural Residential	Farmland of Local Importance
625	55940020S	CL		0.41782232163	1725	2018.00000000000	fre	21.75170223080	1376.33387224000	88026.01586220000	L	Converted to Rural Residential	Farmland of Local Importance
626	55940021S	CL		0.45687205045	1725	2018.00000000000	fre	21.75170223080	1376.33387224000	88026.01586220000	L	Converted to Rural Residential	Farmland of Local Importance
627	55940023S	CL		0.40141300047	1725	2018.00000000000	fre	21.75170223080	1376.33387224000	88026.01586220000	L	Converted to Rural Residential	Farmland of Local Importance
628	55940024S	CL		0.39475279745	1725	2018.00000000000	fre	21.75170223080	1376.33387224000	88026.01586220000	L	Converted to Rural Residential	Farmland of Local Importance
629	55940025S	CL		0.39469072102	1725	2018.00000000000	fre	21.75170223080	1376.33387224000	88026.01586220000	L	Converted to Rural Residential	Farmland of Local Importance
630	55940026S	CL		0.05114173036	1725	2018.00000000000	fre	21.75170223080	1376.33387224000	88026.01586220000	L	Converted to Rural Residential	Farmland of Local Importance
630	55940026S	CL		0.41068012491	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R		Rural Residential Land
631	55940027S	CL		0.00926181889	1725	2018.00000000000	fre	21.75170223080	1376.33387224000	88026.01586220000	L	Converted to Rural Residential	Farmland of Local Importance
631	55940027S	CL		0.66728513132	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R		Rural Residential Land
632	55941011S	CL		0.43920291130	1725	2018.00000000000	fre	21.75170223080	1376.33387224000	88026.01586220000	L	Converted to Rural Residential	Farmland of Local Importance
633	55941012S	CL		0.40175129670	1725	2018.00000000000	fre	21.75170223080	1376.33387224000	88026.01586220000	L	Converted to Rural Residential	Farmland of Local Importance
634	55941013S	CL		0.40174649704	1725	2018.00000000000	fre	21.75170223080	1376.33387224000	88026.01586220000	L	Converted to Rural Residential	Farmland of Local Importance
635	55941014S	CL		0.40174857467	1725	2018.00000000000	fre	21.75170223080	1376.33387224000	88026.01586220000	L	Converted to Rural Residential	Farmland of Local Importance
636	55941015S	CL		0.40174826734	1725	2018.00000000000	fre	21.75170223080	1376.33387224000	88026.01586220000	L	Converted to Rural Residential	Farmland of Local Importance
637	55941016S	CL		0.46679942741	1725	2018.00000000000	fre	21.75170223080	1376.33387224000	88026.01586220000	L	Converted to Rural Residential	Farmland of Local Importance
638	55941017S	CL		0.78893645714	1725	2018.00000000000	fre	21.75170223080	1376.33387224000	88026.01586220000	L	Converted to Rural Residential	Farmland of Local Importance
639	55941018S	CL		0.40189725634	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R		Rural Residential Land
640	55941019S	CL		0.42487670770	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R		Rural Residential Land
641	55941020S	CL		0.34389586869	1725	2018.00000000000	fre	21.75170223080	1376.33387224000	88026.01586220000	L	Converted to Rural Residential	Farmland of Local Importance
641	55941020S	CL		0.10787273958	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R		Rural Residential Land
642	55941021S	CL		0.44927342547	1725	2018.00000000000	fre	21.75170223080	1376.33387224000	88026.01586220000	L	Converted to Rural Residential	Farmland of Local Importance
643	56003111T	CL		3.13677209182	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
643	56003111T	CL		0.12021437847	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R		Rural Residential Land
644	56003112	CY	1/1/1900	1900	0.06026604486	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
644	56003112	CY	1/1/1900	1900	2.73263510200	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R		Rural Residential Land
645	56003114	CY	1/1/1900	1900	2.45792835761	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R		Rural Residential Land
646	56003115	CY	1/1/1900	1900	2.46233881926	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R		Rural Residential Land
647	56003118	CY	1/1/1900	1900	0.39746754577	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R		Rural Residential Land
648	56003119	CY	1/1/1900	1900	2.06927693831	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R		Rural Residential Land
649	56004023	CY	1/1/1900	1900	2.00651628612	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R		Rural Residential Land
650	56004024	CY	1/1/1900	1900	2.46576449688	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R		Rural Residential Land
651	56036001	CL			0.24632833899	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
651	56036001	CL			0.00696337666	1727	2018.00000000000	fre	21.18646476430	1299.02092648000	85738.58099080000	L		Farmland of Local Importance
652	56036002	CL			0.22758808594	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
652	56036002	CL			0.00473368522	1727	2018.00000000000	fre	21.18646476430	1299.02092648000	85738.58099080000	L		Farmland of Local Importance
653	56036003	CL			0.28837672534	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
653	56036003	CL			0.00472896217	1727	2018.00000000000	fre	21.18646476430	1299.02092648000	85738.58099080000	L		Farmland of Local Importance
654	56036004	CL			0.40984990691	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
654	56036004	CL			0.00014194998	1727	2018.00000000000	fre	21.18646476430	1299.02092648000	85738.58099080000	L		Farmland of Local Importance
655	56036005	CL			0.41053443952	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
656	56036006	CL			0.28150925438	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
657	56036007	CL			0.22986503032	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
658	56036008	CL			0.24852394244	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
659	56036009	CL			0.24198681656	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
660	56036010	CL			0.22442287376	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
661	56036011	CL			0.24193322099	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
662	56036012	CL			0.36534039722	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
663	56036013	CL			0.28000069887	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
664	56036014	CL			0.40087329181	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
665	56036015	CL			0.39341143243	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
666	56036016	CL			0.25503097756	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
667	56036017	CL			0.23815214623	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
668	56036018	CL			0.24645997852	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
669	56036019	CL			0.33140536069	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
670	56036020	CL			0.20086510184	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
671	56036021	CL			0.26314128029	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
672	56036022	CL			0.20064686349	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
673	56036023	CL			0.20063495557	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
674	56036024	CL			0.20501403724	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
675	56036025	CL			0.20936570372	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
676	56036026	CL			0.20935397444	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
677	56036027	CL			0.22067295334	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
678	56036028T	CL			0.15233410473	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
678	56036028T	CL			0.17801138999	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R		Rural Residential Land
679	56036029T	CL			0.00387209044	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
679	56036029T	CL			0.12480869879	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R		Rural Residential Land
680	56036030T	CL			0.39284856633	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
680	56036030T	CL			0.01764081904	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R		Rural Residential Land
681	56037001	CL			0.21018050951	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
682	56037002	CL			0.20659761397	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
683	56037003	CL			0.20662617837	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
684	56037004	CL			0.21020691134	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
685	56037005	CL			0.22607463067	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land

686	56037006	CL			0.33619362159	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
687	56037007	CL			0.34673305664	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
688	56037008	CL			0.19283838845	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
689	56037009	CL			0.19283687752	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
690	56037010	CL			0.19284939921	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
691	56037011	CL			0.20414425949	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
692	56037012	CL			0.21791255824	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
693	56037013	CL			0.20110218090	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
694	56037014	CL			0.20110372468	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
695	56037015	CL			0.18654985839	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
696	56037016	CL			0.27713309783	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
697	56037017	CL			0.37281707860	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
698	56037018	CL			0.22039698213	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
699	56037019	CL			0.23167796426	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
700	56037020	CL			0.23300308789	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
701	56037021	CL			0.22121991981	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
702	56037022	CL			0.31442714901	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
703	56037023	CL			0.31451423679	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
704	56037024	CL			0.20661776372	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
705	56037025	CL			0.20661368984	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
706	56037026	CL			0.21487696035	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
707	56037027	CL			0.21558546187	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
708	56037028	CL			0.22036021532	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
709	56037029	CL			0.20089015115	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
710	56037030	CL			0.20087538824	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
711	56037031T	CL			0.58527884374	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
711	56037031T	CL			0.21274610826	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R			Rural Residential Land
712	56037032T	CL			0.03174372669	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
712	56037032T	CL			0.37686917083	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R			Rural Residential Land
713	56044012T	CL			0.07867916036	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
714	56044013	CL			1.25544526089	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
714	56044013	CL			0.13324503183	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R			Rural Residential Land
715	56052001S	CL			0.00009378332	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D			Urban and Built Up Land
715	56052001S	CL			0.14707394793	1727	2018.00000000000	fre	21.18646476430	1299.02092648000	85738.58099080000	L			Farmland of Local Importance
716	56052002S	CL			0.12970973525	1727	2018.00000000000	fre	21.18646476430	1299.02092648000	85738.58099080000	L			Farmland of Local Importance
717	56052003S	CL			0.12970978190	1727	2018.00000000000	fre	21.18646476430	1299.02092648000	85738.58099080000	L			Farmland of Local Importance
718	56052004S	CL			0.12970974105	1727	2018.00000000000	fre	21.18646476430	1299.02092648000	85738.58099080000	L			Farmland of Local Importance
719	56052005S	CL			0.12971062933	1727	2018.00000000000	fre	21.18646476430	1299.02092648000	85738.58099080000	L			Farmland of Local Importance
720	56052006S	CL			0.12970921643	1727	2018.00000000000	fre	21.18646476430	1299.02092648000	85738.58099080000	L			Farmland of Local Importance
721	56052007S	CL			0.13038500988	1727	2018.00000000000	fre	21.18646476430	1299.02092648000	85738.58099080000	L			Farmland of Local Importance
722	56052008S	CL			0.11938710158	1727	2018.00000000000	fre	21.18646476430	1299.02092648000	85738.58099080000	L			Farmland of Local Importance
723	56052009S	CL			0.11995435669	1727	2018.00000000000	fre	21.18646476430	1299.02092648000	85738.58099080000	L			Farmland of Local Importance
724	56052010S	CL			0.12464342386	1727	2018.00000000000	fre	21.18646476430	1299.02092648000	85738.58099080000	L			Farmland of Local Importance
725	56053001S	CL			0.11349726099	1727	2018.00000000000	fre	21.18646476430	1299.02092648000	85738.58099080000	L			Farmland of Local Importance
726	56053002S	CL			0.10903957288	1727	2018.00000000000	fre	21.18646476430	1299.02092648000	85738.58099080000	L			Farmland of Local Importance
727	56053003S	CL			0.10903939721	1727	2018.00000000000	fre	21.18646476430	1299.02092648000	85738.58099080000	L			Farmland of Local Importance
728	56053004S	CL			0.10903993776	1727	2018.00000000000	fre	21.18646476430	1299.02092648000	85738.58099080000	L			Farmland of Local Importance
729	56053005S	CL			0.10903940256	1727	2018.00000000000	fre	21.18646476430	1299.02092648000	85738.58099080000	L			Farmland of Local Importance
730	56053006S	CL			0.10904029822	1727	2018.00000000000	fre	21.18646476430	1299.02092648000	85738.58099080000	L			Farmland of Local Importance
731	56053007S	CL			0.10903958282	1727	2018.00000000000	fre	21.18646476430	1299.02092648000	85738.58099080000	L			Farmland of Local Importance
732	56053008S	CL			0.10903939541	1727	2018.00000000000	fre	21.18646476430	1299.02092648000	85738.58099080000	L			Farmland of Local Importance
733	56053009S	CL			0.10903956390	1727	2018.00000000000	fre	21.18646476430	1299.02092648000	85738.58099080000	L			Farmland of Local Importance
734	56053010S	CL			0.13916289197	1727	2018.00000000000	fre	21.18646476430	1299.02092648000	85738.58099080000	L			Farmland of Local Importance
735	56053011S	CL			0.23214109620	1727	2018.00000000000	fre	21.18646476430	1299.02092648000	85738.58099080000	L			Farmland of Local Importance
736	56053012S	CL			0.16828173075	1727	2018.00000000000	fre	21.18646476430	1299.02092648000	85738.58099080000	L			Farmland of Local Importance
2	55604023S	CY	1/1/1900	1900	0.00095572491	1738	2018.00000000000	fre	142.15648443800	3657.11220260000	575286.88197600000	L			Farmland of Local Importance
3	55605015SU	CL			0.00095572491	1738	2018.00000000000	fre	142.15648443800	3657.11220260000	575286.88197600000	L			Farmland of Local Importance
2	55604023S	CY	1/1/1900	1900	0.00002555539	1738	2018.00000000000	fre	142.15648443800	3657.11220260000	575286.88197600000	L			Farmland of Local Importance
4	55605019ST	CL			0.00002555539	1738	2018.00000000000	fre	142.15648443800	3657.11220260000	575286.88197600000	L			Farmland of Local Importance
2	55604023S	CY	1/1/1900	1900	0.00001862958	1738	2018.00000000000	fre	142.15648443800	3657.11220260000	575286.88197600000	L			Farmland of Local Importance
177	55605042XA	CL			0.00001862958	1738	2018.00000000000	fre	142.15648443800	3657.11220260000	575286.88197600000	L			Farmland of Local Importance
2	55604023S	CY	1/1/1900	1900	0.00077038075	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land		Prime Farmland
177	55605042XA	CL			0.00077038075	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land		Prime Farmland
4	55605019ST	CL			0.00033250513	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land		Prime Farmland
177	55605042XA	CL			0.00033250513	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land		Prime Farmland
10	5560504104	CL			0.00000743426	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land		Prime Farmland
237	5560504358	CL			0.00000743426	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land		Prime Farmland
24	5560504118	CL			0.00040169873	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land		Prime Farmland
132	55605042	CL			0.00040169873	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land		Prime Farmland
24	5560504118	CL			0.00000129060	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land		Prime Farmland
179	55605042XC	CL			0.00000129060	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land		Prime Farmland
25	5560504119	CL			0.00031197053	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land		Prime Farmland
131	55605042	CL			0.00031197053	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land		Prime Farmland
25	5560504119	CL			0.00008572440	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land		Prime Farmland
132	55605042	CL			0.00008572440	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land		Prime Farmland
26	5560504120	CL			0.00000307678	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land		Prime Farmland
129	55605042	CL			0.00000307678	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land		Prime Farmland
26	5560504120	CL			0.00034246527	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land		Prime Farmland
130	55605042	CL			0.00034246527	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land		Prime Farmland
26	5560504120	CL			0.00004505195	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land		Prime Farmland
131	55605042	CL			0.00004505195	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land		Prime Farmland
27	5560504121	CL			0.00033272636	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land		Prime Farmland
129	55605042	CL			0.00033272636	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land		Prime Farmland
28	5560504122	CL			0.00005225161	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land		Prime Farmland
127	55605042	CL			0.00005225161	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land		Prime Farmland
28	5560504122	CL			0.00026953220	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land		Prime Farmland
128	55605042	CL			0.00026953220	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land		Prime Farmland

29	5560504123	CL		0.00012045241	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
126	55605042	CL		0.00012045241	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
29	5560504123	CL		0.00019718601	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
127	55605042	CL		0.00019718601	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
30	5560504124	CL		0.00017486592	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
125	55605042	CL		0.00017486592	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
30	5560504124	CL		0.00012605177	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
126	55605042	CL		0.00012605177	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
31	5560504125	CL		0.00005384284	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
124	55605042	CL		0.00005384284	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
31	5560504125	CL		0.00024207925	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
125	55605042	CL		0.00024207925	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
32	5560504126	CL		0.00029063279	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
124	55605042	CL		0.00029063279	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
33	5560504127	CL		0.00013709231	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
124	55605042	CL		0.00013709231	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
35	5560504129	CL		0.00024554048	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
123	55605042	CL		0.00024554048	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
35	5560504129	CL		0.00027207099	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
124	55605042	CL		0.00027207099	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
36	5560504130	CL		0.00048011693	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
123	55605042	CL		0.00048011693	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
37	5560504131	CL		0.00037456405	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
122	55605042	CL		0.00037456405	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
37	5560504131	CL		0.00010079925	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
123	55605042	CL		0.00010079925	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
38	5560504132	CL		0.00008833931	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
120	55605042	CL		0.00008833931	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
38	5560504132	CL		0.00037628272	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
121	55605042	CL		0.00037628272	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
38	5560504132	CL		0.00000525473	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
122	55605042	CL		0.00000525473	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
39	5560504133	CL		0.00018035551	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
119	55605042	CL		0.00018035551	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
39	5560504133	CL		0.00028471976	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
120	55605042	CL		0.00028471976	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
40	5560504134	CL		0.00027062974	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
118	55605042	CL		0.00027062974	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
40	5560504134	CL		0.00018992337	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
119	55605042	CL		0.00018992337	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
41	5560504135	CL		0.00035859516	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
117	55605042	CL		0.00035859516	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
41	5560504135	CL		0.00002378753	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
118	55605042	CL		0.00002378753	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
41	5560504135	CL		0.00007280445	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
118	55605042	CL		0.00007280445	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
42	5560504136	CL		0.00008459602	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
115	55605042	CL		0.00008459602	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
42	5560504136	CL		0.00036019652	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
116	55605042	CL		0.00036019652	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
42	5560504136	CL		0.00000502934	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
117	55605042	CL		0.00000502934	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
43	5560504137	CL		0.00009362965	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
114	55605042	CL		0.00009362965	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
43	5560504137	CL		0.00007903517	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
114	55605042	CL		0.00007903517	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
43	5560504137	CL		0.00027263259	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
115	55605042	CL		0.00027263259	6513	2018.00000000000	fre	25.77735851150	2741.65128253000	104317.26883400000	S	converted to Urban and Built Up Land	Farmland of Statewide Importance
44	5560504138	CL		0.00026467136	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
113	55605042	CL		0.00026467136	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
44	5560504138	CL		0.00018175702	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
114	55605042	CL		0.00018175702	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
45	5560504139	CL		0.00037651382	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
112	55605042	CL		0.00037651382	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
45	5560504139	CL		0.00008650621	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
113	55605042	CL		0.00008650621	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
179	55605042XC	CL		0.00027746062	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
270	556050XD	CL		0.00027746062	3409	2018.00000000000	fre	865.36761368500	20796.39924870000	3502018.48483000000	P	converted to Urban and Built Up Land	Prime Farmland
361	55705102	CY	######## 1995	0.00050245467	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
362	55705103	CY	######## 1995	0.00050245467	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
377	55901129S	CY	1/1/1900 1900	0.00028251723	1725	2018.00000000000	fre	21.75170223080	1376.33387224000	88026.01586220000	L		Farmland of Local Importance
638	55941017S	CL		0.00028251723	1725	2018.00000000000	fre	21.75170223080	1376.33387224000	88026.01586220000	L		Farmland of Local Importance
394	55901249	CY		0.00212417407	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
607	55934007	CL		0.00212417407	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
394	55901249	CY		0.00141883542	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R		Rural Residential Land
607	55934007	CL		0.00141883542	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R		Rural Residential Land
394	55901249	CY		0.00191462555	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
608	55934008	CL		0.00191462555	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
395	55901250	CY		0.01854972635	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
607	55934007	CL		0.01854972635	605	2018.00000000000	fre	84238.16895890000	444376.90570300000	##################	D		Urban and Built Up Land
395	55901250	CY		0.00361809995	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R		Rural Residential Land
607	55934007	CL		0.00361809995	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R		Rural Residential Land
644	56003112	CY	1/1/1900 1900	0.00692561712	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R		Rural Residential Land
679	56036029T	CL		0.00692561712	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R		Rural Residential Land
644	56003112	CY	1/1/1900 1900	0.00302385811	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R		Rural Residential Land
712	56037032T	CL		0.00302385811	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R		Rural Residential Land
646	56003115	CY	1/1/1900 1900	0.00463453520	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R		Rural Residential Land

712	56037032T	CL		0.00463453520	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R		Rural Residential Land
647	56003118	CY	1/1/1900 1900	0.00368766047	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R		Rural Residential Land
712	56037032T	CL		0.00368766047	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R		Rural Residential Land
648	56003119	CY	1/1/1900 1900	0.00027496852	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R		Rural Residential Land
712	56037032T	CL		0.00027496852	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R		Rural Residential Land
650	56004024	CY	1/1/1900 1900	0.00000243860	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R		Rural Residential Land
714	56044013	CL		0.00000243860	4139	2018.00000000000	fre	660.86523644200	22314.44508200000	2674426.72617000000	R		Rural Residential Land

Great Big Land, LP
7550 N. Palm Ave #102
Fresno, CA 93711
559/224-7550

May 11, 2023

Mr. George Gonzalez
Senior Planner
City of Clovis
1033 Fifth Street
Clovis, CA 63612

Re: Tract 6205 – Agricultural Land Evaluation

Dear Mr. Gonzalez:

I have been for several years responsible for managing the former Cal-Pecan orchard located at the northeast corner of Sunnyside and Shepherd Avenues, near Clovis, CA, on behalf of the current owner, Great Big Land, LP and I have been asked to provide a status of the agricultural viability of this property. Essentially, this property has proven to no longer be economically viable for continued irrigated agricultural production.

First and foremost, continued commercial agricultural production is not economically viable on this property because it is located entirely north and east of the Enterprise Canal and therefore *outside* of the nearby Fresno Irrigation District boundary. It is therefore not eligible to receive deliveries of surface water from any irrigation district. This is an entirely different situation from the many other properties located in the nearby Heritage Grove Community Plan area in the City of Clovis that are located on the west side of the Enterprise Canal and continue to receive deliveries of surface water to support agricultural production. Recent SIGMA regulatory changes that now severely limit groundwater pumping has constrained the ability of any agricultural properties located outside of an irrigation district to support intensive agricultural uses that require regular and timely irrigation; further, groundwater pumping on this property had already proven to be unpredictable and unreliable in recent years as available water from the aquifer under the property had been highly variable and provided an unreliable supply. In fact, as we made every effort to continue irrigating the trees to at least keep them alive last summer, the wells on the property went entirely dry and caused the pumps to burn out. The

existing pecan trees suffered tremendous damage without available irrigation water and it resulted in large-scale tree mortality.

Second, as a result of implementation of recent SIGMA regulatory changes, virtually all agricultural lending banks and institutions have recently changed their lending requirements to now demand availability of two sources of water (groundwater and surface water) as a condition for continued lending. Unfortunately, this property cannot meet the new lending requirement because it is located outside of an irrigation district, so this property is no longer eligible to obtain agricultural loans to support commercial agricultural operations.

Third, this property has proven to be not economically viable because the soil types and soil substructure varies greatly on the properties and much is not conducive to produce high agricultural yields. Specifically, cemented silty sand, clayey sand, and silty sand with clay, locally referred to as "hardpan" is encountered below 2 feet across much of the property. This cementation retards the free percolation of surface water into the soil stratum below the hardpan, frequently resulting in a temporary perched water table condition at or near the ground surface. This extensive hardpan layer that results in a temporary perched water table condition at or near the ground surface is prohibitive to economically viable agricultural yields.

Fourth, proximity of the properties to existing urban development has unfortunately added great further negativity and stress to the economic viability of agricultural production at this property. The nearby urban interface has greatly increased vandalism, theft and harassment costs in recent years. This vandalism, theft and harassment became particularly troublesome last summer when neighbors would routinely shut-off irrigation pumps during the night and the valves in the orchard rows that are necessary to regulate pressure to operate the system were stolen. Equipment vandalism and theft occurred regularly and continued agricultural operations are now virtually impossible.

For these reasons, this property is simply no longer viable for commercial agricultural production.

Thank you.

Jeffrey B. Harris
Ranch Manager and Chief Operating Officer

Appendix C

Air Quality, GHG, and Energy

APPENDIX C.1

CalEEMod Modeling Results

Clovis Shepherd North - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Clovis Shepherd North

Fresno County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	4.32	Acre	5.54	188,179.20	0
Single Family Housing	605.00	Dwelling Unit	71.96	1,089,000.00	1730

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	45
Climate Zone	3			**Operational Year**	2028
Utility Company	Pacific Gas and Electric Company				
CO2 Intensity (lb/MWhr)	203.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Operational year is projected to be year 2028, consistent with the Transportation Impact Analysis prepared by LSA.

Land Use - Project includes 605 single-family dwelling units. Development area includes 77.5 acres of development area. 4.32 acres are open space; the remaining acreage is single-family residential.

Construction Phase - No demolition phase. Building construction phase shortened from CalEEMod default, to reflect estimated op. year of 2028. Site Prep and Grading phases were unchanged; paving and arch. coating phases same length as default.

Grading - Site is relatively flat. Soil assumed to be balanced on-site.

Architectural Coating - SJVAPCD Rule 4601 identifies that residential interior and exterior coatings have a VOC content of no greater than 50 g/L.

Vehicle Trips - TIA (LSA, 2023) identifies 5,705 daily trips, equiv. to 9.43 trips/du/day. TIA also identifies 33,049 total VMT, which is equiv. to 54.62645 VMT/day/du. 54.62645 VMT/du/day divided by 9.43 trips/du/day equals 5.792989 VMT per trip (i.e. trip length).

Woodstoves - No hearths.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00

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tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00
tblArchitecturalCoating	EF_Residential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Residential_Interior	150.00	50.00
tblConstructionPhase	NumDays	1,550.00	960.00
tblConstructionPhase	PhaseEndDate	4/5/2030	12/31/2027
tblConstructionPhase	PhaseEndDate	9/6/2030	6/2/2028
tblConstructionPhase	PhaseEndDate	2/7/2031	11/3/2028
tblConstructionPhase	PhaseStartDate	4/6/2030	1/1/2028
tblConstructionPhase	PhaseStartDate	9/7/2030	6/3/2028
tblFireplaces	FireplaceDayYear	82.00	0.00
tblFireplaces	FireplaceHourDay	3.00	0.00
tblFireplaces	FireplaceWoodMass	3,078.40	0.00
tblFireplaces	NumberGas	332.75	0.00
tblFireplaces	NumberNoFireplace	272.25	0.00
tblLandUse	LotAcreage	4.32	5.54
tblLandUse	LotAcreage	196.43	71.96
tblVehicleTrips	HO_TL	7.50	5.79
tblVehicleTrips	HS_TL	7.30	5.79
tblVehicleTrips	HW_TL	10.80	5.79
tblVehicleTrips	ST_TR	1.96	0.00
tblVehicleTrips	ST_TR	9.54	9.43
tblVehicleTrips	SU_TR	2.19	0.00
tblVehicleTrips	SU_TR	8.55	9.43
tblVehicleTrips	WD_TR	0.78	0.00
tblVehicleTrips	WD_TR	9.44	9.43
tblWoodstoves	NumberCatalytic	71.96	0.00
tblWoodstoves	NumberNoncatalytic	71.96	0.00
tblWoodstoves	WoodstoveDayYear	82.00	0.00
tblWoodstoves	WoodstoveWoodMass	3,019.20	0.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.1999	2.0363	1.5584	3.4000e-003	1.0570	0.0879	1.1449	0.4482	0.0809	0.5290	0.0000	299.0214	299.0214	0.0944	2.3000e-004	301.4494
2024	0.3535	2.9870	3.3081	8.5000e-003	0.7758	0.1144	0.8902	0.2412	0.1065	0.3477	0.0000	762.4885	762.4885	0.1290	0.0288	774.2805
2025	0.2943	2.2364	3.0390	8.4200e-003	0.3929	0.0737	0.4667	0.1064	0.0694	0.1758	0.0000	762.6544	762.6544	0.0783	0.0410	776.8426
2026	0.2874	2.2271	2.9916	8.3000e-003	0.3929	0.0737	0.4666	0.1064	0.0693	0.1757	0.0000	751.4531	751.4531	0.0778	0.0400	765.3103
2027	0.2810	2.2183	2.9465	8.1800e-003	0.3929	0.0736	0.4665	0.1064	0.0692	0.1756	0.0000	740.0838	740.0838	0.0772	0.0389	753.6165
2028	3.4757	0.5398	0.9705	1.6600e-003	0.0325	0.0260	0.0585	8.6500e-003	0.0241	0.0328	0.0000	146.0631	146.0631	0.0369	5.4000e-004	147.1458
Maximum	**3.4757**	**2.9870**	**3.3081**	**8.5000e-003**	**1.0570**	**0.1144**	**1.1449**	**0.4482**	**0.1065**	**0.5290**	**0.0000**	**762.6544**	**762.6544**	**0.1290**	**0.0410**	**776.8426**

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2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.1999	2.0363	1.5584	3.4000e-003	1.0570	0.0879	1.1449	0.4482	0.0809	0.5290	0.0000	299.0211	299.0211	0.0944	2.3000e-004	301.4491
2024	0.3535	2.9870	3.3081	8.5000e-003	0.7758	0.1144	0.8902	0.2412	0.1065	0.3477	0.0000	762.4879	762.4879	0.1290	0.0288	774.2800
2025	0.2943	2.2364	3.0390	8.4200e-003	0.3929	0.0737	0.4667	0.1064	0.0694	0.1758	0.0000	762.6540	762.6540	0.0783	0.0410	776.8423
2026	0.2874	2.2271	2.9916	8.3000e-003	0.3929	0.0737	0.4666	0.1064	0.0693	0.1757	0.0000	751.4528	751.4528	0.0778	0.0400	765.3100
2027	0.2810	2.2183	2.9465	8.1800e-003	0.3929	0.0736	0.4665	0.1064	0.0692	0.1756	0.0000	740.0835	740.0835	0.0772	0.0389	753.6161
2028	3.4757	0.5398	0.9705	1.6600e-003	0.0325	0.0260	0.0585	8.6500e-003	0.0241	0.0328	0.0000	146.0630	146.0630	0.0369	5.4000e-004	147.1456
Maximum	**3.4757**	**2.9870**	**3.3081**	**8.5000e-003**	**1.0570**	**0.1144**	**1.1449**	**0.4482**	**0.1065**	**0.5290**	**0.0000**	**762.6540**	**762.6540**	**0.1290**	**0.0410**	**776.8423**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	**7-1-2023**	**9-30-2023**	1.0169	1.0169
2	**10-1-2023**	**12-31-2023**	1.2468	1.2468
3	**1-1-2024**	**3-31-2024**	1.1600	1.1600
4	**4-1-2024**	**6-30-2024**	0.8079	0.8079
5	**7-1-2024**	**9-30-2024**	0.6744	0.6744

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6	**10-1-2024**	**12-31-2024**	0.6827	0.6827
7	**1-1-2025**	**3-31-2025**	0.6286	0.6286
8	**4-1-2025**	**6-30-2025**	0.6274	0.6274
9	**7-1-2025**	**9-30-2025**	0.6343	0.6343
10	**10-1-2025**	**12-31-2025**	0.6425	0.6425
11	**1-1-2026**	**3-31-2026**	0.6244	0.6244
12	**4-1-2026**	**6-30-2026**	0.6232	0.6232
13	**7-1-2026**	**9-30-2026**	0.6301	0.6301
14	**10-1-2026**	**12-31-2026**	0.6383	0.6383
15	**1-1-2027**	**3-31-2027**	0.6205	0.6205
16	**4-1-2027**	**6-30-2027**	0.6193	0.6193
17	**7-1-2027**	**9-30-2027**	0.6261	0.6261
18	**10-1-2027**	**12-31-2027**	0.6343	0.6343
19	**1-1-2028**	**3-31-2028**	0.3104	0.3104
20	**4-1-2028**	**6-30-2028**	0.8497	0.8497
21	**7-1-2028**	**9-30-2028**	2.0856	2.0856
		Highest	2.0856	2.0856

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.4117	0.0517	4.4880	2.4000e-004		0.0249	0.0249		0.0249	0.0249	0.0000	7.3380	7.3380	7.0300e-003	0.0000	7.5137
Energy	0.0784	0.6701	0.2852	4.2800e-003		0.0542	0.0542		0.0542	0.0542	0.0000	1,222.4122	1,222.4122	0.0871	0.0230	1,231.4376
Mobile	1.9440	2.8348	16.0371	0.0364	4.0035	0.0296	4.0331	1.0709	0.0278	1.0986	0.0000	3,371.2452	3,371.2452	0.1953	0.1988	3,435.3737
Waste						0.0000	0.0000		0.0000	0.0000	126.4979	0.0000	126.4979	7.4758	0.0000	313.3931
Water						0.0000	0.0000		0.0000	0.0000	12.5056	29.4488	41.9544	1.2892	0.0309	83.3946
Total	**7.4341**	**3.5566**	**20.8102**	**0.0409**	**4.0035**	**0.1087**	**4.1122**	**1.0709**	**0.1069**	**1.1777**	**139.0035**	**4,630.4443**	**4,769.4477**	**9.0545**	**0.2527**	**5,071.1127**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	5.4117	0.0517	4.4880	2.4000e-004		0.0249	0.0249		0.0249	0.0249	0.0000	7.3380	7.3380	7.0300e-003	0.0000	7.5137
Energy	0.0784	0.6701	0.2852	4.2800e-003		0.0542	0.0542		0.0542	0.0542	0.0000	1,222.4122	1,222.4122	0.0871	0.0230	1,231.4376
Mobile	1.9440	2.8348	16.0371	0.0364	4.0035	0.0296	4.0331	1.0709	0.0278	1.0986	0.0000	3,371.2452	3,371.2452	0.1953	0.1988	3,435.3737
Waste						0.0000	0.0000		0.0000	0.0000	126.4979	0.0000	126.4979	7.4758	0.0000	313.3931
Water						0.0000	0.0000		0.0000	0.0000	12.5056	29.4488	41.9544	1.2892	0.0309	83.3946
Total	**7.4341**	**3.5566**	**20.8102**	**0.0409**	**4.0035**	**0.1087**	**4.1122**	**1.0709**	**0.1069**	**1.1777**	**139.0035**	**4,630.4443**	**4,769.4477**	**9.0545**	**0.2527**	**5,071.1127**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Site Preparation	Site Preparation	7/1/2023	9/22/2023	5	60	
2	Grading	Grading	9/23/2023	4/26/2024	5	155	
3	Building Construction	Building Construction	4/27/2024	12/31/2027	5	960	

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4	Paving	Paving	1/1/2028	6/2/2028	5	110	
5	Architectural Coating	Architectural Coating	6/3/2028	11/3/2028	5	110	

Acres of Grading (Site Preparation Phase): 90

Acres of Grading (Grading Phase): 465

Acres of Paving: 0

Residential Indoor: 2,205,225; Residential Outdoor: 735,075; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Trips and VMT

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Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Site Preparation	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	297.00	96.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	59.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.5897	0.0000	0.5897	0.3031	0.0000	0.3031	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0798	0.8257	0.5473	1.1400e-003		0.0380	0.0380		0.0349	0.0349	0.0000	100.3521	100.3521	0.0325	0.0000	101.1635
Total	**0.0798**	**0.8257**	**0.5473**	**1.1400e-003**	**0.5897**	**0.0380**	**0.6277**	**0.3031**	**0.0349**	**0.3380**	**0.0000**	**100.3521**	**100.3521**	**0.0325**	**0.0000**	**101.1635**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Site Preparation - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6700e-003	1.0800e-003	0.0127	4.0000e-005	4.3200e-003	2.0000e-005	4.3400e-003	1.1500e-003	2.0000e-005	1.1700e-003	0.0000	3.3951	3.3951	1.0000e-004	1.0000e-004	3.4270
Total	**1.6700e-003**	**1.0800e-003**	**0.0127**	**4.0000e-005**	**4.3200e-003**	**2.0000e-005**	**4.3400e-003**	**1.1500e-003**	**2.0000e-005**	**1.1700e-003**	**0.0000**	**3.3951**	**3.3951**	**1.0000e-004**	**1.0000e-004**	**3.4270**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.5897	0.0000	0.5897	0.3031	0.0000	0.3031	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0798	0.8257	0.5473	1.1400e-003		0.0380	0.0380		0.0349	0.0349	0.0000	100.3520	100.3520	0.0325	0.0000	101.1634
Total	**0.0798**	**0.8257**	**0.5473**	**1.1400e-003**	**0.5897**	**0.0380**	**0.6277**	**0.3031**	**0.0349**	**0.3380**	**0.0000**	**100.3520**	**100.3520**	**0.0325**	**0.0000**	**101.1634**

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3.2 Site Preparation - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.6700e-003	1.0800e-003	0.0127	4.0000e-005	4.3200e-003	2.0000e-005	4.3400e-003	1.1500e-003	2.0000e-005	1.1700e-003	0.0000	3.3951	3.3951	1.0000e-004	1.0000e-004	3.4270
Total	**1.6700e-003**	**1.0800e-003**	**0.0127**	**4.0000e-005**	**4.3200e-003**	**2.0000e-005**	**4.3400e-003**	**1.1500e-003**	**2.0000e-005**	**1.1700e-003**	**0.0000**	**3.3951**	**3.3951**	**1.0000e-004**	**1.0000e-004**	**3.4270**

3.3 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.4573	0.0000	0.4573	0.1425	0.0000	0.1425	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1163	1.2081	0.9818	2.1700e-003		0.0499	0.0499		0.0459	0.0459	0.0000	190.8732	190.8732	0.0617	0.0000	192.4165
Total	**0.1163**	**1.2081**	**0.9818**	**2.1700e-003**	**0.4573**	**0.0499**	**0.5072**	**0.1425**	**0.0459**	**0.1884**	**0.0000**	**190.8732**	**190.8732**	**0.0617**	**0.0000**	**192.4165**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1700e-003	1.4000e-003	0.0165	5.0000e-005	5.6000e-003	3.0000e-005	5.6200e-003	1.4900e-003	2.0000e-005	1.5100e-003	0.0000	4.4010	4.4010	1.3000e-004	1.3000e-004	4.4424
Total	**2.1700e-003**	**1.4000e-003**	**0.0165**	**5.0000e-005**	**5.6000e-003**	**3.0000e-005**	**5.6200e-003**	**1.4900e-003**	**2.0000e-005**	**1.5100e-003**	**0.0000**	**4.4010**	**4.4010**	**1.3000e-004**	**1.3000e-004**	**4.4424**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.4573	0.0000	0.4573	0.1425	0.0000	0.1425	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1163	1.2080	0.9818	2.1700e-003		0.0499	0.0499		0.0459	0.0459	0.0000	190.8730	190.8730	0.0617	0.0000	192.4163
Total	**0.1163**	**1.2080**	**0.9818**	**2.1700e-003**	**0.4573**	**0.0499**	**0.5072**	**0.1425**	**0.0459**	**0.1884**	**0.0000**	**190.8730**	**190.8730**	**0.0617**	**0.0000**	**192.4163**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1700e-003	1.4000e-003	0.0165	5.0000e-005	5.6000e-003	3.0000e-005	5.6200e-003	1.4900e-003	2.0000e-005	1.5100e-003	0.0000	4.4010	4.4010	1.3000e-004	1.3000e-004	4.4424
Total	**2.1700e-003**	**1.4000e-003**	**0.0165**	**5.0000e-005**	**5.6000e-003**	**3.0000e-005**	**5.6200e-003**	**1.4900e-003**	**2.0000e-005**	**1.5100e-003**	**0.0000**	**4.4010**	**4.4010**	**1.3000e-004**	**1.3000e-004**	**4.4424**

3.3 Grading - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.5025	0.0000	0.5025	0.1673	0.0000	0.1673	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1368	1.3760	1.1782	2.6400e-003		0.0568	0.0568		0.0522	0.0522	0.0000	231.7080	231.7080	0.0749	0.0000	233.5815
Total	**0.1368**	**1.3760**	**1.1782**	**2.6400e-003**	**0.5025**	**0.0568**	**0.5593**	**0.1673**	**0.0522**	**0.2195**	**0.0000**	**231.7080**	**231.7080**	**0.0749**	**0.0000**	**233.5815**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4300e-003	1.5000e-003	0.0185	6.0000e-005	6.8000e-003	3.0000e-005	6.8300e-003	1.8100e-003	3.0000e-005	1.8300e-003	0.0000	5.1682	5.1682	1.5000e-004	1.4000e-004	5.2145
Total	**2.4300e-003**	**1.5000e-003**	**0.0185**	**6.0000e-005**	**6.8000e-003**	**3.0000e-005**	**6.8300e-003**	**1.8100e-003**	**3.0000e-005**	**1.8300e-003**	**0.0000**	**5.1682**	**5.1682**	**1.5000e-004**	**1.4000e-004**	**5.2145**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.5025	0.0000	0.5025	0.1673	0.0000	0.1673	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.1368	1.3760	1.1782	2.6400e-003		0.0568	0.0568		0.0522	0.0522	0.0000	231.7077	231.7077	0.0749	0.0000	233.5812
Total	**0.1368**	**1.3760**	**1.1782**	**2.6400e-003**	**0.5025**	**0.0568**	**0.5593**	**0.1673**	**0.0522**	**0.2195**	**0.0000**	**231.7077**	**231.7077**	**0.0749**	**0.0000**	**233.5812**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Grading - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.4300e-003	1.5000e-003	0.0185	6.0000e-005	6.8000e-003	3.0000e-005	6.8300e-003	1.8100e-003	3.0000e-005	1.8300e-003	0.0000	5.1682	5.1682	1.5000e-004	1.4000e-004	5.2145
Total	**2.4300e-003**	**1.5000e-003**	**0.0185**	**6.0000e-005**	**6.8000e-003**	**3.0000e-005**	**6.8300e-003**	**1.8100e-003**	**3.0000e-005**	**1.8300e-003**	**0.0000**	**5.1682**	**5.1682**	**1.5000e-004**	**1.4000e-004**	**5.2145**

3.4 Building Construction - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1302	1.1898	1.4308	2.3900e-003		0.0543	0.0543		0.0511	0.0511	0.0000	205.1865	205.1865	0.0485	0.0000	206.3995
Total	**0.1302**	**1.1898**	**1.4308**	**2.3900e-003**		**0.0543**	**0.0543**		**0.0511**	**0.0511**	**0.0000**	**205.1865**	**205.1865**	**0.0485**	**0.0000**	**206.3995**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2024

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.8800e-003	0.3733	0.1092	1.6700e-003	0.0563	2.4100e-003	0.0587	0.0163	2.3100e-003	0.0186	0.0000	160.6113	160.6113	8.4000e-004	0.0242	167.8369
Worker	0.0752	0.0465	0.5714	1.7400e-003	0.2101	9.6000e-004	0.2111	0.0559	8.8000e-004	0.0567	0.0000	159.8145	159.8145	4.5200e-003	4.4300e-003	161.2481
Total	**0.0841**	**0.4197**	**0.6807**	**3.4100e-003**	**0.2665**	**3.3700e-003**	**0.2698**	**0.0721**	**3.1900e-003**	**0.0753**	**0.0000**	**320.4259**	**320.4259**	**5.3600e-003**	**0.0286**	**329.0851**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1302	1.1898	1.4308	2.3900e-003		0.0543	0.0543		0.0511	0.0511	0.0000	205.1862	205.1862	0.0485	0.0000	206.3992
Total	**0.1302**	**1.1898**	**1.4308**	**2.3900e-003**		**0.0543**	**0.0543**		**0.0511**	**0.0511**	**0.0000**	**205.1862**	**205.1862**	**0.0485**	**0.0000**	**206.3992**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2024

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.8800e-003	0.3733	0.1092	1.6700e-003	0.0563	2.4100e-003	0.0587	0.0163	2.3100e-003	0.0186	0.0000	160.6113	160.6113	8.4000e-004	0.0242	167.8369
Worker	0.0752	0.0465	0.5714	1.7400e-003	0.2101	9.6000e-004	0.2111	0.0559	8.8000e-004	0.0567	0.0000	159.8145	159.8145	4.5200e-003	4.4300e-003	161.2481
Total	**0.0841**	**0.4197**	**0.6807**	**3.4100e-003**	**0.2665**	**3.3700e-003**	**0.2698**	**0.0721**	**3.1900e-003**	**0.0753**	**0.0000**	**320.4259**	**320.4259**	**5.3600e-003**	**0.0286**	**329.0851**

3.4 Building Construction - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	**0.1785**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6549**	**302.6549**	**0.0711**	**0.0000**	**304.4335**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0128	0.5482	0.1578	2.4200e-003	0.0831	3.5500e-003	0.0866	0.0240	3.4000e-003	0.0274	0.0000	232.2810	232.2810	1.1700e-003	0.0350	242.7280
Worker	0.1031	0.0609	0.7821	2.4800e-003	0.3099	1.3500e-003	0.3112	0.0824	1.2400e-003	0.0836	0.0000	227.7184	227.7184	6.0200e-003	6.0800e-003	229.6812
Total	**0.1159**	**0.6091**	**0.9399**	**4.9000e-003**	**0.3929**	**4.9000e-003**	**0.3978**	**0.1064**	**4.6400e-003**	**0.1110**	**0.0000**	**459.9995**	**459.9995**	**7.1900e-003**	**0.0410**	**472.4091**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	**0.1784**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6545**	**302.6545**	**0.0711**	**0.0000**	**304.4331**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2025

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0128	0.5482	0.1578	2.4200e-003	0.0831	3.5500e-003	0.0866	0.0240	3.4000e-003	0.0274	0.0000	232.2810	232.2810	1.1700e-003	0.0350	242.7280
Worker	0.1031	0.0609	0.7821	2.4800e-003	0.3099	1.3500e-003	0.3112	0.0824	1.2400e-003	0.0836	0.0000	227.7184	227.7184	6.0200e-003	6.0800e-003	229.6812
Total	**0.1159**	**0.6091**	**0.9399**	**4.9000e-003**	**0.3929**	**4.9000e-003**	**0.3978**	**0.1064**	**4.6400e-003**	**0.1110**	**0.0000**	**459.9995**	**459.9995**	**7.1900e-003**	**0.0410**	**472.4091**

3.4 Building Construction - 2026

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	**0.1785**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6549**	**302.6549**	**0.0711**	**0.0000**	**304.4335**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0125	0.5450	0.1551	2.3700e-003	0.0831	3.5300e-003	0.0866	0.0240	3.3800e-003	0.0274	0.0000	227.7060	227.7060	1.1200e-003	0.0343	237.9435
Worker	0.0964	0.0549	0.7375	2.4100e-003	0.3099	1.2900e-003	0.3112	0.0824	1.1900e-003	0.0836	0.0000	221.0923	221.0923	5.4900e-003	5.7200e-003	222.9333
Total	**0.1089**	**0.5998**	**0.8925**	**4.7800e-003**	**0.3929**	**4.8200e-003**	**0.3978**	**0.1064**	**4.5700e-003**	**0.1109**	**0.0000**	**448.7983**	**448.7983**	**6.6100e-003**	**0.0400**	**460.8768**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	**0.1784**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6545**	**302.6545**	**0.0711**	**0.0000**	**304.4331**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2026

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0125	0.5450	0.1551	2.3700e-003	0.0831	3.5300e-003	0.0866	0.0240	3.3800e-003	0.0274	0.0000	227.7060	227.7060	1.1200e-003	0.0343	237.9435
Worker	0.0964	0.0549	0.7375	2.4100e-003	0.3099	1.2900e-003	0.3112	0.0824	1.1900e-003	0.0836	0.0000	221.0923	221.0923	5.4900e-003	5.7200e-003	222.9333
Total	**0.1089**	**0.5998**	**0.8925**	**4.7800e-003**	**0.3929**	**4.8200e-003**	**0.3978**	**0.1064**	**4.5700e-003**	**0.1109**	**0.0000**	**448.7983**	**448.7983**	**6.6100e-003**	**0.0400**	**460.8768**

3.4 Building Construction - 2027

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1785	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6549	302.6549	0.0711	0.0000	304.4335
Total	**0.1785**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6549**	**302.6549**	**0.0711**	**0.0000**	**304.4335**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0123	0.5413	0.1529	2.3200e-003	0.0831	3.5100e-003	0.0866	0.0240	3.3600e-003	0.0274	0.0000	222.8693	222.8693	1.0600e-003	0.0335	232.8868
Worker	0.0903	0.0497	0.6945	2.3400e-003	0.3099	1.2200e-003	0.3111	0.0824	1.1200e-003	0.0835	0.0000	214.5596	214.5596	5.0100e-003	5.4100e-003	216.2962
Total	**0.1026**	**0.5910**	**0.8474**	**4.6600e-003**	**0.3929**	**4.7300e-003**	**0.3977**	**0.1064**	**4.4800e-003**	**0.1108**	**0.0000**	**437.4289**	**437.4289**	**6.0700e-003**	**0.0389**	**449.1830**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1784	1.6273	2.0991	3.5200e-003		0.0689	0.0689		0.0648	0.0648	0.0000	302.6545	302.6545	0.0711	0.0000	304.4331
Total	**0.1784**	**1.6273**	**2.0991**	**3.5200e-003**		**0.0689**	**0.0689**		**0.0648**	**0.0648**	**0.0000**	**302.6545**	**302.6545**	**0.0711**	**0.0000**	**304.4331**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Building Construction - 2027

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0123	0.5413	0.1529	2.3200e-003	0.0831	3.5100e-003	0.0866	0.0240	3.3600e-003	0.0274	0.0000	222.8693	222.8693	1.0600e-003	0.0335	232.8868
Worker	0.0903	0.0497	0.6945	2.3400e-003	0.3099	1.2200e-003	0.3111	0.0824	1.1200e-003	0.0835	0.0000	214.5596	214.5596	5.0100e-003	5.4100e-003	216.2962
Total	**0.1026**	**0.5910**	**0.8474**	**4.6600e-003**	**0.3929**	**4.7300e-003**	**0.3977**	**0.1064**	**4.4800e-003**	**0.1108**	**0.0000**	**437.4289**	**437.4289**	**6.0700e-003**	**0.0389**	**449.1830**

3.5 Paving - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0503	0.4720	0.8018	1.2500e-003		0.0230	0.0230		0.0212	0.0212	0.0000	110.1059	110.1059	0.0356	0.0000	110.9962
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0503**	**0.4720**	**0.8018**	**1.2500e-003**		**0.0230**	**0.0230**		**0.0212**	**0.0212**	**0.0000**	**110.1059**	**110.1059**	**0.0356**	**0.0000**	**110.9962**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2028

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8000e-003	9.7000e-004	0.0140	5.0000e-005	6.6000e-003	2.0000e-005	6.6200e-003	1.7500e-003	2.0000e-005	1.7800e-003	0.0000	4.4421	4.4421	1.0000e-004	1.1000e-004	4.4772
Total	**1.8000e-003**	**9.7000e-004**	**0.0140**	**5.0000e-005**	**6.6000e-003**	**2.0000e-005**	**6.6200e-003**	**1.7500e-003**	**2.0000e-005**	**1.7800e-003**	**0.0000**	**4.4421**	**4.4421**	**1.0000e-004**	**1.1000e-004**	**4.4772**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0503	0.4720	0.8018	1.2500e-003		0.0230	0.0230		0.0212	0.0212	0.0000	110.1058	110.1058	0.0356	0.0000	110.9960
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0503**	**0.4720**	**0.8018**	**1.2500e-003**		**0.0230**	**0.0230**		**0.0212**	**0.0212**	**0.0000**	**110.1058**	**110.1058**	**0.0356**	**0.0000**	**110.9960**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Paving - 2028

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8000e-003	9.7000e-004	0.0140	5.0000e-005	6.6000e-003	2.0000e-005	6.6200e-003	1.7500e-003	2.0000e-005	1.7800e-003	0.0000	4.4421	4.4421	1.0000e-004	1.1000e-004	4.4772
Total	**1.8000e-003**	**9.7000e-004**	**0.0140**	**5.0000e-005**	**6.6000e-003**	**2.0000e-005**	**6.6200e-003**	**1.7500e-003**	**2.0000e-005**	**1.7800e-003**	**0.0000**	**4.4421**	**4.4421**	**1.0000e-004**	**1.1000e-004**	**4.4772**

3.6 Architectural Coating - 2028

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.4071					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.4000e-003	0.0630	0.0995	1.6000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003	0.0000	14.0429	14.0429	7.7000e-004	0.0000	14.0621
Total	**3.4165**	**0.0630**	**0.0995**	**1.6000e-004**		**2.8300e-003**	**2.8300e-003**		**2.8300e-003**	**2.8300e-003**	**0.0000**	**14.0429**	**14.0429**	**7.7000e-004**	**0.0000**	**14.0621**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2028

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0900e-003	3.8100e-003	0.0552	1.9000e-004	0.0259	1.0000e-004	0.0260	6.9000e-003	9.0000e-005	6.9800e-003	0.0000	17.4722	17.4722	3.8000e-004	4.3000e-004	17.6103
Total	**7.0900e-003**	**3.8100e-003**	**0.0552**	**1.9000e-004**	**0.0259**	**1.0000e-004**	**0.0260**	**6.9000e-003**	**9.0000e-005**	**6.9800e-003**	**0.0000**	**17.4722**	**17.4722**	**3.8000e-004**	**4.3000e-004**	**17.6103**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	3.4071					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.4000e-003	0.0630	0.0995	1.6000e-004		2.8300e-003	2.8300e-003		2.8300e-003	2.8300e-003	0.0000	14.0429	14.0429	7.7000e-004	0.0000	14.0620
Total	**3.4165**	**0.0630**	**0.0995**	**1.6000e-004**		**2.8300e-003**	**2.8300e-003**		**2.8300e-003**	**2.8300e-003**	**0.0000**	**14.0429**	**14.0429**	**7.7000e-004**	**0.0000**	**14.0620**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Architectural Coating - 2028

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0900e-003	3.8100e-003	0.0552	1.9000e-004	0.0259	1.0000e-004	0.0260	6.9000e-003	9.0000e-005	6.9800e-003	0.0000	17.4722	17.4722	3.8000e-004	4.3000e-004	17.6103
Total	**7.0900e-003**	**3.8100e-003**	**0.0552**	**1.9000e-004**	**0.0259**	**1.0000e-004**	**0.0260**	**6.9000e-003**	**9.0000e-005**	**6.9800e-003**	**0.0000**	**17.4722**	**17.4722**	**3.8000e-004**	**4.3000e-004**	**17.6103**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.9440	2.8348	16.0371	0.0364	4.0035	0.0296	4.0331	1.0709	0.0278	1.0986	0.0000	3,371.2452	3,371.2452	0.1953	0.1988	3,435.3737
Unmitigated	1.9440	2.8348	16.0371	0.0364	4.0035	0.0296	4.0331	1.0709	0.0278	1.0986	0.0000	3,371.2452	3,371.2452	0.1953	0.1988	3,435.3737

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Single Family Housing	5,705.15	5,705.15	5705.15	10,682,991	10,682,991
Total	5,705.15	5,705.15	5,705.15	10,682,991	10,682,991

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6
Single Family Housing	5.79	5.79	5.79	48.40	15.90	35.70	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.535430	0.053975	0.175864	0.140525	0.022799	0.006183	0.014960	0.022785	0.000688	0.000282	0.022547	0.001379	0.002584
Single Family Housing	0.535430	0.053975	0.175864	0.140525	0.022799	0.006183	0.014960	0.022785	0.000688	0.000282	0.022547	0.001379	0.002584

5.0 Energy Detail

Clovis Shepherd North - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	446.3574	446.3574	0.0722	8.7500e-003	450.7711
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	446.3574	446.3574	0.0722	8.7500e-003	450.7711
NaturalGas Mitigated	0.0784	0.6701	0.2852	4.2800e-003		0.0542	0.0542		0.0542	0.0542	0.0000	776.0548	776.0548	0.0149	0.0142	780.6665
NaturalGas Unmitigated	0.0784	0.6701	0.2852	4.2800e-003		0.0542	0.0542		0.0542	0.0542	0.0000	776.0548	776.0548	0.0149	0.0142	780.6665

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	1.45427e+007	0.0784	0.6701	0.2852	4.2800e-003		0.0542	0.0542		0.0542	0.0542	0.0000	776.0548	776.0548	0.0149	0.0142	780.6665
Total		**0.0784**	**0.6701**	**0.2852**	**4.2800e-003**		**0.0542**	**0.0542**		**0.0542**	**0.0542**	**0.0000**	**776.0548**	**776.0548**	**0.0149**	**0.0142**	**780.6665**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Single Family Housing	1.45427e+007	0.0784	0.6701	0.2852	4.2800e-003		0.0542	0.0542		0.0542	0.0542	0.0000	776.0548	776.0548	0.0149	0.0142	780.6665
Total		**0.0784**	**0.6701**	**0.2852**	**4.2800e-003**		**0.0542**	**0.0542**		**0.0542**	**0.0542**	**0.0000**	**776.0548**	**776.0548**	**0.0149**	**0.0142**	**780.6665**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	4.82425e+006	446.3574	0.0722	8.7500e-003	450.7711
Total		**446.3574**	**0.0722**	**8.7500e-003**	**450.7711**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Single Family Housing	4.82425e+006	446.3574	0.0722	8.7500e-003	450.7711
Total		**446.3574**	**0.0722**	**8.7500e-003**	**450.7711**

6.0 Area Detail

Clovis Shepherd North - Fresno County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	5.4117	0.0517	4.4880	2.4000e-004		0.0249	0.0249		0.0249	0.0249	0.0000	7.3380	7.3380	7.0300e-003	0.0000	7.5137
Unmitigated	5.4117	0.0517	4.4880	2.4000e-004		0.0249	0.0249		0.0249	0.0249	0.0000	7.3380	7.3380	7.0300e-003	0.0000	7.5137

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.0221					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.2549					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1348	0.0517	4.4880	2.4000e-004		0.0249	0.0249		0.0249	0.0249	0.0000	7.3380	7.3380	7.0300e-003	0.0000	7.5137
Total	**5.4117**	**0.0517**	**4.4880**	**2.4000e-004**		**0.0249**	**0.0249**		**0.0249**	**0.0249**	**0.0000**	**7.3380**	**7.3380**	**7.0300e-003**	**0.0000**	**7.5137**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.0221					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	4.2549					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.1348	0.0517	4.4880	2.4000e-004		0.0249	0.0249		0.0249	0.0249	0.0000	7.3380	7.3380	7.0300e-003	0.0000	7.5137
Total	**5.4117**	**0.0517**	**4.4880**	**2.4000e-004**		**0.0249**	**0.0249**		**0.0249**	**0.0249**	**0.0000**	**7.3380**	**7.3380**	**7.0300e-003**	**0.0000**	**7.5137**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	41.9544	1.2892	0.0309	83.3946
Unmitigated	41.9544	1.2892	0.0309	83.3946

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 5.1472	1.6668	2.7000e-004	3.0000e-005	1.6833
Single Family Housing	39.4182 / 24.8506	40.2876	1.2889	0.0309	81.7112
Total		**41.9544**	**1.2892**	**0.0309**	**83.3946**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 5.1472	1.6668	2.7000e-004	3.0000e-005	1.6833
Single Family Housing	39.4182 / 24.8506	40.2876	1.2889	0.0309	81.7112
Total		**41.9544**	**1.2892**	**0.0309**	**83.3946**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	126.4979	7.4758	0.0000	313.3931
Unmitigated	126.4979	7.4758	0.0000	313.3931

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.37	0.0751	4.4400e-003	0.0000	0.1861
Single Family Housing	622.8	126.4228	7.4714	0.0000	313.2071
Total		**126.4979**	**7.4758**	**0.0000**	**313.3931**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.37	0.0751	4.4400e-003	0.0000	0.1861
Single Family Housing	622.8	126.4228	7.4714	0.0000	313.2071
Total		**126.4979**	**7.4758**	**0.0000**	**313.3931**

9.0 Operational Offroad

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

APPENDIX C.2

Energy Consumption Estimates

Source: EMFAC2021 (v1.0.2) Emissions Inventory
Region Type: County
Region: Fresno
Calendar Year: 2023, 2028
Season: Annual
Vehicle Classification: EMFAC202x Categories
Units: miles/day for CVMT and EVMT, trips/day for Trips, kWh/day for Energy Consumption, tons/day for Emissions, 1000 gallons/day for Fuel Consumption

Region	Calendar Year	Vehicle Category	Model Year	Speed	Fuel	Population	Total VMT	Trips	Fuel Consumption	MPG		
Fresno	2023	All Other Buses	Aggregate	Aggregate	Diesel	97.33107228	5335.205795	866.2465	0.61263544	**8.708614**		
Fresno	2023	LDA	Aggregate	Aggregate	Gasoline	314421.2385	12057531.62	1459129	415.8844778	**28.9925**		
Fresno	2023	LDA	Aggregate	Aggregate	Diesel	761.2682117	22675.00114	3207.267	0.51632231	**43.91637**		
Fresno	2023	LDT1	Aggregate	Aggregate	Gasoline	31473.612	1013826.307	135564.6	42.23037315	**24.00704**		
Fresno	2023	LDT1	Aggregate	Aggregate	Diesel	21.08494293	249.9674255	61.92644	0.009862018	**25.34648**		
Fresno	2023	LDT2	Aggregate	Aggregate	Gasoline	141913.3288	5488158.651	657945.6	236.0127343	**23.25365**		
Fresno	2023	LDT2	Aggregate	Aggregate	Diesel	349.573366	14594.70501	1660.845	0.436268757	**33.45347**		
Fresno	2023	LHD1	Aggregate	Aggregate	Gasoline	12566.31522	445086.6745	187219.4	47.83578625	**9.304471**		
Fresno	2023	LHD1	Aggregate	Aggregate	Diesel	11243.70377	407164.2471	141431.6	25.85688336	**15.74684**		
Fresno	2023	LHD2	Aggregate	Aggregate	Gasoline	2111.361872	72373.23862	31456.15	8.811076943	**8.213892**		
Fresno	2023	LHD2	Aggregate	Aggregate	Diesel	4095.907509	150992.8589	51521.36	11.5781819	**13.04115**		
Fresno	2023	MCY	Aggregate	Aggregate	Gasoline	15903.01283	86993.68262	31806.03	2.125895075	**40.92097**		
Fresno	2023	MDV	Aggregate	Aggregate	Gasoline	132252.2782	4629685.697	598810.4	245.507228	**18.85764**		
Fresno	2023	MDV	Aggregate	Aggregate	Diesel	1848.345695	71606.39703	8639.655	2.893296095	**24.74907**		
Fresno	2023	MH	Aggregate	Aggregate	Gasoline	1560.882105	13702.70094	156.1506	3.107379328	**4.409729**		
Fresno	2023	MH	Aggregate	Aggregate	Diesel	717.895033	6406.390801	71.7895	0.681090941	**9.406073**		
Fresno	2023	Motor Coach	Aggregate	Aggregate	Diesel	51.24387417	7300.970769	1177.584	1.333292201	**5.475897**		
Fresno	2023	OBUS	Aggregate	Aggregate	Gasoline	317.3490099	15754.24911	6349.519	3.354301579	**4.69673**		
Fresno	2023	PTO	Aggregate	Aggregate	Diesel	0	18373.23084	0	3.711730192	**4.950045**		
Fresno	2023	SBUS	Aggregate	Aggregate	Gasoline	315.5557087	18801.19459	1262.223	1.88547565	**9.971592**		
Fresno	2023	SBUS	Aggregate	Aggregate	Diesel	853.7116821	19428.11927	12361.75	2.344131524	**8.287982**		
Fresno	2023	T6 CAIRP Class 4	Aggregate	Aggregate	Diesel	14.64154254	980.5727418	336.4626	0.110853107	**8.845695**		
Fresno	2023	T6 CAIRP Class 5	Aggregate	Aggregate	Diesel	19.65233596	1345.31243	451.6107	0.151882308	**8.857598**		
Fresno	2023	T6 CAIRP Class 6	Aggregate	Aggregate	Diesel	61.92361662	3513.129711	1423.005	0.391104872	**8.982577**		
Fresno	2023	T6 CAIRP Class 7	Aggregate	Aggregate	Diesel	106.9316362	22050.69671	2457.289	2.304610344	**9.56808**	**MHD**	
Fresno	2023	T6 Instate Delivery C	Aggregate	Aggregate	Diesel	283.5936317	9633.687539	4046.881	1.180246507	**8.162437**	**8.430064**	
Fresno	2023	T6 Instate Delivery C	Aggregate	Aggregate	Diesel	353.8382876	12231.97651	5049.272	1.494588319	**8.184178**		
Fresno	2023	T6 Instate Delivery C	Aggregate	Aggregate	Diesel	816.5437216	28056.85712	11652.08	3.411094367	**8.225178**		
Fresno	2023	T6 Instate Delivery C	Aggregate	Aggregate	Diesel	317.6965342	17510.15231	4533.53	2.078088976	**8.426084**		
Fresno	2023	T6 Instate Other Cla	Aggregate	Aggregate	Diesel	566.3549635	23426.1468	6547.063	2.763330113	**8.477506**		
Fresno	2023	T6 Instate Other Cla	Aggregate	Aggregate	Diesel	1380.421359	60867.1524	15957.67	7.134617193	**8.531243**		
Fresno	2023	T6 Instate Other Cla	Aggregate	Aggregate	Diesel	1259.790831	53453.52516	14563.18	6.273596318	**8.520396**		
Fresno	2023	T6 Instate Other Cla	Aggregate	Aggregate	Diesel	734.8135043	33590.65362	8494.444	3.861249416	**8.699426**		
Fresno	2023	T6 Instate Tractor Cl	Aggregate	Aggregate	Diesel	11.5832701	595.6273678	133.9026	0.066865686	**8.907818**		
Fresno	2023	T6 Instate Tractor Cl	Aggregate	Aggregate	Diesel	856.3748289	55160.30949	9899.693	6.040424429	**9.13186**		
Fresno	2023	T6 OOS Class 4	Aggregate	Aggregate	Diesel	8.560936264	568.3198405	196.7303	0.064203034	**8.851916**		
Fresno	2023	T6 OOS Class 5	Aggregate	Aggregate	Diesel	11.4419835	779.6326236	262.9368	0.087988975	**8.860572**		
Fresno	2023	T6 OOS Class 6	Aggregate	Aggregate	Diesel	36.17013681	2037.202351	831.1897	0.226579225	**8.991126**		
Fresno	2023	T6 OOS Class 7	Aggregate	Aggregate	Diesel	58.80932952	14812.99433	1351.438	1.539884458	**9.619549**		
Fresno	2023	T6 Public Class 4	Aggregate	Aggregate	Diesel	81.46433659	2701.636292	417.912	0.360826569	**7.487354**		
Fresno	2023	T6 Public Class 5	Aggregate	Aggregate	Diesel	106.3705417	3906.384942	545.6809	0.509150321	**7.672361**		
Fresno	2023	T6 Public Class 6	Aggregate	Aggregate	Diesel	135.3013448	4819.518666	694.0959	0.630073562	**7.649136**		
Fresno	2023	T6 Public Class 7	Aggregate	Aggregate	Diesel	286.3791818	13115.78538	1469.125	1.690148341	**7.760139**		
Fresno	2023	T6 Utility Class 5	Aggregate	Aggregate	Diesel	59.03280957	2404.92046	755.62	0.272768646	**8.816704**		
Fresno	2023	T6 Utility Class 6	Aggregate	Aggregate	Diesel	11.20991237	453.5625365	143.4869	0.051290416	**8.843027**		
Fresno	2023	T6 Utility Class 7	Aggregate	Aggregate	Diesel	12.77616871	631.662356	163.535	0.071094198	**8.884865**		
Fresno	2023	T6TS	Aggregate	Aggregate	Gasoline	973.6402881	53538.05258	19480.59	11.5372138	**4.640466**		
Fresno	2023	T7 CAIRP Class 8	Aggregate	Aggregate	Diesel	2664.649423	545019.4108	61233.64	90.26159125	**6.038221**	**HHD**	
Fresno	2023	T7 NNOOS Class 8	Aggregate	Aggregate	Diesel	2384.500818	645106.1794	54795.83	105.8750878	**6.093088**	**5.438606**	
Fresno	2023	T7 NOOS Class 8	Aggregate	Aggregate	Diesel	998.4606912	234355.616	22944.63	38.88906243	**6.02626**		
Fresno	2023	T7 Other Port Class	Aggregate	Aggregate	Diesel	51.28286363	9623.571941	838.9876	1.623451517	**5.927847**		
Fresno	2023	T7 POAK Class 8	Aggregate	Aggregate	Diesel	234.4726465	23583.04652	3835.972	4.04978574	**5.823283**		
Fresno	2023	T7 POLA Class 8	Aggregate	Aggregate	Diesel	262.1153394	34463.02381	4288.207	5.924154763	**5.817374**		
Fresno	2023	T7 Public Class 8	Aggregate	Aggregate	Diesel	543.7539696	23936.26546	2789.458	4.615663682	**5.185877**		
Fresno	2023	T7 Single Concrete/I	Aggregate	Aggregate	Diesel	229.2544311	16238.21099	2159.577	2.784270161	**5.832125**		
Fresno	2023	T7 Single Dump Clas	Aggregate	Aggregate	Diesel	269.1420224	16940.97021	2535.318	2.941088809	**5.760102**		
Fresno	2023	T7 Single Other Clas	Aggregate	Aggregate	Diesel	1044.798193	56520.05316	9841.999	9.631121806	**5.868481**		
Fresno	2023	T7 SWCV Class 8	Aggregate	Aggregate	Diesel	357.3819412	23165.99604	1643.957	9.209921269	**2.515331**		
Fresno	2023	T7 Tractor Class 8	Aggregate	Aggregate	Diesel	4807.650867	381211.6007	69855.17	62.8041076	**6.069851**		
Fresno	2023	T7 Utility Class 8	Aggregate	Aggregate	Diesel	41.06227272	1904.108718	525.5971	0.328966636	**5.788151**		
Fresno	2023	T7IS	Aggregate	Aggregate	Gasoline	2.180899548	85.06306056	43.63544	0.025059111	**3.394496**		
Fresno	2023	UBUS	Aggregate	Aggregate	Gasoline	89.29970289	4172.538609	357.1988	0.869264013	**4.800082**		
Fresno	2023	UBUS	Aggregate	Aggregate	Diesel	14.69276886	1488.803087	58.77108	0.160275168	**9.289044**		
Fresno	2028	All Other Buses	Aggregate	Aggregate	Diesel	105.1875984	5398.286356	936.1696	0.592513398	**9.110826**		
Fresno	2028	LDA	Aggregate	Aggregate	Gasoline	320548.7601	12220901.2	1485943	380.8185189	**32.09114**		
Fresno	2028	LDA	Aggregate	Aggregate	Diesel	500.4175236	14974.67859	2144.265	0.316474977	**47.3171**		
Fresno	2028	LDT1	Aggregate	Aggregate	Gasoline	27915.10475	914249.2484	120882.4	34.66553313	**26.37344**		
Fresno	2028	LDT1	Aggregate	Aggregate	Diesel	4.483478545	51.16920242	12.59641	0.001878334	**27.2418**		
Fresno	2028	LDT2	Aggregate	Aggregate	Gasoline	159671.2599	6150317.943	739979.4	234.6904294	**26.20609**		
Fresno	2028	LDT2	Aggregate	Aggregate	Diesel	478.7176694	19762.97324	2281.418	0.530981847	**37.21968**		
Fresno	2028	LHD1	Aggregate	Aggregate	Gasoline	11625.08082	418678.6827	173196.4	41.45012046	**10.10078**		
Fresno	2028	LHD1	Aggregate	Aggregate	Diesel	10064.12519	345467.0229	126594	21.64664788	**15.95938**		
Fresno	2028	LHD2	Aggregate	Aggregate	Gasoline	1811.901754	60201.82363	26994.64	6.899849673	**8.725092**		
Fresno	2028	LHD2	Aggregate	Aggregate	Diesel	3947.742649	137455.4894	49657.64	10.24180528	**13.42102**		
Fresno	2028	MCY	Aggregate	Aggregate	Gasoline	15663.49423	83793.53673	31326.99	1.996214088	**41.97623**		
Fresno	2028	MDV	Aggregate	Aggregate	Gasoline	124972.0171	4313098.809	562920.1	205.5747583	**20.98068**		
Fresno	2028	MDV	Aggregate	Aggregate	Diesel	1790.441128	62779.71101	8154.294	2.37624131	**26.41975**		
Fresno	2028	MH	Aggregate	Aggregate	Gasoline	1234.830218	11336.01044	123.5324	2.568058364	**4.414234**		
Fresno	2028	MH	Aggregate	Aggregate	Diesel	697.6156483	6071.042783	69.76156	0.64689844	**9.384847**		
Fresno	2028	Motor Coach	Aggregate	Aggregate	Diesel	61.5360995	7489.740568	1414.1	1.306910719	**5.730874**		
Fresno	2028	OBUS	Aggregate	Aggregate	Gasoline	251.9632826	11190.87896	5041.281	2.278288018	**4.911968**		
Fresno	2028	PTO	Aggregate	Aggregate	Diesel	0	18639.30717	0	3.538361503	**5.267779**		
Fresno	2028	SBUS	Aggregate	Aggregate	Gasoline	312.4242662	18511.87382	1249.697	1.838608085	**10.06842**		
Fresno	2028	SBUS	Aggregate	Aggregate	Diesel	840.966317	18525.00981	12177.19	2.199748597	**8.421421**	**MHD**	
Fresno	2028	T6 CAIRP Class 4	Aggregate	Aggregate	Diesel	15.2987112	1014.993949	351.5644	0.11041033	**9.192926**	**8.939233**	
Fresno	2028	T6 CAIRP Class 5	Aggregate	Aggregate	Diesel	19.8996726	1398.861684	457.2945	0.152529788	**9.171072**		
Fresno	2028	T6 CAIRP Class 6	Aggregate	Aggregate	Diesel	72.9166192	3592.623891	1675.624	0.385787143	**9.312451**		
Fresno	2028	T6 CAIRP Class 7	Aggregate	Aggregate	Diesel	117.0523414	23346.60817	2689.863	2.284012115	**10.22175**		
Fresno	2028	T6 Instate Delivery C	Aggregate	Aggregate	Diesel	305.352458	10158.99439	4357.38	1.205989382	**8.423784**		
Fresno	2028	T6 Instate Delivery C	Aggregate	Aggregate	Diesel	387.9577806	12926.94018	5536.158	1.536605846	**8.412658**		
Fresno	2028	T6 Instate Delivery C	Aggregate	Aggregate	Diesel	887.9877091	29622.86096	12671.58	3.502046712	**8.458728**		
Fresno	2028	T6 Instate Delivery C	Aggregate	Aggregate	Diesel	367.9564166	18994.12484	5250.738	2.230601078	**8.51525**		
Fresno	2028	T6 Instate Other Cla	Aggregate	Aggregate	Diesel	603.6852248	24608.20811	6978.601	2.822715356	**8.717921**		
Fresno	2028	T6 Instate Other Cla	Aggregate	Aggregate	Diesel	1544.780993	64171.58774	17857.67	7.34550179	**8.736175**		
Fresno	2028	T6 Instate Other Cla	Aggregate	Aggregate	Diesel	1365.162597	56272.59266	15781.28	6.430353408	**8.751089**		
Fresno	2028	T6 Instate Other Cla	Aggregate	Aggregate	Diesel	899.4344363	35715.34267	10397.46	4.044223639	**8.831199**		
Fresno	2028	T6 Instate Tractor Cl	Aggregate	Aggregate	Diesel	13.05712268	622.6495183	150.9403	0.068807888	**9.049101**		
Fresno	2028	T6 Instate Tractor Cl	Aggregate	Aggregate	Diesel	1051.776222	59488.98976	12158.53	6.305699156	**9.434162**		
Fresno	2028	T6 OOS Class 4	Aggregate	Aggregate	Diesel	9.458373797	628.5797632	217.3534	0.065977414	**9.527196**		
Fresno	2028	T6 OOS Class 5	Aggregate	Aggregate	Diesel	12.20993061	862.2984014	280.5842	0.090933159	**9.482772**		
Fresno	2028	T6 OOS Class 6	Aggregate	Aggregate	Diesel	45.56292993	2253.210394	1047.036	0.231961497	**9.713726**		
Fresno	2028	T6 OOS Class 7	Aggregate	Aggregate	Diesel	64.0245686	16383.64141	1471.285	1.572582255	**10.4183**		
Fresno	2028	T6 Public Class 4	Aggregate	Aggregate	Diesel	73.83621035	2604.590675	378.7798	0.331160629	**7.865037**		
Fresno	2028	T6 Public Class 5	Aggregate	Aggregate	Diesel	107.2578665	3841.759423	550.2329	0.485160295	**7.918536**		
Fresno	2028	T6 Public Class 6	Aggregate	Aggregate	Diesel	129.5004475	4719.867611	664.3373	0.594991073	**7.93267**		
Fresno	2028	T6 Public Class 7	Aggregate	Aggregate	Diesel	277.5106808	12745.60157	1423.63	1.562555852	**8.156893**		
Fresno	2028	T6 Utility Class 5	Aggregate	Aggregate	Diesel	57.74119217	2319.715338	739.0873	0.256683823	**9.037248**		
Fresno	2028	T6 Utility Class 6	Aggregate	Aggregate	Diesel	10.92136387	437.7703055	139.7935	0.048313757	**9.060987**		
Fresno	2028	T6 Utility Class 7	Aggregate	Aggregate	Diesel	12.16308656	603.9413566	155.6875	0.066082655	**9.139181**		
Fresno	2028	T6TS	Aggregate	Aggregate	Gasoline	835.1222172	47160.45506	16709.13	9.619661371	**4.902507**		
Fresno	2028	T7 CAIRP Class 8	Aggregate	Aggregate	Diesel	2833.965231	572811.9669	65124.52	87.9720637	**6.511294**	**HHD**	
Fresno	2028	T7 NNOOS Class 8	Aggregate	Aggregate	Diesel	2601.661223	710444.5489	59786.17	103.3970853	**6.871031**	**5.773599**	
Fresno	2028	T7 NOOS Class 8	Aggregate	Aggregate	Diesel	1121.113254	258091.885	25763.18	38.88778417	**6.636837**		
Fresno	2028	T7 Other Port Class	Aggregate	Aggregate	Diesel	53.83539691	11214.34533	880.7471	1.805767948	**6.210291**		
Fresno	2028	T7 POAK Class 8	Aggregate	Aggregate	Diesel	240.1799956	25147.52208	3929.345	4.169193164	**6.031748**		
Fresno	2028	T7 POLA Class 8	Aggregate	Aggregate	Diesel	305.8434617	41579.86667	5003.599	7.091106689	**5.863664**		
Fresno	2028	T7 Public Class 8	Aggregate	Aggregate	Diesel	543.7568181	23562.07322	2789.472	4.349186316	**5.417582**		
Fresno	2028	T7 Single Concrete/I	Aggregate	Aggregate	Diesel	228.1202482	15372.02393	2148.893	2.501215469	**6.145822**		
Fresno	2028	T7 Single Dump Clas	Aggregate	Aggregate	Diesel	301.6580859	16587.26908	2841.619	2.820898533	**5.880137**		
Fresno	2028	T7 Single Other Clas	Aggregate	Aggregate	Diesel	1324.464247	58915.39889	12476.45	9.788937483	**6.018569**		
Fresno	2028	T7 SWCV Class 8	Aggregate	Aggregate	Diesel	311.4154408	20195.60708	1432.511	7.638832099	**2.643808**		
Fresno	2028	T7 Tractor Class 8	Aggregate	Aggregate	Diesel	6119.184964	410127.93	88911.76	65.00224816	**6.309442**		
Fresno	2028	T7 Utility Class 8	Aggregate	Aggregate	Diesel	44.40630191	1904.155441	568.4007	0.32098132	**5.932294**		
Fresno	2028	T7IS	Aggregate	Aggregate	Gasoline	0.505891803	86.61401002	10.12188	0.019875317	**4.357868**		
Fresno	2028	UBUS	Aggregate	Aggregate	Gasoline	92.49170241	4337.315772	369.9668	0.899825012	**4.820177**		
Fresno	2028	UBUS	Aggregate	Aggregate	Diesel	21.43397539	2302.714757	85.7359	0.2531729	**9.095424**		

On-road Mobile (Operational) Energy Usage

Unmitigated:

Step 1:

Therefore:

Average Daily VMT:

29,268	Source: CalEEMod Output File (10,682,990.9 annual VMT divided by 365 days/year)

Step 2: Given:

Fleet Mix (CalEEMod Output)

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
53.5430%	5.3975%	17.5864%	14.0525%	2.2799%	0.6183%	1.4960%	2.2785%	0.0688%	0.0282%	2.2547%	0.1379%	0.2584%

And:

Gasoline MPG Factors for each Vehicle Class - Year 2028 (EMFAC2021 Output)

LDA	LDT1	LDT2	MDV	MCY	MH	OBUS
32.0911421	26.37344	26.20609	20.98068287	41.97622752	4.414233958	4.911968

Diesel MPG Factors for each Vehicle Class - Year 2028 (EMFAC2021 Output)

LHD1	LHD2	MHD	HHD	UBUS	SBUS
15.9593774	13.42102	8.939233	5.773599046	9.095423562	8.421421355

Therefore:

Weighted Average MPG Factors

Gasoline: **29.1** Diesel: **10.6**

Step 3: **Therefore:**

935	**daily gallons of gasoline**	**190**	**daily gallons of diesel**

or

341,321	**annual gallons of gasoline**	**69,484**	**annual gallons of diesel**

Off-road Mobile (Construction) Energy Usage

Note: For the sake of simplicity, and as a conservative estimation, it was assumed that all off-road vehicles use diesel fuel as an energy source. Demolition (if applicable), Site preparation and grading off-road mobile vehicle on-site gallons of fuel are calculated below.

Given Factor:	**192.4**	**metric tons**	**CO2**	**(provided in CalEEMod Output File)**
Conversion Factor:	2204.6262	pounds	per metric ton	
Intermediate Result:	**424,206**	**pounds**	**CO2**	
Conversion Factor:	22.38	pounds	CO2 per 1 gallon of diesel fuel	Source: U.S. EIA, 2016
Final Result:	**18,955**	**gallons**	**diesel fuel**	http://www.eia.gov/tools/faqs/faq.cfm?id=307&t=11

Mitigated Onsite Scenario	Total CO2 (MT/yr) (provided in CalEEMod Output File)
Site Preparation - 2023	101.1635
Grading - 2023	192.42

On-road Mobile (Construction) Energy Usage - Site Preparation

Step 1: **Total Daily Worker Trips (CalEEMod Output)**

18

Worker Trip Length (miles) (CalEEMod Output)

10.8

Therefore:

Average Worker Daily VMT:

194

Step 2: Given:

Assumed Fleet Mix for Workers (Percentage mix is provided on Appendix A: Calculation Details for CalEEMOD p. 15)

LDA	**LDT1**	**LDT2**
0.5	0.25	0.25

And:

Gasoline MPG Factors for each Vehicle Class - Year 2023 (EMFAC2021 Output)

LDA	**LDT1**	**LDT2**
28.992502	24.00704	23.25365

Therefore:

Weighted Average Worker MPG Factor

26.3

Step 3: **Therefore:**

7.4 **Worker daily gallons of gasoline**

Step 4: 60 **# of Days (CalEEMod Output)**

Therefore:

Result: **443** **Total gallons of gasoline**

On-road Mobile (Construction) Energy Usage - Grading

Step 1: **Total Daily Worker Trips (CalEEMod Output)**

20

Worker Trip Length (miles) (CalEEMod Output)

10.8

Therefore:

Average Worker Daily VMT:

216

Step 2: Given:

Assumed Fleet Mix for Workers (Percentage mix is provided on Appendix A: Calculation Details for CalEEMOD p. 15)

LDA	LDT1	LDT2
0.5	0.25	0.25

And:

Gasoline MPG Factors for each Vehicle Class - Year 2023 (EMFAC2021 Output)

LDA	LDT1	LDT2
28.992502	24.007041	23.253655

Therefore:

Weighted Average Worker MPG Factor

26.3

Step 3: **Therefore:**

8.2 **Worker daily gallons of gasoline**

Step 4: 155 **# of Days (CalEEMod Output)**

Therefore:

Result: **1,272** **Total gallons of gasoline**

On-road Mobile (Construction) Energy Usage - Building Construction

Step 1:

Total Daily Worker Trips (CalEEMod Output)			Total Daily Vendor Trips (CalEEMod Output)		
297	5%	**15**	96	5%	**5**

Note: Assumes 5% of Plan Area under construction at given point in time (on average) until buildout.

Worker Trip Length (miles) (CalEEMod Output)	Vendor Trip Length (miles) (CalEEMod Output)
10.8	7.3

Therefore:

Average Worker Daily VMT:	Average Vendor Daily VMT:
160	**35**

Step 2:

Given:

Assumed Fleet Mix for Workers (Percentage mix is provided on Appendix A: Calculation Details for CalEEMOD p. 15)

LDA	LDT1	LDT2
0.5	0.25	0.25

Fleet Mix for Workers (CalEEMod Output)

MHD	HHD
0%	100%

Assumed Fleet Mix for Vendors

And:

MPG Factors for each Vehicle Class - Year 2023 (EMFAC2021 Output)

Gasoline:			**Diesel:**	
LDA	**LDT1**	**LDT2**	**MHD**	**HHD**
28.9925022	24.00704	23.25365	8.430063824	5.438606

Therefore:

Weighted Average Worker (Gasoline) MPG Factor	Weighted Average Vendor (Diesel) MPG Factor
26.3	**5.4**

Step 3:

Therefore:		Therefore:	
6	**Worker daily gallons of gasoline**	**6**	**Vendor daily gallons of diesel**

Step 4:

960 **# of Days (CalEEMod Output)**

Therefore:

5,852 **Total gallons of gasoline**

Therefore:

6,185 **Total gallons of diesel**

On-road Mobile (Construction) Energy Usage - Paving

Step 1: **Total Daily Worker Trips (CalEEMod Output)**

15

Worker Trip Length (miles) (CalEEMod Output)

10.8

Therefore:

Average Worker Daily VMT:

162

Step 2: Given:

Assumed Fleet Mix for Workers (Percentage mix is provided on Appendix A: Calculation Details for CalEEMOD p. 15)

LDA	LDT1	LDT2
0.5	0.25	0.25

And:

Gasoline MPG Factors for each Vehicle Class - Year 2023 (EMFAC2021 Output)

LDA	LDT1	LDT2
28.992502	24.007041	23.253655

Therefore:

Weighted Average Worker MPG Factor

26.3

Step 3: **Therefore:**

6.2 **Worker daily gallons of gasoline**

Step 4: 110 **# of Days (CalEEMod Output)**

Therefore:

Result: **677** **Total gallons of gasoline**

On-road Mobile (Construction) Energy Usage - Architectural Coating

Step 1: **Total Daily Worker Trips (CalEEMod Output)**

59	5%	3

Note: Assumes 5% of Plan Area under construction at given point in time (on average) until buildout.

Worker Trip Length (miles) (CalEEMod Output)

10.8

Therefore:

Average Worker Daily VMT:

32

Step 2: Given:

Assumed Fleet Mix for Workers (Percentage mix is provided on Appendix A: Calculation Details for CalEEMOD p. 15)

LDA	LDT1	LDT2
0.5	0.25	0.25

And:

Gasoline MPG Factors for each Vehicle Class - Year 2023 (EMFAC2021 Output)

LDA	LDT1	LDT2
28.992502	24.007041	23.253655

Therefore:

Weighted Average Worker MPG Factor

26.3

Step 3: **Therefore:**

1.2 **Worker daily gallons of gasoline**

Step 4: 110 **# of Days (CalEEMod Output)**

Therefore:

Result: **133** **Total gallons of gasoline**

APPENDIX C.3

GHG Calculation Methodology

Greenhouse Gas Efficiency Metric Calculation Methodology – Shepherd North Project

The methodology used for assessing the proposed project's consistency with GHG targets established in AB 32 is the use of GHG efficiency metrics to assess the GHG efficiency of the project on a "service population (SP)" basis (the sum of the number of jobs and the number of residents provided by a project). These metrics represent the rate of emissions needed to achieve a fair share of the state's emissions mandate embodied in AB 32. The use of "fair share" in this instance indicates the GHG efficiency level that, if applied statewide, would meet the AB 32 emissions target and support efforts to reduce emissions beyond 2020.

GHG efficiency metrics for the project were developed based on emissions rates for the land use-driven emission sectors in the CARB's GHG inventory. The GHG efficiency metric is only based on sectors that would accommodate projected growth (as indicated by population and employment growth) while allowing for consistency with the goals of AB 32 (i.e., 1990 GHG emissions levels by 2020). The per service population efficiency target is based on the AB 32 GHG reduction target and GHG emissions inventory prepared for the CARB's 2008 Scoping Plan.

To develop the efficiency metric for 2020, land-use driven sectors in the CARB's 1990 GHG inventory were identified and separated to tailor the inventory to land use projects. This process removes emission sources that would not be applicable to the project area. For example, emissions associated with ships and commercial boats, aviation, rail, industrial sources, agriculture and forestry, and unspecified sectors were removed from the CARB's 1990 inventory in order to exclude non-land use sectors. The exceptions for the industrial sector are the landfill and domestic wastewater sub-sectors which were included in development of the GHG efficiency metric because emissions from these sectors are included in the project's emissions profile. Isolating the land use-driven sectors from the CARB's overall inventory ensures that the threshold is directly applicable to land use projects, whereby emission sectors included in the inventory used for developing the GHG efficiency metric can be mapped to a project's emissions data. For example, emissions associated with on-road transportation, electricity, natural gas, wastewater treatment, and solid waste are included in both the inventory used to develop the GHG efficiency metric and the project's operational emissions. The CARB's complete 1990 inventory and the adjusted land use-driven emissions inventory are shown on the following pages.

The land-use sector driven inventory for 1990 was divided by the population and employment projections for California in 2020. Detailed calculations showing derivation of the efficiency metrics are shown on the following pages. The efficiency metric allows the threshold to be applied evenly to all project types (residential, commercial/retail and mixed use) and uses an emissions inventory comprised only of sources from land-use related sectors. The efficiency approach allows lead agencies to assess whether any given project or plan would accommodate population and employment growth in a way that is consistent with the emissions limit established under AB 32. The resultant GHG efficiency metric would be (approximately) 4.84 MT CO_2e/SP/year for 2020 (as provided below).

The proposed project is anticipated to be built out in year 2028. The CARB has indicated that an average statewide GHG reduction of 5.2 percent per year would be necessary to achieve the 2030 target[1,2]. Therefore, a GHG efficiency goal in terms of metric tons per service population, similar to the one developed for 2020, were estimated for year 2030, allow evaluation of the project's GHG emissions in the post-2020 landscape. The equivalent goal for 2030 computes to approximately 2.62 MT CO_2e/ SP/year. This targets was estimated by applying a uniform reduction from the CARB's 1990 emissions inventory and dividing the resultant value by the projected population and employment in these future years.

These GHG efficiency metric were derived based on the reduction trajectory the state needs to maintain to achieve its 2030 and 2050 goals (an approximately 5.2 percent reduction per year) (CARB, 2016b). All calculations are based on the IPCC Second Assessment Report's Global Warming Potentials to allow consistent comparison between the ARB 1990 inventory and the California Emissions Estimator Model (CalEEMod; used to estimate project emissions).

[1] California Air Resources Board. 2016. California Climate Strategy. January 29, 2016. Available at: http://docketpublic.energy.ca.gov/PublicDocuments/15-RETI-02/TN210091_20160129T154626_California_Climate_Strategy_CARB_for_RETI_20_Plenary_Meeting_on.pdf

[2] California Air Resources Board. 2015. 2030 Target Scoping Plan Workshop Slides. (October 1, 2015). Available at: http://www.arb.ca.gov/cc/scopingplan/meetings/10_1_15slides/2015slides.pdf

California Greenhouse Gas Inventory for 1990 – by Sector and Activity (Land Use-driven sectors only)
Million metric tons of CO_2-equiavlent (CO_2e) – (based on IPCC Second Assessment Report's Global Warming Potentials) (CARB, 2007).

Year 1990

Transportation	
On Road	
Passenger Cars	63.77
Light Duty Trucks	44.75
Motorcycles	0.43
Heavy Duty Trucks	29.03
Freight	0.02
Electricity Generation In-State	
CHP: Commercial	***0.70***
Merchant Owned	***2.33***
Transmission and Distribution	***1.56***
Utility Owned	***29.92***
Electricity Generation In-State	
Specified Imports	***29.61***
Transmission and Distribution	***1.02***
Unspecified Imports	***30.96***
Commercial	
CHP: Commercial	***0.40***
Communication	***0.07***
Domestic Utilities	***0.34***
Education	***1.42***
Food Services	***1.89***
Healthcare	***1.32***
Hotels	***0.67***
Not Specified Commercial	***5.58***
Offices	***1.46***
Retail & Wholesale	***0.68***
Transportation Services	***0.03***
Residential	
Household Use	***29.66***
Industrial	
Landfills	***6.26***
Wastewater Treatment	
Domestic Wastewater	2.83
Total Emissions	**286.70**

Future Year Service Population Thresholds

	2020	2025	2030	2040	2050
Population	40,719,999	42,369,923	44,019,846	46,884,801	49,158,401
Employment	18,511,200	19,261,251	20,011,301*	21,313,702*	22,347,274*
Service Population	59,231,199	61,631,173	64,031,147	68,198,503	71,505,675
Emissions (Million Metric Tons)	286.70	219.25	167.67	98.06	57.35
MT/SP	**4.84**	**3.56**	**2.62**	**1.44**	**0.80**

Notes:

SP = service population.

*Assumes proportion of employed persons to the overall population remains equal to that as was applicable in 2020.

Post-2020 Emissions are based on an annual 5.2% reduction from 2020 (CARB, 2016).

Sources:

California Air Resources Board (CARB). 2007. Staff Report: California 1990 Greenhouse Gas Emissions Level and 2020 Emissions Limit. Public Release Date: November 16, 2007. Available: https://www.arb.ca.gov/cc/inventory/1990level/1990level.htm

California Air Resources Board (CARB). 2015. 2030 Target Scoping Plan Workshop Slides. (October 1, 2015). Available: http://www.arb.ca.gov/cc/scopingplan/meetings/10_1_15slides/2015slides.pdf

California Air Resources Board (CARB). 2016. California Climate Strategy. January 29, 2016. Available at: http://docketpublic.energy.ca.gov/PublicDocuments/15-RETI-02/TN210091_20160129T154626_California_Climate_Strategy_CARB_for_RETI_20_Plenary_Meeting_on.pdf

California Department of Finance, Demographics Research Unit (Total Estimated and Projected Population for California and Counties: July 1, 2010 to July 1, 2060 in 5-year Increments. Published February, 2017.

California Department of Finance Employment Development Department. Industry Employment Projections Labor Market Information Division 2010-2020. Published 5/23/2012.

Appendix D

Biological

BIOLOGICAL HABITAT ASSESSMENT

OF THE

TRACT 6205, SPENSLEY PROPERTY

N. SUNNYSIDE AT SHEPHERD AVENUE

CLOVIS, FRESNO COUNTY, CALIFORNIA



BIOLOGICAL HABITAT ASSESSMENT

OF THE

Tract 6205, Spensley Property

N. Sunnyside and Shepherd Avenue

Clovis, Fresno County, California

Prepared For:

Wilson Premier Homes, LLC.

Prepared By:

ARGONAUT ECOLOGICAL CONSULTING, INC.

2377 Gold Meadow Way, Suite 100
Gold River, CA 95670

April 30, 2018

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SECTION 1 EXECUTIVE SUMMARY AND INTRODUCTION

EXECUTIVE SUMMARY

Argonaut Ecological, Inc. conducted a biological review of Tract 6205 Spensley Property, Clovis, California. Tract 6205 is located at the northeast intersection of E. Shepherd Avenue and N. Sunnyside Avenue. The tract covers roughly 75 acres (See Figure 1). The Study Area has historically been in continuous agricultural production (orchard) for several decades. The findings indicate that the site does not support any wetland or aquatic habitat and the likelihood for the site to support protected species, other than nesting raptors and birds, is low because of the lack of habitat diversity.

1.1 INTRODUCTION

This report presents the findings of a field review and biological assessment conducted to assess the biological resources present and potential biological impacts of site development.

The results include a description of the habitat present and the likelihood for the site to support sensitive biological resources (waters, wetland, and special status species habitat) based on a literature review, database review and a field review. The results indicate that the site has been in continuous intensive agricultural production for many years and the site does not support habitat for any listed or protected species or waters/wetland habitats. One recommendations is included for protection of nesting migratory birds.

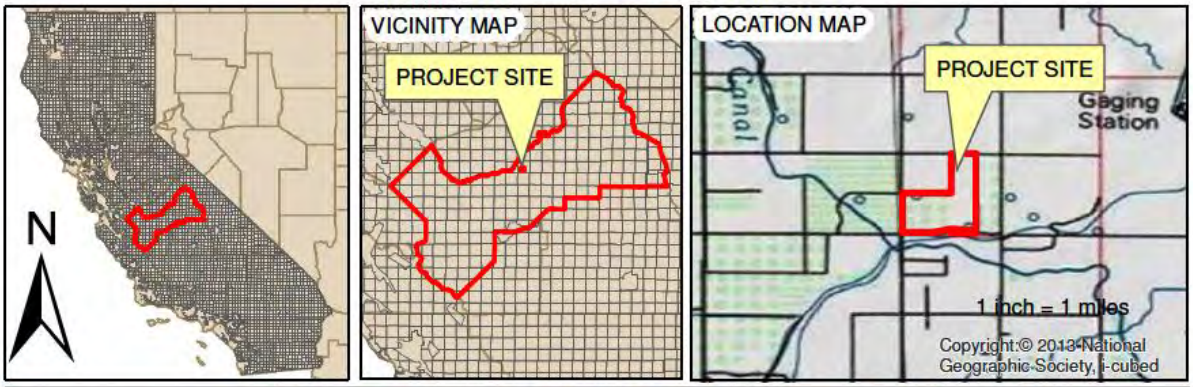
1.2 STUDY OBJECTIVES

This review identifies biological resources within the Study Area and describes the suitability of the Study Area to support species of special concern and other biological resources. This review does not, nor was it designed to include exhaustive surveys for special status plant and animal species. Instead the review included a field survey designed to determine the potential for the site to support habitat that may be used or occupied by special status plant and animals species. The study also is designed to determine the approximate extent of potential wetland habitat on the site. "Wetland habitat" includes those areas that may be considered both "Waters of the U.S., as defined by the U.S. Army Corps of Engineers, and/or wetlands as defined by the Army Corps and the State of California. As described in Section 1.2, wetlands are a subset of "Waters of the U.S." under the Federal Clean Water Act.

This report can be used to assess the potential effects on biological resources if the current land use changes. The specific type of land use change would dictate the type of regulatory approvals or permits required. This review focused on the extent of the Waters of the U.S., including any wetlands that would potentially be subject to regulation under Section 404 of the Clean Water Act or by the State of California Wetland Policy (Resolution 2008-0026) which is designed to protect all waters of the State, including dredge and fill discharges. This study also focused on assessing and identify any potential impacts site development may have on species protected by the Federal Endangered Species Act or protected under the California Environmental Quality Act.

VICINITY AND LOCATION MAP

CLIENT NAME: Wilson Premier Homes Inc. PROJECT NAME:Spensley Tract No. 6205
PROJECT LOCATION: Section 21, T. 12S., R.21E., Mount Diablo Base and Meridian
City of Clovis, Fresno County California,





500 250 0 500 Feet

1 in = 500 ft

Legend

Approximate boundary (+/-75 AC)

ARGONAUT ECOLOGICAL CONSULTING, INC.

Date: 10/16/2017

1.3 REGULATORY JURISDICTION AND BACKGROUND

Regulatory jurisdiction over biological resources within the Study Area is shared by several agencies. The following is a brief description of the primary agencies and their respective jurisdiction.

Wetland Protection

U.S. Army Corps of Engineers

The U.S. Army Corps of Engineers (Army Corps) and the U.S. Environmental Protection Agency regulates placement of fill into the Waters of the U.S under Section 404 of the Federal Clean Water Act and Section 10 of the Rivers and Harbor Act. The term "Waters of the U.S." Include wetlands, special aquatic sites, and other non-wetland waters such as bays, rivers, and lakes. The jurisdictional limit of tidal Waters of the U.S. under Section 10 of the Rivers and Harbor Act is the Mean High Water line. However, Section 404 of the Federal Clean Water Act extends the jurisdictional limit to the High Tide line. The High Tide Line is the highest elevation of the tide in a normal year, excluding storm events. Wetlands adjacent to the Mean High Water line or High Tide Line are also under the USACE jurisdiction. For purposes of this document, the term "Waters of the U.S." is legally defined under Section 404 of the Federal Clean Water Act. It includes seasonal drainages that have a defined channel and support wetland species, but lack positive indicators of wetland soils.

As previously stated Waters of the U.S. includes wetlands. The Army Corps defines wetland as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" (Environmental Laboratory 1987). Seasonally inundated areas that meet the criteria of all three wetland parameters as defined in the recently issued Wetland Delineation Manual for the Arid West (USACE 2006) are also considered jurisdictional wetlands. However, drainage ditches excavated on dry land that do not convey flows from historical streams and/or channels are usually considered non-jurisdictional as defined in Title 33 CFR Part 328.3 (a). A determination of whether any particular area is considered non-jurisdictional varies on a case-by-case basis.

Since 2001, the U.S. Supreme Court found in several court rulings that regulation of isolated intrastate waters by the Army Corps under the Migratory Bird Rule and other arguments is unconstitutional and impinges on state rights to regulate intrastate commerce. The decisions, which include both *Solid Waste Agency of Northern Cook County v. U.S. Army Corps of Engineers* (SWANCC) and *Rapanos v. United States* (Rapanos) limited the scope of federal jurisdiction under the Federal Clean Water Act and excluded many California wetlands from federal regulation.

In May 2015 the U.S. Environmental Protection Agency and the U.S. Army finalized the "Clean Water Rule "with the intent of clarifying what constitutes a waters of the U.S., and presumably,

acts to more precisely define and making permitting more predictable, thus less costly and easier. The rule was not intended to create any new permitting requirements for agriculture and maintains all previous exemptions and exclusions. The new Clean Water Rule went in effect at the end of August, 2015. On October 9, 2015 the Sixth U.S. Circuit Court of Appeals issued a nationwide stay of the rule pending further court action. Therefore, currently, application of the Clean Water Rule is not enforced and the current regulatory definition of waters of the U.S. remains.

Executive Order 11990

Executive Order 11990 (signed May 24, 1977) directs all federal agencies to refrain from assisting in or giving financial support to projects that encroach on publicly or privately owned wetlands. It further requires that federal agencies support a policy to minimize the destruction, loss, or degradation of wetlands. A project that encroaches on wetlands may not be undertaken unless the agency in question has determined that: (1) there are no practicable alternatives to such construction; (2) the project includes all practicable measures to minimize harm to wetlands that would be affected by the project; and (3) the resulting impact will be minor.

The Executive Order, the Order does not apply to issuance by Federal Agencies of permits, licenses, or allocation to private parties for activities involving wetland on non-Federal property. Executive Order 1190 is also not intended to be applied on a project by project basis. Section 1 of the order states the following: "*This Order does not apply to the issuance by Federal agencies of permits, licenses, or allocations to private parties for activities involving wetlands on non-Federal property.*"

California State Water Resources Control Board

Since 1993, California has had a Wetlands Conservation Policy (a.k.a., the Executive Order W-51 59-93). Commonly referred to as the *No Net Loss Policy* for wetlands, this order establishes for the State the mandate that it develops and adopts a policy framework and strategy to protect the State's wetland ecosystems.

The State Water Board's Policy is only proposed and no new regulatory authority has been granted to the State of California to regulate wetlands other than what currently exists. Bring a uniform regulatory approach between the State Water Resources Control Board, other agencies involved in aquatic resource protection and the federal Clean Water Act Section 404 program for dredge and fill discharges by establishing procedures and criteria for the application, review and approval of permits to discharge dredged or fill material to waters of the State.

Under the State's 401 Water Quality Certification and Wetland Program, the state provides certification for any proposed fill of waters of the U.S.. Although the State has not historically regulated fills of wetlands/waters of the state, they have boldly asseredt they have the regulatory authority to regulate fills of isolated wetlands/waters under the Porter-Cologne Water Quality Control Act.

Under California's Porter-Cologne Water Quality Control Act (Porter-Cologne), the regional boards regulate the "discharge of waste" to "waters of the state". All parties proposing to discharge waste that could affect waters of the state must file a report of waste discharge with the

appropriate regional board. The regional board will then respond to the report of waste discharge by issuing waste discharge requirements (WDRs) in a public hearing, or by waiving WDRs (with conditions) for that proposed discharge.

Both of the terms "discharge of waste" and "waters of the state" are broadly defined in Porter-Cologne, such that discharges of waste include fill, any material resulting from human activity, or any other "discharge" that may directly or indirectly impact "waters of the state". While all "waters of the United States" that are within the borders of California are also "waters of the state", the converse is not true - "waters of the United States" is a subset of "waters of the state." While all "waters of the United States" that are within the borders of California are also "waters of the state", the converse is not true - "waters of the United States" is a subset of "waters of the state." However, a recent court case has provided clarity with respect to the limit to the Regional Boards jurisdiction. The California Superior Court in December 2017 (John D. Sweeney and Point Duck Club, LLC vs. San Francisco Bay Conservation and Development Commission and the San Francisco Regional Water Quality Control Board, FCS048136). In that case the court found that "the California Water Code (Porter-Cologne) §13304 does not give the State the authority (in this case the California Regional Water Quality Control Board) to regulate discharges into areas that are not "waters of the State" and found that "waters of the State" are not areas that are considered dry land (defined as an area that does not have perennial, ephemeral, or intermittent surface waters). The court ruling also made clear that vegetation removal from a waters is not "fill" or "discharge" that can be regulated by the State. At this time, it is unknown how this court ruling will, or will not, change how the Regional Boards proceed with respect to wetland regulation.

It is important to note that, while Section 404 permits and 401 certifications are required when the activity results in fill or discharge directly below the ordinary high water line of waters of the United States, any activity that results or may result in a discharge that directly or indirectly impacts waters of the state or the beneficial uses of those waters are subject to waste discharge requirements (WDRs). In practice, most regional boards rely on applications for 401 certification to determine whether WDRs need also be issued for a proposed project.

Listed Protected Species and Habitat Protection

U.S. Fish and Wildlife Service

The U.S. Fish and Wildlife Service (USFWS) implements the Migratory Bird Treaty Act (16 USC Section 703-711), Bald and Golden Eagle Protection Act (16 United States Code [USC] Section 668), and Federal Endangered Species Act (FESA; 16 USC § 153 *et seq.)*. Projects that would result in "take" of any federally-listed threatened or endangered species are required to obtain authorization from the USFWS through either Section 7 (interagency consultation) or Section 10(a) (incidental take permit) of FESA, depending on whether the federal government is involved in permitting or funding the project. The authorization process is used to determine if a project would jeopardize the continued existence of a listed species and what mitigation measures would be required to avoid jeopardizing the species.

"Take" under the federal definition means to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. "Candidate species" do not have the full protection of FESA. However, the USFWS advises project applicants that it is prudent to

address these species since they could be elevated to "listed status" prior to completion of projects with long planning or development schedules.

The **Migratory Bird Treaty Act (MBTA**) was first enacted in 1916 in order to implement the convention for protection of migratory birds between the United States and Great Britain (acting on behalf of Canada). The MBTA makes it illegal for anyone to take, possess, import, transport, purchase, barter or offer for sale or purchase any migratory birds, its nests or eggs unless a permit has been issued by the federal agency. The USFWS has statutory authority and responsibility for enforcing the MBTA. In accordance with the MBTA Reform Act (MBTARA) of 2004 all species native to the U.S. or its territories which occur as a result of natural biological or ecological processes (70 FR 12710, March 15, 2005) and does not include nonnative species whose occurrences in the US are solely the result of intentional or unintentional human introduction. The USFWS maintains a list of bird species protected under the MCTA and the MBTRA.

On December 22, 2017, the U.S. Department of the Interior, Office of the Solicitor issued a memorandum 37050 that clarified that under the Migratory Bird Treaty Act does not prohibit incidental "take" or "killing" of migratory birds as a result activities perform as part of an otherwise lawful activity.

California Department of Fish and Wildlife

The California Department of Fish and Wildlife (CDFW), formally known as the California Department of Fish and Game, is a Trustee Agency with responsibility under the CEQA for commenting on projects that could impact plant and wildlife resources. In addition, pursuant to the Fish and Game Code Section 1802, the CDFW has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and the habitat necessary for biologically sustainable populations of those species. The California Fish and Game Code also provide authority for the CDFW to regulate projects that could result in the "take" of any species listed by the State as threatened or endangered (Section 2081).

Perennial and intermittent streams also fall under the jurisdiction of CDFW pursuant to Sections 1601-1603 of the Fish and Game Code (Streambed Alteration Agreements). The CDFW's jurisdiction over work within the stream zone includes, but is not limited to, the diversion or obstruction of the natural flow or changes in the channel, bed, or bank of any river, stream or lake. Prior to issuing a 1601 or 1603 Streambed Alteration Agreement, the CDFW must demonstrate compliance with CEQA. In most cases, CDFW relies on the CEQA review performed by the local lead agency. However, in cases where no CEQA review was required for the project, CDFW would act as the lead agency under CEQA.

The CDFW also has authority for protection state-listed species issues Section 2081 Incidental Take Permit if a project has the potential to negatively affect state-protected plant or animal species or their habitats, either directly or indirectly. Protected species include those "listed" by the state as endangered or threatened. Besides listed species, there are other categories of species protection, including "fully protected" and California Species of Special Concern (CSC). Adverse impacts to species that have the "fully protected" designation are prohibited.

Under current California Fish & Game Code (FGC Section 3503) "it is unlawful to take, posses or needlessly destroy the nest or eggs of any bird…" Birds of prey (falcons, hawks, owls and eagles) get extra protection under the law (FGC Section 3503.5).

California Endangered Species Act

The California Endangered Species Act (CESA) provides protection for candidate plants and animal species as well as those listed as rare, threatened, or endangered by the California Department of Fish and Game (CDFG). This act prohibits the take of any such species unless authorized. Section 2081 authorizes the state to issue incidental take permits. The state definition of take applies only to acts that result in the death of or adverse impacts to protected species.

California Environmental Quality Act

The CEQA Guidelines require review of projects to determine their environmental effects and to identify mitigation for significant effects. The Guidelines state an effect may be significant if it affects rare and endangered species. Section 15380 of the Guidelines defines *rare* to include listed species, and allows agencies to consider rare species other than those designated as State or federal threatened or endangered, but that meet the standards for rare under the federal or State endangered species acts. On this basis, plants designated as rare by non-regulatory organizations (e.g., California Native Plant Society), species of special concern as defined by CDFW, candidate species as defined by USFWS and other designations may need to be considered in CEQA analyses.

City of Clovis

The Study Area falls within the City of Clovis, California. The City is responsible for all local land use decisions within its jurisdictional boundary.

SECTION 2 METHODS

The following section describes the methods used to assess the Study Area, which includes a combination of data review and evaluation, field studies, and aerial photograph interpretations.

2.1 DATA AND LITERATURE REVIEW

The approximately 75-acre Study Area is located within an historically developed with rural residential and agricultural that has been undergoing redevelopment into higher density residential within the City of Clovis, California. The following documents and/or sources were used in preparing this report.

- U.S. Department of Agricultural, Natural Resources Conservation Service, Soil Survey of Fresno Area (Soils mapper).
- Aerial photography (Google Earth®, Bing®, and historic aerials dating back to 1983).
- The California Department of Fish and Game, California Natural Diversity Database (CNDDB/RareFind - Recent version with updates).
- U.S. Fish and Wildlife Service National Wetland Inventory Map
- U.S. Fish and Wildlife Service Information for Planning and Conservation (IPaC)
- University of Texas, Austin, Perry-Castañeda Map Collection
- AcreValue® (accessed at www.acrevalue.com)
- Previous experience with biological studies, CEQA reviews, and wetland delineation work on lands adjacent to the Study Area.

2.2 AERIAL PHOTOGRAPHY AND WETLAND MAPPING

A series of aerial photographs of the Study Area were reviewed to assess changes in land use over time, dating back to 1998. Specifically, black and white and color aerial photographs ranging in resolution from 0.5 meters to 1.0 meter. We also reviewed wetland mapping and the aerials to determine if the Study Area recently supported wetlands.

2.3 FIELD RECONNAISSANCE

Prior to conducting a site review, we reviewed the California Natural Diversity Database/ Rarefind (CNDDB/Rarefind). The CNDDB includes records of reported observations for special status plant and animal species. A search radius that included up to nine USGS quadrangles was employed. The results of the CNDDB/RareFind were reviewed to identify which species would present the greatest likelihood of being present on the site based on the distance of the site from known records and the similarity in habitats between the Study Area and the habitats that the species required and/or preferred. Also prior to the field work, a high resolution aerial was reviewed to determine if there are any areas on the site that appear to support waters of the U.S., or other water features.

On October 23, 2017 a site review was conducted. The entire site was reviewed. There were no access issues. The primary objective of the field work was to identify any areas on the site, or immediately adjacent to the site, that potentially supports habitat for sensitive species or aquatic habitat. The orchard manager provided historical and current information on the farming operations.

The following section describes the physical (i.e., topography, drainage, and soils) and the biological resources present, or potentially present, within the Study Area. Section 3.1 describes the physical components (i.e., soils, hydrology, etc.) of the Study Area. The physical components strongly influence the types of plants and animals present. Section 3.2, is an overview of the resources and habitats present within the Study Area, including descriptions of the specific biological resources observed.

The information presented is not an exhaustive inventory of plants or animals present. Rather it is designed to provide sufficient information to identify what, if any, biological resources are present that may be considered unique, sensitive, or protected by current law and the potential impacts to those resources if the site is developed.

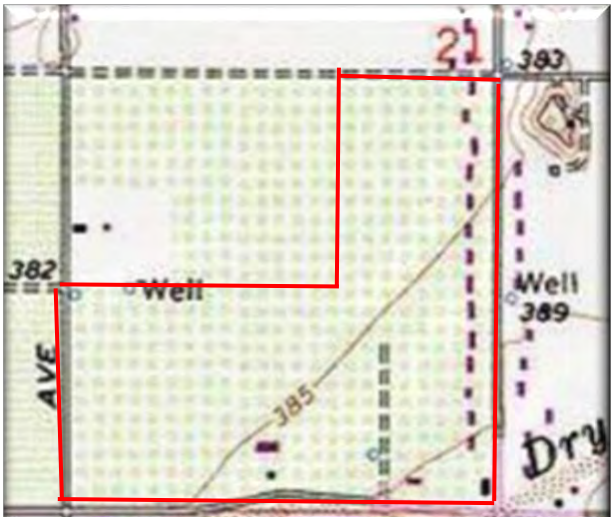
3.1 PHYSICAL RESOURCES AND ELEMENTS

Land Use and Habitat Types

Based on the aerials, the site has been developed as orchard/agricultural since before 1998. No significant changes have been made to the property since at least 1998. The two buildings that are within the three parcels that make up the Study Area have been there at least since 1998. The Study Area is surrounded by rural residential to the North, East, and South that has likewise undergone relative minor changes since at least 1998.

Site Topography

The property lies within the Central Valley. The Study Area is flat with very little change in elevation. Elevation is approximately 385 meters above sea level ranges from 385 meters above sea level to 390 meters above sea level. Dry Creek is located at the immediately south and east of the Study Area.

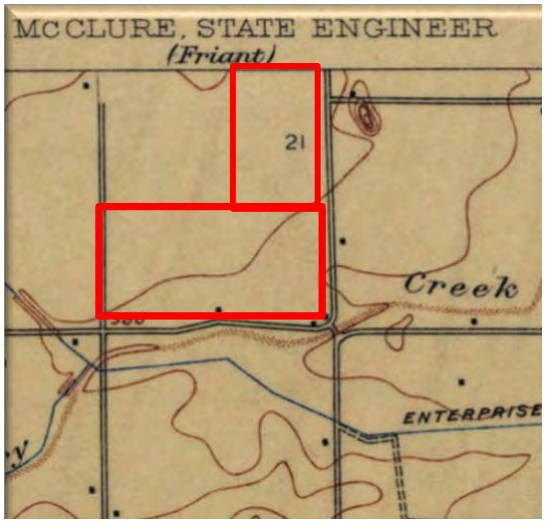


USGS Topographic Map

Drainage and Watershed and Wetlands

The study area has historically drained to the southwest. The site is fairly flat with little change in elevation. Historically there was a small lake that was located north of the Study Area and has since been filled. A topographic map from 1919 (right) shows the general vicinity of the Study Area, circled in red.

The project site historically drained to the west. A query of the National Wetland Inventory Map does not show any stream, creeks, or wetland on the Study Area. The National Wetland Inventory Map code is "PUBHx" which correlates to "palustrine, unconsolidated bottom, permanently flooded, excavated."



USGS Historical Topographic Map (1919)



U.S. Fish and Wildlife Service National Wetland Inventory Map

Climate/Soils

Climate in the Study Area is typical of the central San Joaquin Valley with summers that are long, hot, and dry and winters that are cool and mild. Rainfall in the winter averages approximately 10.9 inches per year, falling mainly between November and April (Western Regional Climate Center, 2004).

The Natural Resources Conservation Service (NRCS) soil survey mapped six soils types within the Study Area. Four of the mapped soils are considered hydric soils. Hydric soil is readily formed under ponded condition and is a strong indicator of areas experiencing prolonged ponding (e.g., wetlands). The presence of mapped hydric soils may indicate that the soils could support wetlands; but, there is not a direct correlation. Wetlands can occur in areas where no hydric soil are mapped and may be absent in areas mapped as hydric soils. The following is a summary of the soil types present.

Table 1
NRCS Soils Within Tract 6205, Spensley Property

Map Unit Symbol	Map Unit Name	Hydric		Approximate Acres in Area of Interest	Percent of Area of Interest
		Yes	No		
ArA	Atwater sandy loam, 0 to 3 percent slopes		✓	11.7	15.3%
Gf	Grangeville fine sandy loam, 0 to 1 percent slopes	✓		21.8	28.6%
Gg	Grangeville fine sandy loam, saline alkali	✓		3.3	4.3%
Re	Ramona loam, hard substratum		✓	20.2	26.5%
SeA	San Joaquin loam, 0 to 3 percent slopes	✓		11.2	14.7%
VaA	Visalia sandy loam, 0 to 3 percent slopes	✓		8.1	10.6%
Totals for Area of Interest				**76.3**	**100%**

3.2 RESULTS OF SITE INVESTIGATION

Habitats and Waters of the U.S. and Waters of the State

The entire Study Area is made up of orchard habitat. There are two residential homes on the site along with one outbuilding. Based on a review of historical records, readily available wetland mapping databases, and a site review, our field investigation confirmed the accuracy of the U.S. Fish and Wildlife Service's Wetland Inventory Map. No wetlands, waters, or any aquatic habitat is present within the Study Area. There is a man-made conveyance channel (trapezoidal with no vegetation) located along the northern boundary, but outside the project limits.

The entire property was walked and driven. The orchards trees are mature and are roughly 20 feet in height. We observed a barn owl in flight within the orchard. As we walked another large

raptor was seen flying from tree to tree. It appeared to be a red-tailed hawk. Surrounding the home sites there are landscaped areas and bare ground. It appears that a rodent control program is in place because no burrowing rodents were observed. The areas surrounding the orchard trees is bare ground.

Special Status Species

A search of the California Natural Diversity Database (CNDDB) was reviewed to determine which special status species could be present within the Study Area. There is no critical habitat for any listed species within or near the Study Area. Table 2 provides a summary of the species identified in the CNDDB and by the by the U.S. Fish and Wildlife Service that would have the highest likelihood of being present based on habitat requirements. Species that are dependent on the presence of seasonal water bodies, such as vernal pool or other seasonal wetlands, for breeding or completion of their life cycle are not included in the table present because no wetland, vernal pools, or seasonal wetland are present within the Study Area.

Although the database did not include all migratory birds/ and raptors, such species could use the site to forage for food or nest the trees.

The nearest records are for two species: Western pond turtle (*Actinemys marmorata*) and California tiger salamander (*Ambystoma californiense*). The Western pond turtle record is located to the southeast, south of Shepherd Avenue. The California tiger salamander (CTS) record is located to the northeast along Dry Creek. California tiger salamanders occupy different habitat depending on the state of their life cycle and breeding cycle. CTS requires seasonal ponds that retain water till at least May or June in order to successfully breed and young to mature. Once the aquatic larva have matured, they relocate to the dry upland habitat to aestivate during the hot dry summers. Once the winter rains return, the adults return to the seasonal ponds to breed. Typically they breed in seasonal wetlands, ponds (including some farm ponds) or in slow-moving portion of creeks. The upland habitat they use is typically grassland or ruderal habitat that has friable soils and supports a burrowing rodent (CTS use rodent burrows during aestivation). CTS have been reported to travel up to 1.3 miles between breeding habitat and upland habitat.

Tract 6205 does not support any aquatic habitat that could support Western pond turtle or California tiger salamander. The channel/ditch located immediately north of the Study Area remains dry unless except perhaps in response to groundwater pumping or some return flows from the orchard (personal conversation with the orchard manager, 2017). The ditch does not pond water but instead has a flashy hydrologic regime (days). Western pond turtle requires persistent ponded water which does not occur within the Study Area. The channel/ditch is also not suitable habitat for CTS because the lack of sufficient ponding. The orchard habitat within the Study Area is devoid of a underground rodent population. Because both suitable breeding habitat and upland habitat are absent, the site would not support CTS.

California Tiger Salamander

California tiger salamander (*Ambystoma californiense*) is both federally and state listed as endangered. CTS is endemic to California and the historical presence of it likely includes

grassland habitats that are found throughout the state. The primary cause for decline in populations has been habitat loss and fragmentation due to urban and agricultural development, land conversion, and other human-caused factors. California tiger salamander occupy different habitats depending on the state of their life cycle and breeding cycle. CTS require seasonal ponds that retain water until at least May or June in order to successfully breed and the young to mature. Once the aquatic larvae have matured, they relocate to the dry upland habitat to aestivate (oversummer) during the hot dry summers, seeking shelter in underground burrows. Once the winter rains return and suitable ponding has occurred, the adults return to the seasonal ponds to breed. During years of low rainfall the males may migrate into the seasonal ponds but the females may remain in their upland habitat. There appears to be a strong association between grazed communities, burrowing mammals, and the presence of CTS (USDOI 2009). Adults will find burrows dug by California ground squirrels (*Otospermophilus beecheyi*) and pocket gophers (*Thomomys bottaeto*) to aestivate (Barry and Shaffer 1994, Trenham 2001).

Typically CTS breed in seasonal wetlands, ponds (including some farm ponds) or in slow moving portions of creeks. The upland habitat they use is typically grassland or ruderal habitat that has friable soils and supports a burrowing rodent. CTS have been reported to travel up to 1.3 miles between breeding habitat and upland habitat.

The nearest California tiger salamander (CTS) record (occurrence record # 613) is located south of the Study Area, just southwest of the intersection of Nees Avenue and N. Fowler Avenue. This record is from 1974 and the species was found in a vernal pool. Jennings considered this record extirpated (species no longer present), since the land has since been converted to dense residential.

A second CTS record was found in the CNDDB. This record (occurrence record # 888) is located to the northeast along Dry Creek (1.5 miles from the center of the Study Area, and 1.3 miles from the eastern edge of the Study Area). This record is from 2006 and CTS larva was found in a swale adjacent to the man-made Dry Creek channel just below the Big Dry Reservoir. The surrounding land has vernal pool and other seasonal wetlands.

The Study Area may support some ground burrowing mammals; however because of the marginal quality of habitat, evidence of a rodent control program being implemented onsite, the residential developing surrounding the site, which likely presents a physical barrier to CTS migration, ,and distance from the closest CTS breeding habitat, it is highly unlikely this site provides suitable CTS aestivation habitat.

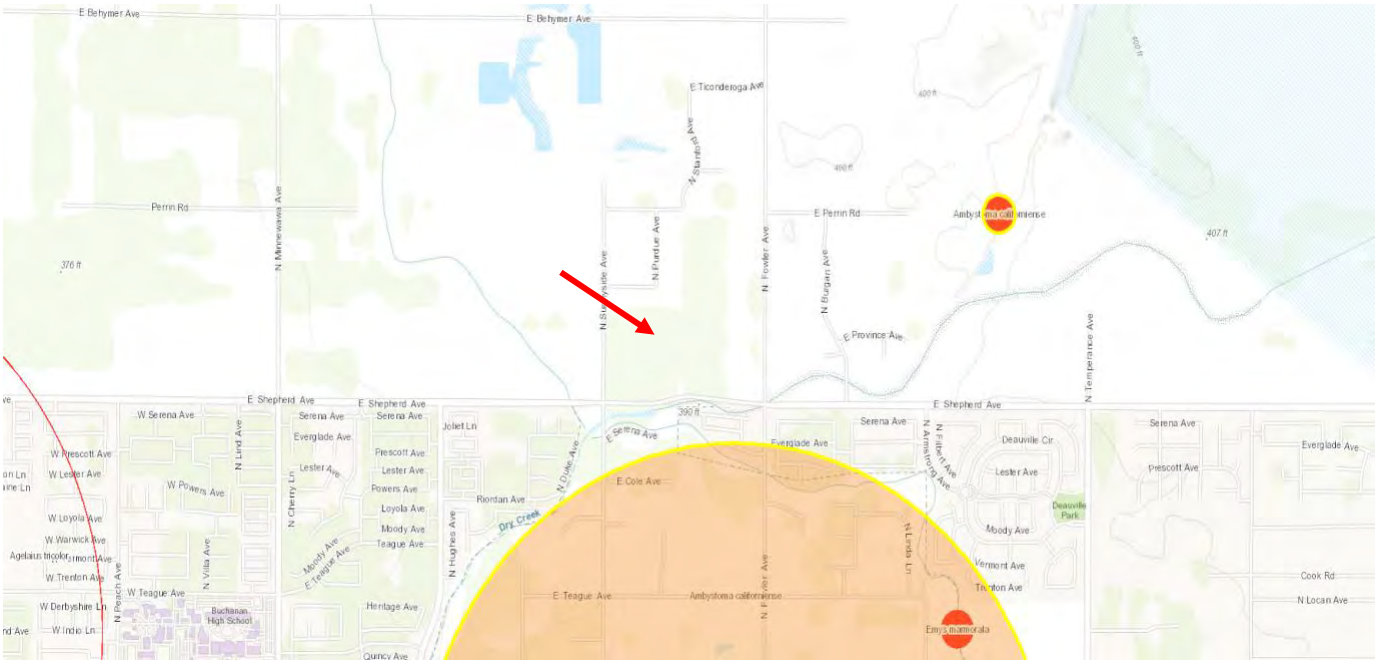
Table 2
Summary of Potential Special Status Species Impacts
Tract 6205 Spensley Property

Common Name	*Scientific Name*	*Status*[1]	*Effects*[2]	*Occurrence in the Study Area*[3]
Birds				
Barn owl	*Tyco alba*	None	ME	**Potentially Present.** Suitable nesting habitat is present. One owl observed in flight. Farm operator reported he has also observed barn owl(s) in past years on the site.
Burrowing owl	*Athene cunicularia*	SSC	ME	**Likely Absent.** No individuals in area of effect but possible habitat for burrows is present
Swainson's hawk	*Buteo swainsoni*	CT	ME	**Likely Absent** The orchard may provide some foraging habitat, but suitable nesting habitat is unlikely.
Tricolored blackbird	*Agelaius tricolor*	SC[4]	NE	**Absent.** Suitable habitat not present.
Western yellow-billed cuckoo	*Coccyzus americanus occidentalis*	CE, FT	ME	**Likely Absent.** Suitable breeding habitat is not present
Mammals				
Fresno kangaroo rat	*Dipodomys nitratoides*	CE, FE	NE	**Absent**. No individuals in area of effect
San Joaquin kit fox	*Vulpes macrotis mutica*	CT, FE	NE	**Absent**. No individuals in area of effect. No suitable habitat present to support species. Unlikely visitor even for hunting because site is surrounded by dense urban areas.
Aquatic Species (or semi aquatic)				
Western pond turtle	*Emys marmorata*	None	NE	**Absent:** No habitat present to support the species**.**
California tiger salamander	*Ambystoma californiense*	FT/CT	NE	**Likely Absent:** No suitable breeding habitat and low quality upland habitat present.

1 Status= Listing of special status species, unless otherwise indicated
CE: California listed as Endangered
CT: California listed as Threatened
SSC: California Species of Special Concern
FE: Federally listed as Endangered
FT: Federally listed as Threatened

2 Effects = Effect determination
NE: No Effect
ME: May effect, not likely to adversely affect

3 Definition Of Occurrence Indicators
Present/Potentially Present: Species recorded in area and suitable habitat likely present
Absent/Likely Absent: Species not recorded in study area and/or
CNDDB = California Natural Diversity Database provided by CDFG



CNDDB Bio Mapping Showing Record of Known Species
(The arrow points to the Study Area)

Swainson's hawk

Swainson's hawk (*Buteo swainsoni*) is state threatened and is a migrant species that spends much of the spring, summer, and early fall in California's Central Valley. Their preferred nesting habitat consists of valley oaks, cottonwoods, and other tall trees adjacent to both agricultural fields and grasslands. They have been observed more frequently in recent years within the Central Valley. Due to the recent expansion of their population, it is possible that agricultural, grassland, and rural residential areas may support foraging and possibly nesting hawks.

Burrowing Owl

The burrowing owl is a species of concern in California. It is a small owl that typically lives in grassland habitats of the Central Valley region that also support California ground squirrels. The species will also sometimes overwinter or even nest within agricultural areas, using whatever is available (pipes, ground holes/burrows). The owl seeks shelter and breeds from February to July. Although the numbers of owls have declined in some parts of California over the past 20 years, their numbers have increased greatly in some agricultural areas. In Fresno County, the species mostly occurs on the valley floor.

The orchard and ruderal habitat within the Study Area may provide some suitable foraging and nesting habitat for the species. While no owls were observed on the site, the species can occupy a site at any time assuming there is a suitable burrow available.

Other Migratory Nesting Birds

There are several species of migratory and resident nesting birds that could potentially use the project site for nesting area. The USFWS lists 23 migratory bird species in the area however the project site does not support the habitat needed by every species for breeding or wintering. The following selected species are representative of the variety of species identified in the CNDDB and USFWS list.

Western yellow-billed cuckoo (*Coccyzus americanus occidentalis*) breeds in the Central Valley of California. It breeds in woodlands and orchards. The study Area provides suitable habitat for this species. There is no critical habitat in the Study Area.

3.3 CONCLUSIONS AND RECOMMENDATIONS

Conclusions

The Study Area has been developed as agricultural as an orchard since at least 1998. The site does not support any wetland habitat or waters of the U.S. The potential for the property to support any species of concern is extremely low because of the lack of habitat diversity. A nesting bird survey may be warranted given the trees on the site could support raptor nesting or other species status birds or migratory birds. Potential mitigation for any land conversion would require that tree removal occurring during the non-nesting period (Feb-Aug). If tree removal occurs during the nesting period, then a pre-construction survey should be performed to identify any occupied nest.

Appendix E

Cultural

CULTURAL RESOURCE OVERVIEW

FOR THE NORTH SHEPHERD PROJECT,

CITY OF CLOVIS, CALIFORNIA

Prepared by

Melinda A. Peak
Peak & Associates, Inc.
3941 Park Drive, Suite 20-329
El Dorado Hills, CA 95762
(916) 939-2405

Prepared for

De Novo Planning Group
1020 Suncast Lane, Suite 106
El Dorado Hills, CA 95762

January 12, 2023
(Job #22-100)

INTRODUCTION

Project Description

The Shepherd North Project (Project) site is located directly north of the City of Clovis limit line at the northeast corner of North Sunnyside Avenue and East Shepherd Avenue. The Project site is bounded on the north by Perrin Road, on the east by North Fowler Avenue, on the south by East Shepherd Avenue, and on the west by North Sunnyside Avenue. Figures 1, 2 and 3 show the proposed Project's regional location and vicinity. The Project site is in the southwest quadrant of Section 21, Township 12 South, Range 21 East, Mount Diablo Base and Meridian (MDBM). Figure 2 illustrates the Project location on the USGS Clovis, California, 7.5-minute series quadrangle map.

The Project site includes several distinct planning boundaries. The following terms are used throughout this document to describe planning area boundaries within the Project site:

- Project Area – Includes the whole of the Project site (approximately 155 acres), encompassing the approximate 77-acre Development Area and the approximate 78-acre Non-Development Area.
    - Development Area - Includes the parcels being annexed that will be entitled for subdivision and development. This will include a General Plan Amendment, Pre-zone, Annexation, Tentative Map, Planned Development Permit, and Residential Site Review.
    - Non-Development Area - Includes the parcels being included in the Sphere of Influence (SOI) expansion that will not be entitled for subdivision or development. This includes two separate areas, each described as an Expansion SubArea. The two Expansion SubAreas total 78 acres and are defined as Expansion SubArea North and Expansion SubArea East.

The Project site is approximately 155 acres and includes 39 Assessor parcels (APNs), as depicted in Figures 4, 5, 6, 7, and 8. The Project site is relatively flat and is approximately 385 feet above mean sea level.

The Development Area primarily contains farmland (orchard). Three residential dwellings and a warehouse were removed in approximately 2020. The majority of the Development Area is in active agricultural use (pecan orchards).

Five agricultural water wells are located in the Development Area; two located along the east-west centerline of the area, one located in the southwestern corner of the area, one located in the northwestern corner of the area and one located along the eastern boundary of the Development Area. Four pole-mounted transformers are located in the Development Area; two are located in the

central-eastern portion of the Development Area and two are located along the eastern boundary of the Development Area in the southern portion. Two 10-12-foot-tall berms containing wood branches and debris from orchard pruning are located along the eastern boundary of the Development Area.

The Non-Development Area is located within the City of Clovis' Planning Area but is outside of the City's existing Sphere of Influence and contains existing single-family residences and agricultural fields. Each SubArea is uniquely different and is described below:

> Expansion SubArea North: Includes single-family residences that are accessed by North Purdue Avenue and Lexington. North Purdue Avenue and Lexington are unimproved roadways with no pedestrian sidewalk, curb/gutter, or landscaping. North Sunnyside Avenue located to the west and Perrin Road to the north are also unimproved County roadways. There are 18 APNs in SubArea North.
>
> Expansion SubArea East: Includes single-family residences and agricultural fields located between the pecan orchards and North Fowler Avenue. North Fowler Avenue is a two-lane unimproved County roadway with no pedestrian sidewalk, curb/gutter, or landscaping. There are 18 APNs in SubArea East.

The Project site is surrounded by a variety of agricultural and residential land uses. Uses immediately adjacent to the north and east boundary of the Project site include rural residential uses on larger lots, some having small orchards or other agricultural activities. Uses to the south of the Project site contain a mix of residential uses, as well as rural residential on larger lots and medium-high density residential in a developed smaller lot residential subdivision. West of the Project site are agricultural uses (orchard) and a power sub-station.

The City and County General Plan land use designations and zoning for the Project site. The Project site is currently outside of the jurisdiction of the City of Clovis, and therefore does not have a City of Clovis zoning designation, but the City of Clovis General Plan (adopted on August 25, 2014) designated the Project site as Rural Residential (RR). This designation allows very low-density residential uses and small-scale agricultural operations. Rural residential uses may be dispersed uniformly across the land or be sited so to leave more acreage for orchards, pastures, or other agricultural or open space activities. The allowable maximum density for this land use designation is one dwelling unit per two acres.

The Development Area is designated as Low Density Residential by the County's General Plan Land Use Map and is zoned AL-20 (Limited Agricultural) by the County. The Non-Development Area is designated as Rural Residential by the County's General Plan Land Use Map and is zoned RR (Rural Residential) by the County.

Project Goals and Objectives

Project

A clear statement of objectives and the underlying purpose of the proposed Project are discussed per CEQA Guidelines Section 151024(b).

The principal Project objective is the expansion of the City's SOI to include the Project site, and the annexation, approval and subsequent development of the Development Area.

The quantifiable objectives include the development of 605 single family residential units. The quantifiable objectives include the development of open space totaling 4.32 acres, including 1.49 acres of private park and recreational uses. The Project objectives also include the installation of new public and private roadways that will provide pedestrian and vehicular access to the Project site and surrounding community areas, and other improvements, including water supply, storm drainage, sewer facilities and landscaping to serve the residential uses.

The goals of the proposed development are as follows:

- Provide residential housing opportunities that are visually attractive and accommodate the future housing demand in Clovis.
- Establish a mixture of housing types, sizes and densities that collectively provide for local and regional housing demand.
- Provide infrastructure that meets City standards and is integrated with existing and planned facilities and connections.
- Establish a logical phasing plan designed to ensure that each phase of development would include necessary public improvements required to meet City standards.
- Expand the City's Sphere of Influence in order to establish a logical and orderly boundary that promotes the efficient extension of municipal services.

Project Entitlements

The proposed Project will require a General Plan Land Use Amendment to adjust the land uses from Rural Residential (RR) to Medium Density (M) and Medium High Density (MH) for the Development Area to accommodate the proposed development density.

- **Medium Density (M)** This designation identifies area appropriate for detached and attached single family homes, patio homes, or zero lot line homes. The allowable density range is 4.1–7.0 units per acre.

- **Medium High Density (MH).** This designation identifies areas appropriate small lot single family detached homes, townhouses, duplexes, and apartments. The allowable density range is 7.1 to 15.0 units per acre.

The Project site is currently located outside of the Clovis city limits, and therefore does not have City-designated zoning. The proposed Project includes a request for Development Area pre-zoning (which is consistent with the proposed General Plan Land Uses):

Development Area: The pre-zoning request is for R-1-PRD zoning designations over these lots.

- **Single-Family Planned Residential Development Zoning (R-1-PRD).** This designation identifies areas appropriate for single-family small lot uses, including attached and detached single-family structures on small lots. The allowable density range is 4.1 to 15.0 units per acre, with the level of density determined by compliance with performance standards. The R-1-PRD district required a planned development permit. The R-1-PRD district is consistent with the Medium and Medium-High Density Residential land use designation of the General Plan.

The proposed Project includes a Tentative Map for the Development Area that is planned for development in phases. The Tentative Map covers approximately 77 acres within three Assessor parcels (APNs); 557-021-20, -19, and -21.

The Tentative Map will result in the subdivision of a total of approximately 77 acres into 605 single family residential units, with an additional 58 out lots for roads, utilities, greenspace, landscaping, and pedestrian paths. The Project objectives also include the installation of new public roadways that will provide pedestrian and vehicular access to the Project site and surrounding community areas, and other improvements, including water supply, storm drainage, sewer facilities and landscaping.

The proposed Project includes a Planned Development Permit (PDP) for the Development Area of the Project, which will incorporate a program of enhanced amenities (e.g., additional open space, park improvements and/or trail development). The PDP may allow for modifications to the applicable development standards, such as lot coverage, setbacks and building heights.

Figures 6, 7 and 8 illustrate the proposed site plans for the Development Area.

The proposed Project includes an annexation of three APNs totaling approximately 77 acres. This acreage includes the Development Area.

The proposed Project includes a Residential Site Plan Review (RSPR) for the Development Area as a condition of a subdivision map implementing provisions of zoning.

The proposed Project includes an amendment of the City's Sphere of Influence (SOI) to include the entirety the approximately 155-acre Project site. The area is currently located in the City's

Planning Area, but outside of the City's SOI. The amendment of the City's SOI will require an application and approval by the Fresno County Local Agency Formation Commission (LAFCO).

Development Project Characteristics

The proposed Project is primarily a residential development anticipated to provide up to 605 residential units. The Development Project would provide approximately 1.49 acres of private greenspace. Other uses to support and compliment the proposed residential development include public utility infrastructure, public and private roadways, curb/gutters/sidewalks, pedestrian facilities, private parking, street lighting, and street signage.

Housing development will depend on market conditions and demand. The plan for infrastructure allows for development to occur in phases to respond to the market conditions and demand.

The proposed Project will provide a variety of housing types and lot sizes that will accommodate a range of housing objectives and buyer needs with a goal to ensure housing for a variety of families and lifestyles. The Development Area will accommodate up to 605 residential units. Specifically, the northern portion of the Development Area is planned to include the development of up to 107 single-family residences with lot sizes ranging from approximately 7,500 square feet to 19,300 square feet. The southern portion of the Development Area is planned for smaller lot single-family residences, with lot sizes ranging from approximately 1,980 to 3,800 square feet, and with larger corner lots that are approximately 4,200 to 7,300 square feet. Figures 6, 7, and 8 illustrate the Project site plans.

The proposed Project includes 1.49 acres of private greenspace including a private pool and park area. There are three separate greenspaces proposed, one located in the northern portion of the Development Area, one in the southwestern portion and one in the southeastern portion.

The proposed Project includes a hierarchy of roadways to accommodate the capacity needs of the existing street network as well as provide additional vehicular access to the Development Area. North Sunnyside Avenue and East Shepherd Avenue are the main arterial roadways providing access to the Development Area.

The neighborhoods within the Development Area will include a network of public and private residential streets to provide an efficient flow of traffic through the area. Sidewalks will also be included per the City standards.

Utilities and Planned Infrastructure Improvements

The construction of on-site infrastructure improvements would be required to accommodate development of the Development Area, as described below.

Water System

The Project site will be served by a new potable and non-potable water distribution system. The proposed water system will be located within the proposed public utilities easements and be connected to existing City mains and will comply with City Master Plans and standards. The City of Clovis provides water supplies to the City of Clovis. The City has three main water supply sources: groundwater, surface water, and recycled water. The City extracts groundwater from the Kings Subbasin. Surface water is delivered to the City by the Fresno Irrigation District (FID). The various surface water supplies are from the Kings River and Central Valley Project. The City's Water Reuse Facility produces tertiary treated effluent that can be used for agriculture or landscape irrigation.

Wastewater System

The Project site will be served by a new wastewater collection system installed within proposed public utilities easements. The proposed wastewater conveyance facilities will connect to the existing sewer mains as part of the City of Clovis collection and treatment system. Wastewater treatment will be provided at the existing Fresno-Clovis Regional Wastewater Treatment Plant in the City of Fresno. By agreement with the City of Fresno, the City of Clovis is entitled to a maximum capacity of 9.3 million gallons per day (mgd). The Fresno-Clovis Regional Wastewater Treatment Plant is owned and operated by the City of Fresno and has a maximum capacity of 80 mgd. If required, the City has the capability to acquire additional capacity at the Wastewater Treatment Plant. Wastewater treatment will also be provided by the City's Water Reuse Facility. The plant serves the new growth areas of the City in the southeast, northwest, and ultimately the northeast urban centers. The plant is designed to accommodate future expansion and will ultimately treat 8.4 mgd.

Storm Drainage

The Project site will include construction of a new storm drainage system, which will confirm to applicable standards and requirements. The storm drainage collection and detention system will be subject to the State Water Resources Control Board Requirements (SWRCB), the Fresno Metropolitan Flood Control District (FMFCD), and City of Clovis regulations, standards, and specifications. This includes, but not limited to the municipal NPDES storm water discharge permit, as well as any City required Best Management Practices to control the volume, rate, and potential pollutant load of storm water runoff. Stormwater throughout the City is collected in FMFCD's basins.

Regulated Public Utilities

Electrical and gas, provided by PG&E; phone, provided by AT&T; cable, provided by Comcast; and related internet services would be extended to all portions of the Project site from existing facilities located along E. Shepherd Avenue and from existing residential development surrounding the Project site. Proposed utilities would be located within public utility easements to be dedicated along street frontages. Utility improvements would be installed in conjunction with planned street improvements.

Alternatives Considered

Three alternatives to the proposed Project were developed based on input from City staff. The alternatives that are anticipated to be analyzed in the EIR include the following three alternatives in addition to the proposed Project.

- **No Project (No Build) Alternative**: Under this alternative, development of the Project site would not occur, and the Project site would remain in its current existing condition.
- **Increased Density Alternative:** Under this alternative, the proposed Project would be developed with the same number of units as described in the Project Description, but the density of the residential uses would be increased, reducing the overall footprint of the developed areas and preserving the remaining Development Area for agricultural production.
- **Reduced Sphere of Influence Alternative:** Under this alternative, the proposed Project would exclude the 78-acre SOI Expansion north and east of the Development Area.

Under the No Project (No Build) Alternative development of the Project site would not occur, and the Project site would remain in its current existing condition. It is noted that the No Project (No Build) Alternative would fail to meet the Project objectives.

Under this alternative, the proposed Project would be developed with the same components as described in the Project Description, but density of the residential uses would be increased. Under the Increased Density Alternative, the same number of residential units as the proposed Project (607 units) would be constructed within the Development Area. The residential areas would be reduced at increased densities of approximately 9.8 dwelling units per acre (du/ac) to allow for the preservation of approximately 15 acres agricultural lands. The residential density under the Increased Density Alternative would fall within the allowed density for the City's General Plan designation of Medium High Density Residential (7.1 to 15 du/ac). Under the proposed Project, the residential density would be 5.2 units per gross acre.

Under this alternative, the proposed Project would only expand the Sphere of Influence and annex the Developed Area and would exclude the 78-acre Sphere of Influence (SOI) expansion to the north and east of the Development Area.

Uses of the EIR and Required Agency Approvals

This EIR may be used for the following direct and indirect approvals and permits associated with adoption and implementation of the proposed Project.

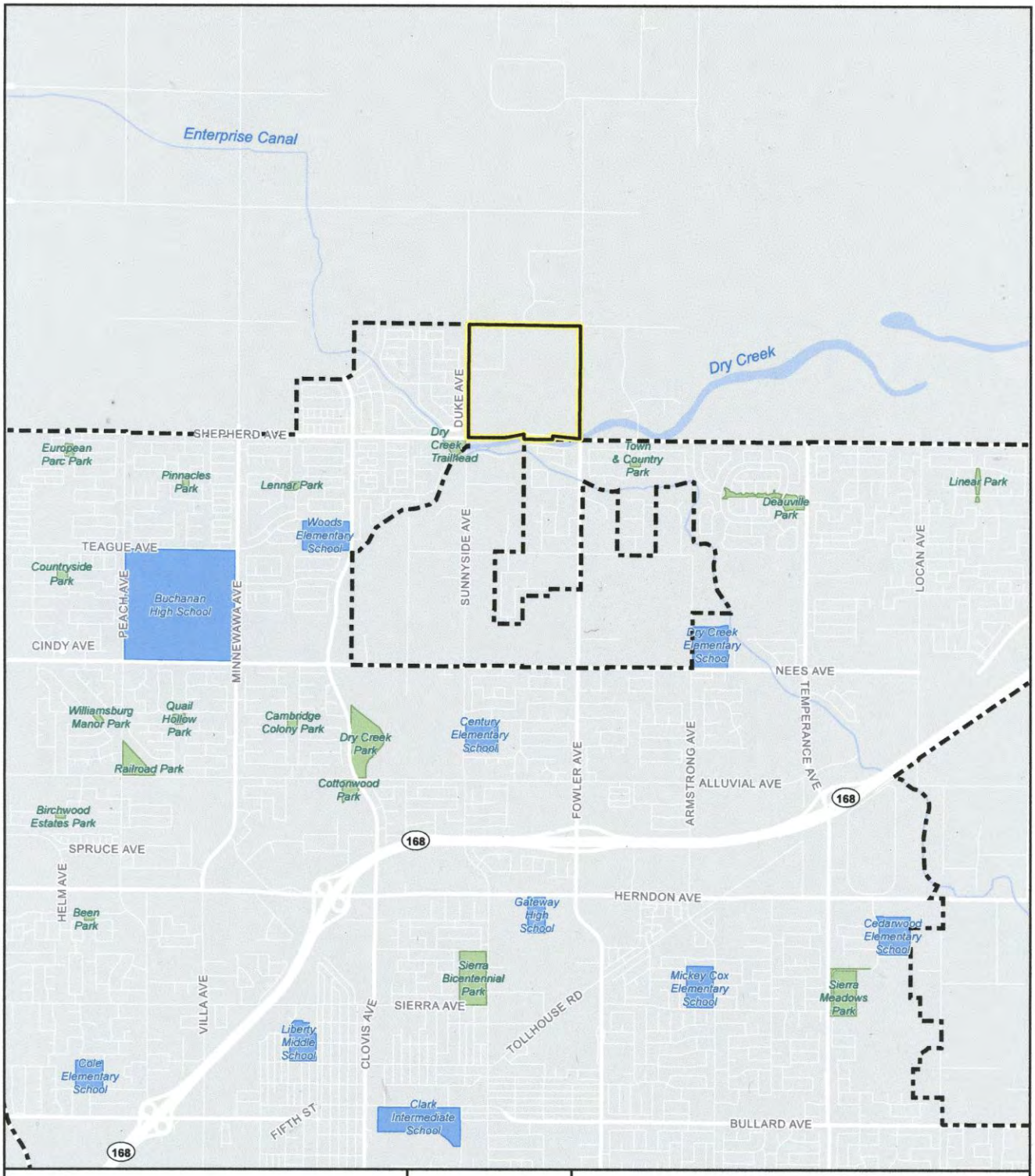
The City of Clovis will be the Lead Agency for the proposed Project, pursuant to the State Guidelines for Implementation of CEQA, Section 15050. Actions that would be required from the City include, but are not limited to the following:

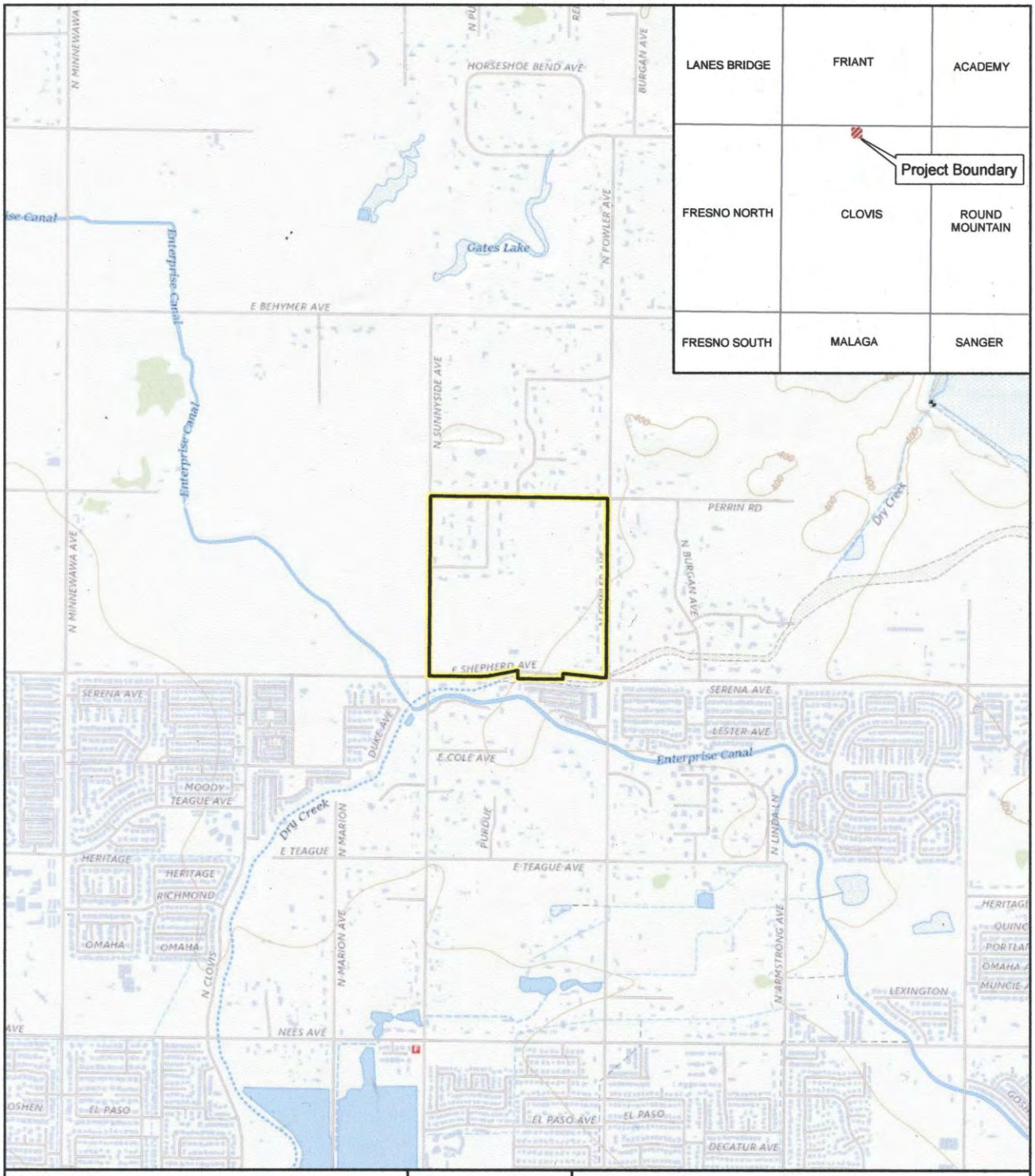
- Certification of the EIR;

- Adoption of the Mitigation Monitoring and Reporting Program;
- Approval of City of Clovis General Plan Amendment (Land Use Element);
- Approval of City of Clovis Zoning Pre-zoning;
- Approval of Residential Site Plan Review;
- Approval of Vesting Tentative Maps;
- Approval of Planned Development Permit;
- Approval of SOI Expansion and Authorization to submit SOI Amendment request to Fresno LAFCO;
- Approval of Annexation of the Development Area and Inhabited Area and Authorization to submit Annexation request to Fresno LAFCO;
- Approval of future Final Maps;
- Approval of future Planned Development Permit;
- Approval of future Grading Plans;
- City review, approval, of construction and utility plans; and
- Approval of future Building Permits.

The following agencies may be required to issue permits or approve certain aspects of the proposed Project. Other governmental agencies that may require approval include, but are not limited to, the following:

- Fresno Local Agency Formation Commission (LAFCO) – SOI Amendment, Annexation, and Detachment from the Fresno County Fire Protection District and the Kings River Conservation District;
- Central Valley Regional Water Quality Control Board (CVRWQCB) - Storm Water Pollution Prevention Plan (SWPPP) approval prior to construction activities pursuant to the Clean Water Act;
- San Joaquin Valley Air Pollution Control District (SJVAPCD) - Approval of construction-related air quality permits; and
- Fresno Metropolitan Flood Control District – review of stormwater facilities, grading, and street improvements.


Enterprise Canal
Dry Creek
SHEPHERD AVE
DUKE AVE
Dry Creek Trailhead
Town & Country Park
Deauville Park
Linear Park
European Parc Park
Pinnacles Park
Lennar Park
Woods Elementary School
SUNNYSIDE AVE
LOCAN AVE
TEAGUE AVE
Countryside Park
PEACH AVE
Buchanan High School
MINNEWAWA AVE
CINDY AVE
Dry Creek Elementary School
NEES AVE
TEMPERANCE AVE
Williamsburg Manor Park
Quail Hollow Park
Cambridge Colony Park
Dry Creek Park
Century Elementary School
Railroad Park
Cottonwood Park
FOWLER AVE
ARMSTRONG AVE
ALLUVIAL AVE
168
Birchwood Estates Park
SPRUCE AVE
HELM AVE
Been Park
HERNDON AVE
Gateway High School
Cedarwood Elementary School
Sierra Bicentennial Park
Mickey Cox Elementary School
Sierra Meadows Park
VILLA AVE
SIERRA AVE
CLOVIS AVE
TOLLHOUSE RD
Liberty Middle School
Cole Elementary School
Clark Intermediate School
FIFTH ST
BULLARD AVE
LEGEND
Project Boundary
Clovis City Limits
Park
School
N
0 1,000 2,000
Feet
Shepherd North Project
FIGURE 1: VICINITY MAP
De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm
Sources: Fresno County GIS. Map date: April 7, 2022.



LEGEND

Project Boundary

N

0 400 800

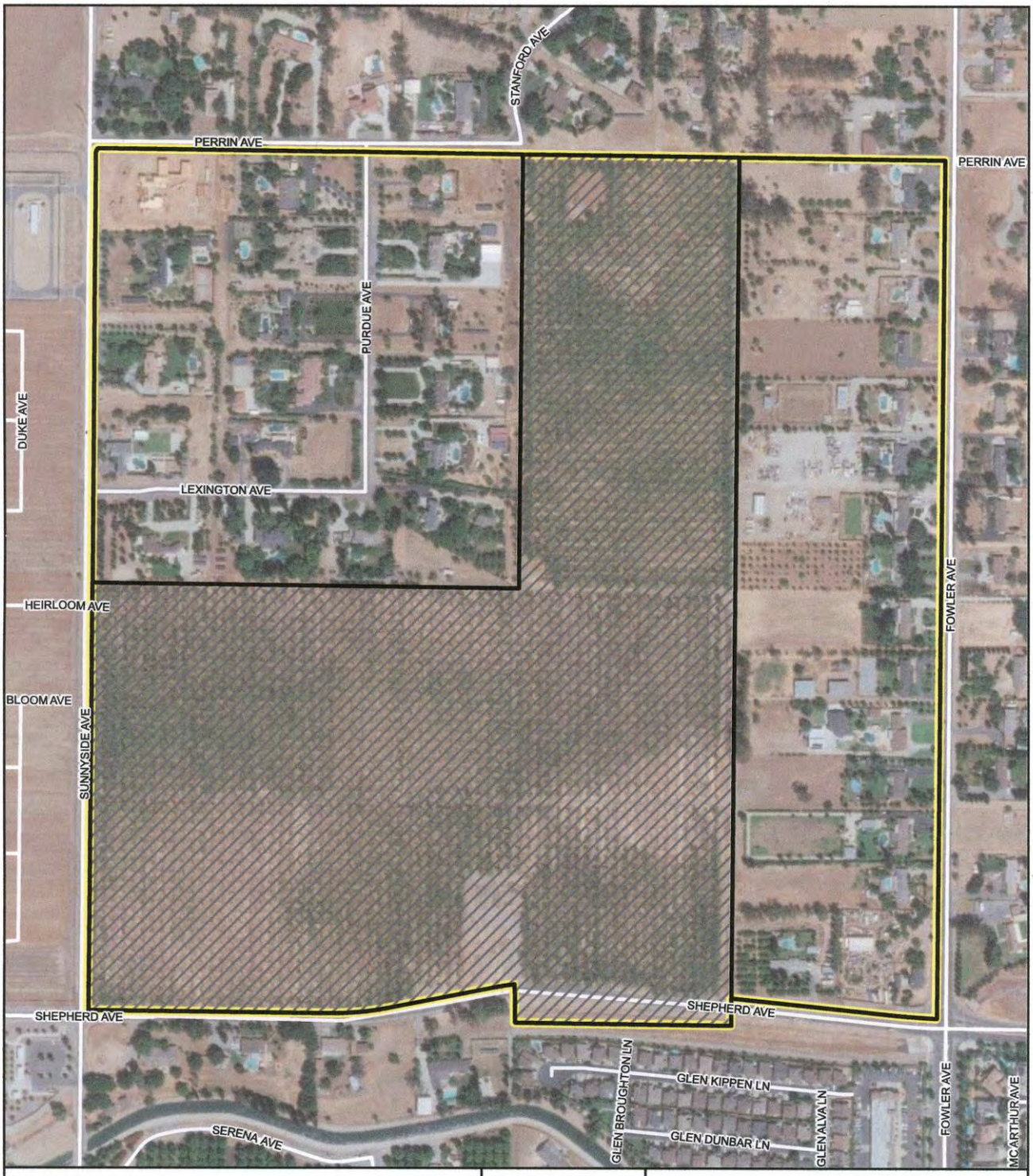
Feet

Sources: Fresno County GIS, ArcGIS Online USGS Topographic Map Service.
Map date: April 7, 2022

Shepherd North Project

FIGURE 2: USGS TOPOGRAPHIC MAP CLOVIS QUADRANGLE

De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm



LEGEND

- Project Boundary
- Developement Area
- Non-Development Area

N

0 100 200

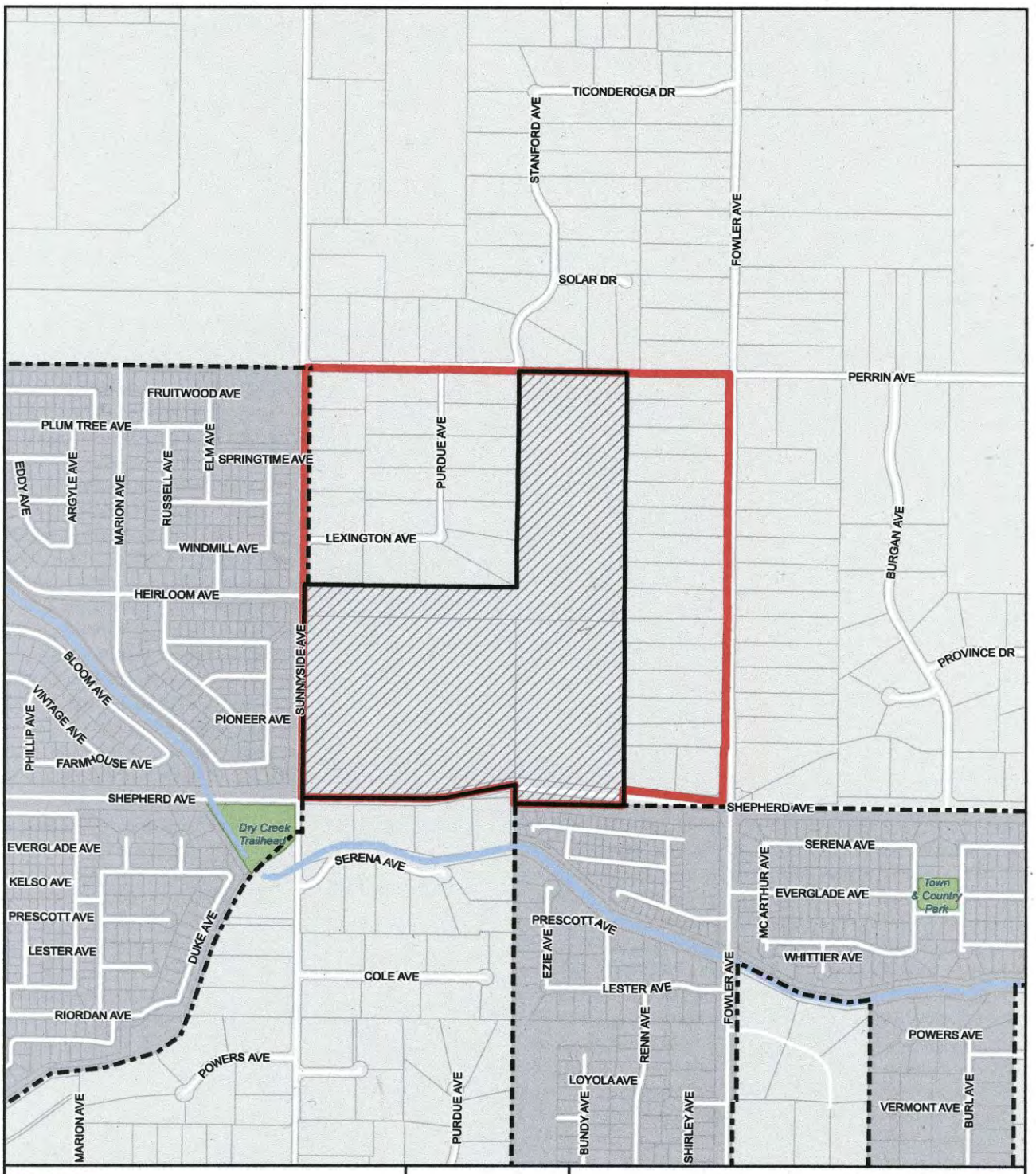
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Sources: Fresno County GIS; ArcGIS Online World Imagery Map Service (04/08/2022)
Map date: April 7, 2022

Shepherd North Project

FIGURE 3: AERIAL OF PROJECT SITE

De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm



LEGEND

- Project Boundary
- Developement Area
- Clovis City Limits

N

0 200 400

Feet

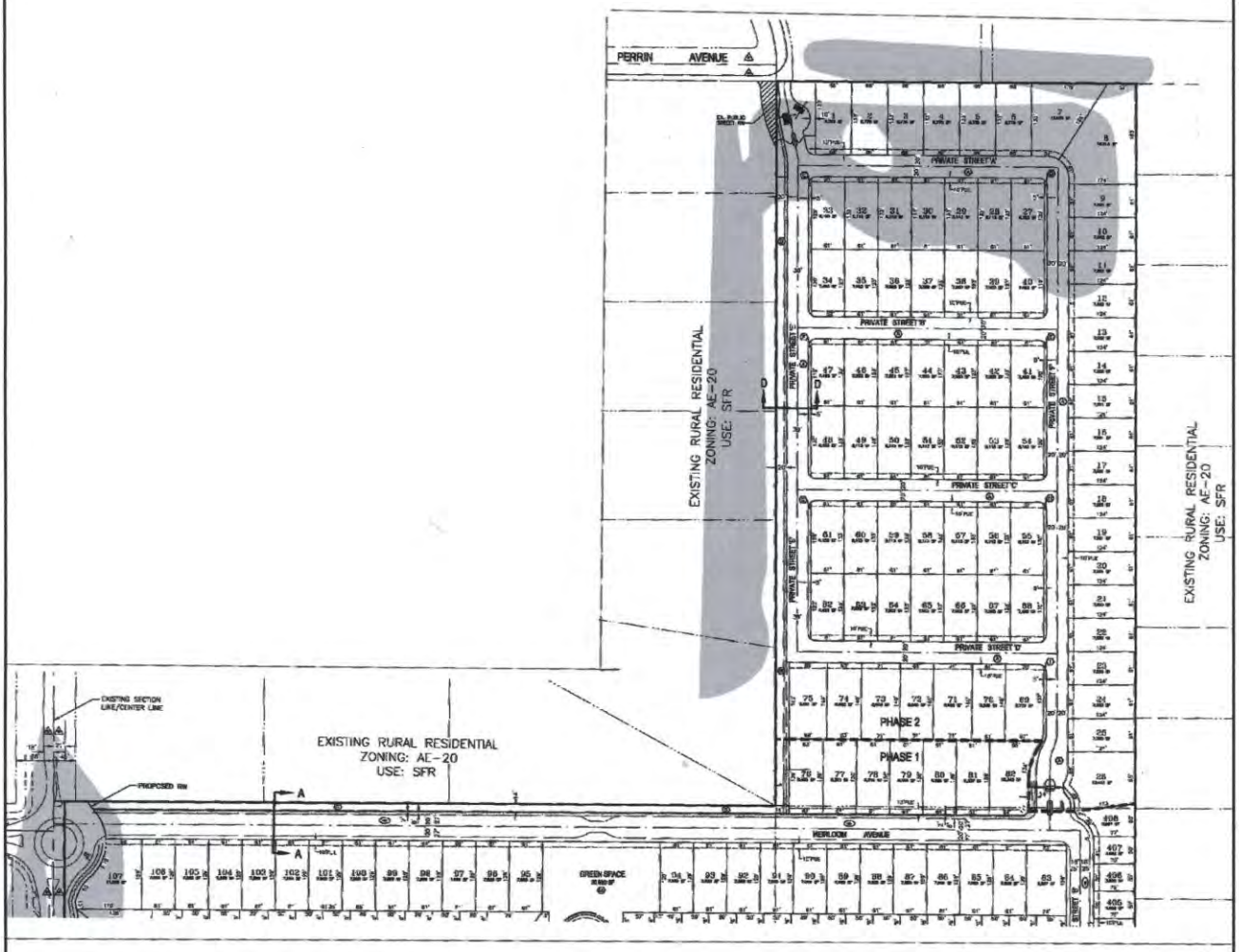
Sources: Fresno County GIS. Map date: December 14, 2022.

Shepard North Project

FIGURE 4: ANNEXATION MAP

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STANFORD AVE
PERRIN AVE
PERRIN AVE
55702101
55702109
55702110
55702102
55702108
55702111
55702103
55702107
55702112
55702104
55702106
55702113
55702105
55702114
PURDUE AVE
LEXINGTON AVE
55702118
55702117
55702116
55702115
55702121
55702122S
55702123S
55702124S
55702125S
55702126S
55702127S
55702128S
55702129S
55702130S
55702131S
55702132S
55702133S
55702134S
55702135S
55702143S
55702141S
55702142S
55702140S
FOWLER AVE
SUNNYSIDE AVE
55702119
55702120
SHEPHERD AVE
SHEPHERD AVE
GLEN KIPPEN LN
GLEN BROUGHTON LN
GLEN ALVA LN
FOWLER AVE
LEGEND
Project Parcel
Fresno County Parcel
Clovis City Limits
Development Area
Non-Development Area
N
0 100 200
Feet
Shepherd North Project
FIGURE 5: ASSESSOR PARCEL MAP
De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm



N

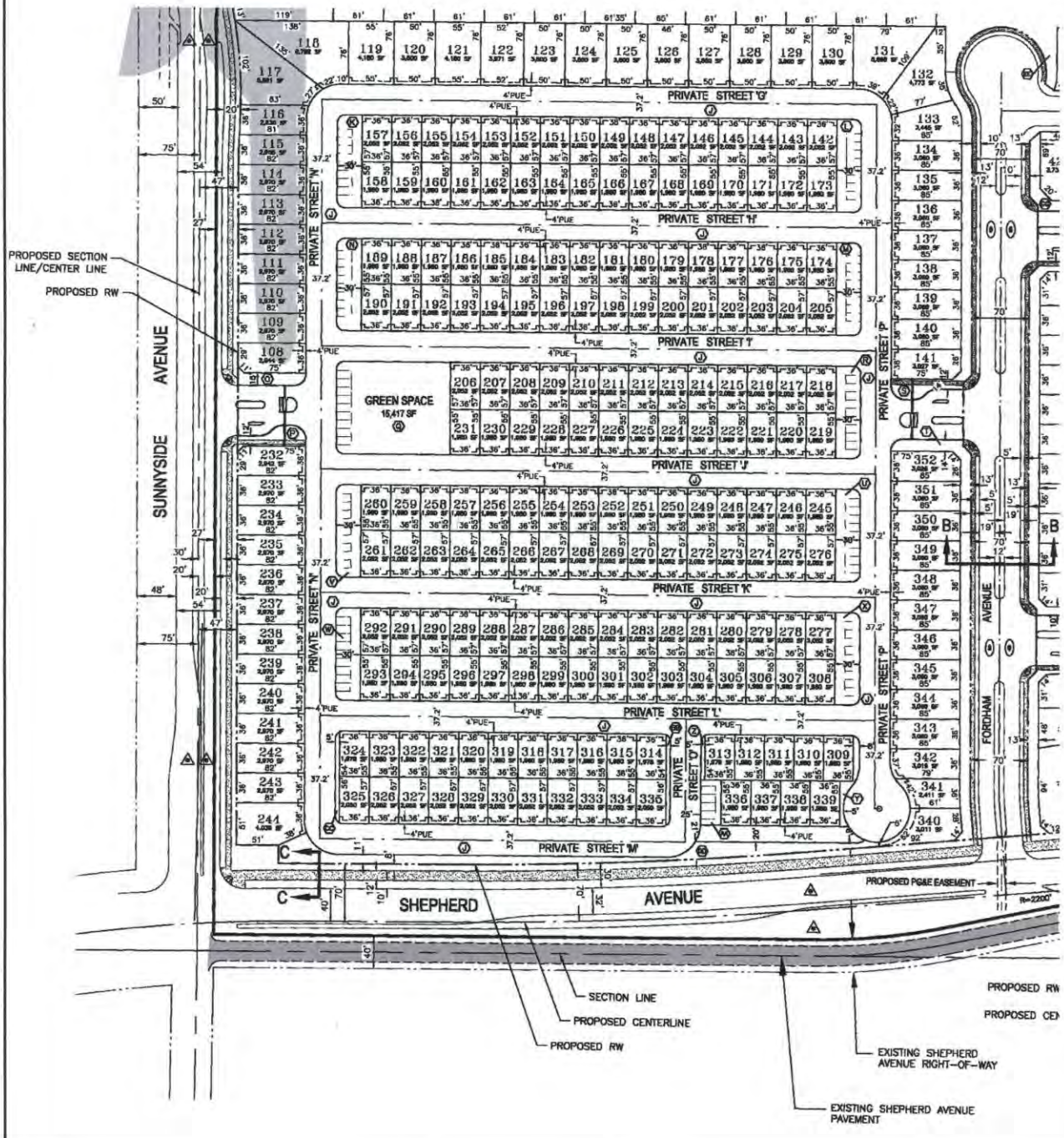
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Feet

Shepherd North Project

Figure 6: Tentative Subdivision Map North

De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm



N

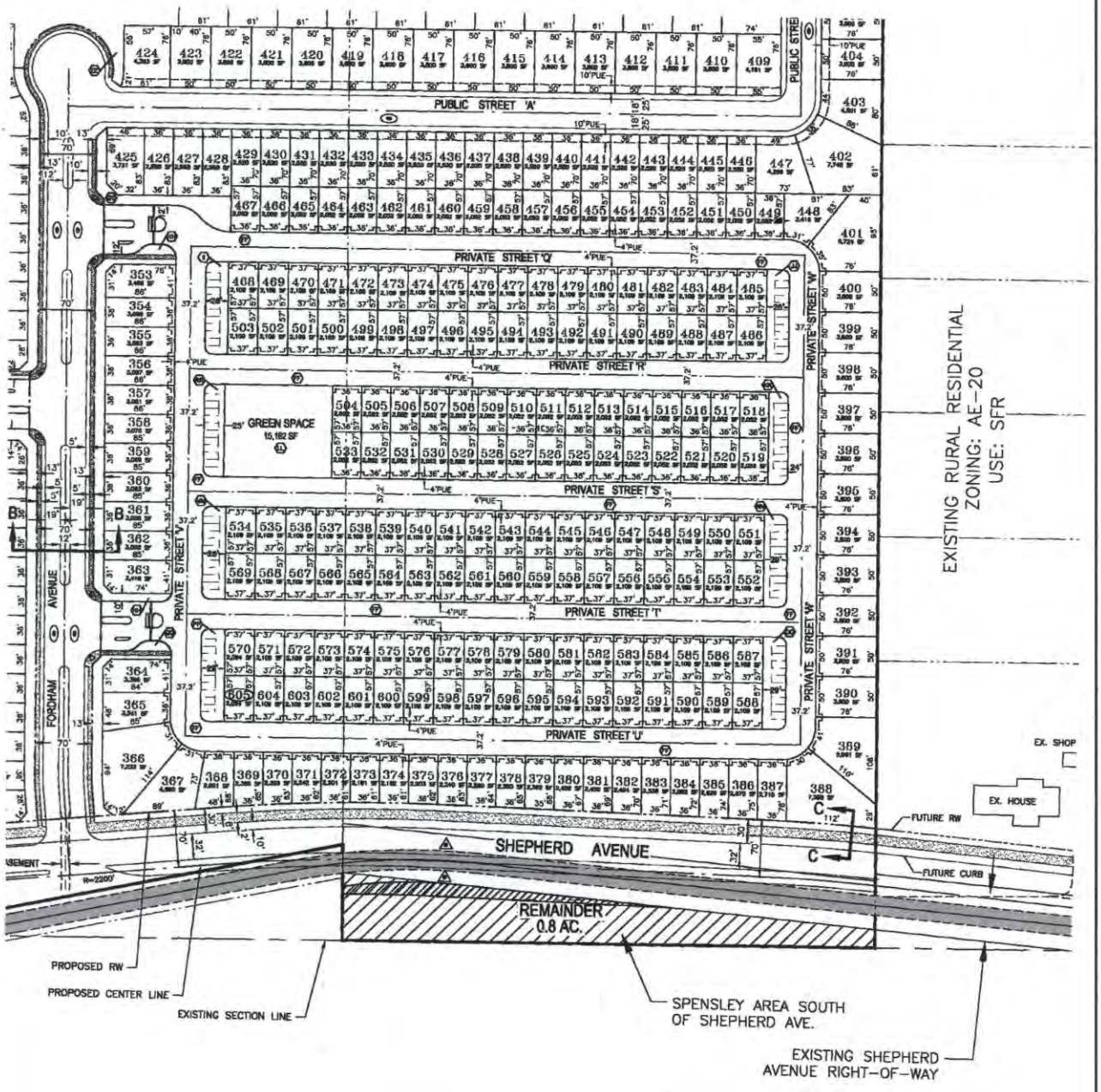
0 50 100

Feet

Shepherd North Project

FIGURE 7: TENTATIVE SUBDIVISION MAP SOUTHWEST

De Novo Planning Group



N

0 50 100

Feet

Shepherd North Project

FIGURE 8: TENTATIVE SUBDIVISION MAP SOUTHEAST

De Novo Planning Group

STATE REGULATIONS

State historic preservation regulations affecting this project include the statutes and guidelines contained in the California Environmental Quality Act (CEQA; Public Resources Code sections 21083.2 and 21084.1 and sections 15064.5 and 15126.4 (b) of the CEQA Guidelines). CEQA Section 15064.5 requires that lead agencies determine whether projects may have a significant effect on archaeological and historical resources. Public Resources Code Section 21098.1 further cites: A project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.

An "historical resource" includes, but is not limited to, any object, building, structure, site, area, place, record or manuscript that is historically or archaeologically significant (Public Resources Code section 5020.1).

Advice on procedures to identify such resources, evaluate their importance, and estimate potential effects is given in several agency publications such as the series produced by the Governor's Office of Planning and Research (OPR), *CEQA and Archaeological Resources,* 1994. The technical advice series produced by OPR strongly recommends that Native American concerns and the concerns of other interested persons and corporate entities, including, but not limited to, museums, historical commissions, associations and societies be solicited as part of the process of cultural resources inventory. In addition, California law protects Native American burials, skeletal remains, and associated grave goods regardless of the antiquity and provides for the sensitive treatment and disposition of those remains (California Health and Safety Code Section 7050.5, California Public Resources Codes Sections 5097.94 et al).

The California Register of Historical Resources (Public Resources Code Section 5020 et seq.)

The State Historic Preservation Office (SHPO) maintains the California Register of Historical Resources (CRHR). Properties listed, or formally designated as eligible for listing, on the National Register of Historic Places are automatically listed on the CRHR, as are State Landmarks and Points of Interest. The CRHR also includes properties designated under local ordinances or identified through local historical resource surveys.

For the purposes of CEQA, an historical resource is a resource listed in, or determined eligible for listing in the California Register of Historical Resources. When a project will impact a site, it needs to be determined whether the site is an historical resource. The criteria are set forth in Section 15064.5(a) (3) of the CEQA Guidelines, and are defined as any resource that does any of the following:

A. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

B. Is associated with the lives of persons important in our past;

C. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

D. Has yielded, or may be likely to yield, information important in prehistory or history.

In addition, the CEQA Guidelines, Section 15064.5(a) (4) states:

The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code section 5020.1(j) or 5024.1.

California Health and Safety Code Sections 7050.5, 7051, And 7054

These sections collectively address the illegality of interference with human burial remains, as well as the disposition of Native American burials in archaeological sites. The law protects such remains from disturbance, vandalism, or inadvertent destruction, and establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project, including the treatment of remains prior to, during, and after evaluation, and reburial procedures.

California Public Resources Code Section 15064.5(e)

This law addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction. The section establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project and establishes the Native American Heritage Commission as the entity responsible to resolve disputes regarding the disposition of such remains.

Assembly Bill 52

Assembly Bill (AB) 52 establishes a formal consultation process for California tribes as part of CEQA and equates significant impacts on tribal cultural resources with significant environmental impacts. AB 52 defines a “California Native American Tribe” as a Native American tribe located in California that is on the contact list maintained by the Native American Heritage Commission. AB 52 requires formal consultation with California Native American Tribes prior to determining the level of environmental document if a tribe has requested to be informed by the lead agency of proposed projects. AB 52 also requires that consultation address project alternatives, mitigation measures, for significant effects, if requested by the California Native American Tribe, and that consultation be considered concluded when either the parties agree to measures to mitigate or avoid a significant effect, or the agency concludes that mutual agreement cannot be reached. Under AB 52, such measures shall be recommended for inclusion in the environmental document and

adopted mitigation monitoring program if determined to avoid or lessen a significant impact on a tribal cultural resource.

CULTURAL SETTING

Archeology

The Central Valley region was among the first in the state to attract intensive fieldwork, and research has continued to the present day. This has resulted in a substantial accumulation of data, but the emphasis has been in the northern portion of the valley. In the early decades of the 1900s, E.J. Dawson explored numerous sites near Stockton and Lodi, later collaborating with W.E. Schenck (Schenck and Dawson 1929). By 1933, the focus of work was directed to the Cosumnes locality, where survey and excavation were conducted by the Sacramento Junior College (Lillard and Purves 1936). Excavation data, in particular from the stratified Windmiller site (CA-SAC-107), suggested two temporally distinct cultural traditions. Later work at other mounds by Sacramento Junior College and the University of California, Berkeley, enabled the investigators to identify a third cultural tradition, intermediate between the previously postulated Early and Late Horizons. The three-horizon sequence, based on discrete changes in ornamental artifacts and mortuary practices, as well as on observed differences in soils within sites (Lillard, Heizer and Fenenga 1939), was later refined by Beardsley (1954). An expanded definition of artifacts diagnostic of each time period was developed, and its application extended to parts of the central California coast. Traits held in common allow the application of this system within certain limits of time and space to other areas of prehistoric central California.

In the southern San Joaquin Valley, with the exception of Hewes's excavation at CA-FRE-48 (the Tranquility Site), the foci of early investigations have been the old shorelines of the interior lakes; Tulare, Kern, and Buena Vista. In 1899, Dr. P. M. Jones directed fieldwork in the Buena Vista-Tulare Lake area of Kern County. Jones investigated 150 mounds and conducted trenching of several sites including CA-KER-53. In 1909, N. C. Nelson investigated prehistoric Site CA-KER-49, which is located to the west of Buena Vista Lake. Later, four surveys and excavations were conducted in the same locale under the auspices of the University of California. A compilation of these investigation results was published in 1926 by Gifford and Schenck.

As a result of this early work, an elaborate culture complex was defined for the late prehistoric period. This complex can be ascribed probably to the Yokuts and their direct ancestors. The material culture of this late temporal period complex included steatite vessels and beads, finely-made projectile points, pottery, shaped stone mortars, *Tivela* disc beads, use of asphaltum, and the presence of metates and manos. Flexed burials were the predominant interment mode. Earlier complexes underlying the late cultural expressions were represented by chipped stone crescents, large projectile points, atlatl spurs, and weights. Mortuary practices, generally thought to be related, include extended rather than flexed burial position, a situation analogous to that of the northern valley (Gifford and Schenck 1926; Lillard, Heizer, and Fenenga 1939; Moratto 1972).

Presence of "Early Man," although not found in direct association with extinct animals, is demonstrated by the frequency of chipped stone crescents and fluted points similar to those of the Clovis-Folsom Complex in the American Southwest. Although fluted points have been found near the shores of Tulare Lake, an area that has also produced surface finds of extinct mammal bone of Pleistocene age, the association is not substantiated by controlled excavations and remains speculative (Riddell and Olsen 1969). Most of the point collection had been acquired by D. Witt over a period of 30 years.

Under the direction of Wedel (1941), the Civil Works Administration, in conjunction with the Smithsonian Institution, initiated the first major excavations using stratigraphic controls. Investigations of CA-KER-39 and CA-KER-60 as well as several smaller sites near Buena Vista Lake produced evidence of two distinct cultural entities or occupation periods. Wedel lacked methods for dating these two entities by cross-comparison of the assemblages, he tentatively stated that the early occupation at Buena Vista Lake appeared to be temporally older and less developed than the Early Horizon (Windmiller Pattern) of the Delta region. He compared this early component to the Oak Grove or Milling Stone culture of the Santa Barbara area (Rogers 1939). He divided the later cultural entity into two distinct phases, both clearly distinguished from the earlier cultural phase by artifact types. Wedel (1941:144-145) estimated that neither of these cultural periods exceeded 1500 B.P. (years Before the Present). Later, other investigators proposed far earlier ages for these early occupations, with dates ranging from 2000 to 7000 B.P. (Baumhoff and Olmstead 1963, 1964; Heizer 1964; Meighan 1959).

Later investigations in 1963 and 1964 at CA-KER-116 near Buena Vista Lake produced materials similar to Wedel's early occupation. These materials occurred in the lower levels of the "upper deposit," while an even deeper cultural deposit yielded materials similar to those of the San Dieguito Complex. Artifacts included a chipped stone crescent, crude point fragments, and an atlatl spur. Radiocarbon age determinations on shell from the lowest cultural levels returned a date of circa 8200 B.P. (Fredrickson and Grossman 1966, 1977; Fredrickson 1967).

Despite the previously mentioned investigations, the prehistory of the southern San Joaquin remains as yet poorly understood, without a tightly defined chronological sequence of cultural development.

Ethnology

Ethnographic literature is often uncertain in definition of cultural boundaries for Indian groups. Early displacement by white intrusion resulted in population shifts to avoid conflict with the Spanish, and later with the miners and settlers. The ravages of disease and warfare decimated the native people, further weakening cultural identity. Informants were often uncertain of original territories of the various tribal groupings.

The Foothill Yokuts were members of the Penutian language family which held all of the Central Valley, San Francisco Bay Area, and the Pacific Coast from Marin County to near Point Sur. The Yokuts differed from other ethnographic groups in California as they had true tribal divisions with

group names (Kroeber 1925). Each tribe spoke a particular dialect, common to its members, but similar enough to other Yokuts that they were mutually intelligible (Kroeber 1925).

The Foothill Yokuts were a group of about 15 named tribes who occupied the western Sierra Nevada foothills from the Fresno River to the Kern River. A further subdivision separated the groups into northern, central and southern groups. The area controlled by individual groups varied over time. There is no information to indicate that there was a village in the project vicinity, but this does not preclude the possibility.

Trade was well developed, with mutually beneficial interchange of needed or desired goods. Obsidian, rare in the San Joaquin Valley, was obtained by trade with Paiute and Shoshoni groups on the eastern side of the Sierra Nevada, where numerous sources of this material are located, and to some extent from the Napa Valley to the north. Shell beads, obtained by the Yokuts from coastal people, and acorns, rare in the Great Basin, were among many items exported to the east by Yokuts traders (Davis 1961).

Economic subsistence was based on the acorn, with substantial dependency on gathering and processing of wild seeds and other vegetable foods. The rivers, streams, and sloughs which formed a maze within the valley provided abundant food resources such as fish, shellfish, and turtles. Game, wild fowl, and small mammals were trapped and hunted to provide protein augmentation of the diet. In general, the eastern portion of the San Joaquin Valley provided a lush environment of varied food resources, with the estimated large population centers reflecting this abundance (Cook 1955; Baumhoff 1963).

Settlements were oriented along the water ways, with their village sites normally placed adjacent to these features for their nearby water and food resources. House structures varied in size and shape (Latta 1949; Kroeber 1925). The housepit depressions ranged in diameter from between 3 to 18 meters.

Latta (1949:99) reported that a village of 200 to 300 Yokuts might have four or five large houses that were used for ten or twelve years or until a family member died, at which time the Indians burned the house in which the death had occurred. If a sick or aged person died outside the dwelling, the family did not burn the house. When a Northern Yokuts died, his body was cremated or buried in a flexed position. Southern tribes normally buried their dead, although they did cremate shamans, persons who died away from their village and, among the Tachi, persons of great importance.

The Yokuts experienced severe depopulation after contact with the Spanish and subsequent explores. The most devastating impacts of the Spanish colonization effort were not the result of military conflicts, but came from Old World diseases newly introduced to the native people.

Historical Context

Early Explorations

The early recorded inhabitants of the region were members of the Yokuts tribe. Although the Spanish missions were established closer to the Pacific coast between 1769 and 1817, the general project area was first visited in the early 1800s by Spanish explorers, who visited the San Joaquin Valley with three goals: to search for runaway neophytes from the missions in the coastal regions, to punish the Indian raiders, and to select sites for new missions. In 1806, a group led by Gabriel Moraga and Father Pedro Muñoz, left Mission San Juan Bautista heading north to about the Mokelumne River**.** They then turned south, and travelled along the edge of the mountains crossing the San Joaquin River and passing through Tejon Pass, arriving at Mission San Fernando. In 1815, José Dolores Pico marched an expedition group from Monterey into the region. Following the San Joaquin River, he passed through the area in search of runaways, traveling as far south as the Kern River. The expedition returned to the starting point in Monterey with nine prisoners and a number of horses.

After control of California passed from Spain to Mexico in 1822, Mexican explorations into the interior continued, with José Dolores Pico conducting a major expedition along the San Joaquin River in 1825-1826. This expedition was considered successful in that some neophytes were captured, hostile Indians killed, some of the tribal groups intimidated, and some stolen horses recovered. In 1828, Sebastián Rodríguez led a similar expedition into the same region. His expedition captured a number of neophytes as well as some of the stolen horses, an item that had become an important dietary staple for the Indian tribes in the San Joaquin Valley region (Beck and Haase 1974).

The expeditions did not leave physical evidence, but there were definitely effects to the Native American populations. Causing even more of an effect on the native population were the diseases brought in to the Native populations of the Central Valley in the early 1830s.

Ranchos

In Fresno County, there was only one early land grant, a rancho along the current southern border of the county: Laguna de Tache. The era of the Spanish and Mexican land grants did not directly affect the project area.

Clovis

The extension of the railroad system throughout the San Joaquin Valley allowed the increased expansion of a market for the agricultural production of the region. A branch line of the Southern Pacific Railroad (first known as the Pollasky Railroad or the San Joaquin Railroad) was built through this region circa 1891. Marcus Pollasky served as the promoter, and monies were raised locally for the construction costs. Clovis Cole, the owner of the large wheat ranch, donated land for the route, and a station was established here on the line and named Clovis (Gudde 1969; City of Clovis 1962).

After the completion of the railroad, the construction of the flume from Shaver Lake to the east was soon completed by the Fresno Flume and Irrigation Company. The 45-mile-long flume could deliver 200,000 board feet of lumber through the vee-shaped watercourse in a 24-hour period. At the end of the flume, there was a finishing and distributing plant. Other, better grade lumber was delivered to Clovis down Tollhouse Grade, hauled by ox and horse teams. In the early years, 140 men were employed by the lumber company, with an annual payroll of $450,000. The Clovis lumber plant occupied a 40 acre site. The factory, warehouse, planing mill and engine house all burned to the ground in 1898, but were soon rebuilt. As many as 400 men were employed by the company. The mill was located on the south side of Fifth Street (City of Clovis 1962; Clovis Centennial Book Committee 2011).

The mill in Clovis produced "ordinary lines of lumber," shakes, trays, sweat boxes, raisin boxes, orange boxes, cedar posts, ties, poles, and also pine and oak cordwood (*Fresno Republican* 1897: 96). The ever increasing agricultural use of the San Joaquin Valley, due to improvements and expansion of irrigation systems, led to a large market for the fruit packing boxes, allowing shipment of the produce to a wider marketplace.

Clovis was laid out by a licensed surveyor, working for the co-owners of the land: Clovis Cole, Clarence Pallos and George Owen. Early homes were utilitarian, and the streets were ungraded (City of Clovis 1962).

The town's population expanded rapidly from about 500 residents in 1905 to about 1,000 in 1910. Nearby, the population was increasing within the local rural agricultural colonies, with large acreages broken up into 20 acre tracts advertised for sale to Midwesterners. By 1919, local population had grown to 1,500. At this point, the lumber business is still the main support of the economy, but the area produced huge crops of Malaga grapes and figs (Clovis Centennial Book Committee 2011; Vandor 1919:269)

For the first 21 years, there was no organized government in Clovis. Late in 1911, and election was held, and the City incorporated in 1912. Most of the early businesses in town were located on Front Street, now known as Clovis Avenue, on the west side of the tracks (City of Clovis 1962).

Historical Background for the Development Area

The early use of land in the Big Dry Creek region was for cultivation of wheat. Improvements such as the development of the railroad, allowing marketing of more perishable crops, and irrigation canals, providing a steady source of water year round, also encouraged the growth of crops such as grapes. The establishment of orchards and vineyards allowed more profitability with smaller tracts of land, and many pieces of land were subdivided as portions of agricultural colonies.

Much of the project site is a portion a 160-acre tract first acquired by Rebecca Wilson Norman Strother in 1873 as a land patent. Strother had been born in Mississippi in 1818, and had eight daughters and one son, who died as a child, with her husband. He died in Mississippi in 1868, and she travelled west to Fresno County. Mrs. Strother apparently did not reside on the land, but likely transferred ownership to one of her daughters who did choose to live in the region.

In 1880, Mrs. Strother lived in Santa Rosa with two of her unmarried daughters (Federal census 1880). Her will was prepared at this time, leaving her estate to the two unmarried daughters, and specifically excluding the married daughters. She died in 1883.

One of the daughters, Laura Strother, also acquired land in the area, the land immediately north of the Project site consisting of the northwest quarter of section 21.

William Shipp was married to a Strother daughter, Mary. He brought his family to California in 1868. The Shipps acquired large tracts of land in the Big Dry Creek area, and ran large herds of sheep. It appears that this land may have been part of the Shipp place.

Early maps show the Enterprise Canal near the Project Area. The Enterprise Canal had been constructed by 1891, south of the Project site (Thompson 1891).

In 1891, R. T. Owen owned the south half of section 21, including the land of the Project site. In 1892, he lived in the Temperance Township according to voter records, so it cannot be certain where precisely he lived without further research.

Owen, his father and brother had been farmers and ranchers in the area. He continued to raise grain in the region until 1902. The 1891 map shows a building to the east of the current building on Owen's holding. A 1919 biography describes the R.T. Owen residence as "the first fine house in Clovis," suggesting he lived closer to the early townsite after he sold the project area.

By 1907, the south half of section 21 and the northeast quarter of the section had been acquired by Hugh Bissell (Official County Map 1907).

Hugh Bissell, a native of Iowa, had farmed for a number of years in Missouri, and came to California in 1885. He first settled in Modesto, then a year later, moved to Fresno County. He had a ranch near Fresno, that he sold in 1898. He leased a tract of about 3,000 acres for dry grain farming. He quit grain farming in 1906, and purchased 320 acres of what was known as the Shipp place for $20 an acre. Bissell also purchased the northeast quarter of the section, so his ranch totaled 480 acres. Bissell wanted to improve the land for intensive farming, so he sank wells and found that the water readily came to the ground surface. Even though others thought it impossible, he installed a pumping plant for irrigation. With a six-inch centrifugal pump, run by a twenty-horsepower engine, he was able to irrigate the land, and set up the first vineyard above the ditch. He made a success of the vineyard and the orchard on the property, later irrigated by a total of three pumping plants (Vandor 1919; Official Map of Fresno County 1907).

In 1910, the residents of the Project Area included High Bissell, a widower since 1908, his daughter-in-law (widowed in 1909), his grandson William, son Ralph, six hired men, and a house servant (Federal Census 1910). It is not certain where the residents were housed on the property. The large residence appears to date to about 1915.

At various points, Bissell sold off portions of the ranch, and in 1919, had 160 acres, including the much of the Project site. The land had increased in value from $20 an acre to $750 an acre.

In a 1919 biography, Bissell was credited with having developed "a wonderfully productive and valuable place, and erecting a large comfortable residence, constructed of cement blocks, making it one of the show places of the district."

As well as his involvement in viticulture and horticulture, Bissell served as a director for the National Bank of Clovis. Bissell also served with various groups related to the production of raisins (Vandor 1919).

The family remained on the property until an unknown date. By 1920, Hugh Bissell had moved to Fresno. By 1930, his son Raymond had moved with his family to Madera. The later history of ownership and use of the residence is not known. It currently houses an employee and family of the former landowner, Cal Pecan.

ENVIRONMENTAL SETTING

The Development Area portion of the project area contains a mosaic of six soil series with the northern most San Joaquin loam, with Ramona loam located to the south of that. Atwater sandy loam is located to the south and west of Ramona loam along the western edge. Grangeville fine sandy loam and Grangeville fine sandy loam saline alkali occupies the southern portion with Visalia sandy loam in a pocket in the southeast portion (www.usds.gov).

San Joaquin loam is derived from decomposed granite deposited by alluvial action. It is up to five feet thick with a restricted layer (hardpan) at about three feet in depth. Ramona loam is also derived from decomposed granite deposited by alluvial action. It is slightly shallower than neighboring San Joaquin loam but has a much more pronounced restrictive layer also at a depth of about three feet (www.usda.gov)

Grangeville fine sandy loam and Grangeville fine sandy loam saline alkali are both derived from decomposed granite with the saline alkali series being a more recent deposition. Both soil series average about 80 inches in depth with no restrictive layer present. Visalia sandy loam, like its neighbor to the north, Grangeville fine sandy loam saline alkali is also recently deposited decomposed granite and is about five feet thick with no restrictive layer present (www.usda.gov).

San Joaquin loam was deposited during the Early to Mid-Pleistocene and is considered to have a very low potential for buried cultural resources. Atwater sandy loam was deposited during the Late Pleistocene and is thought to have a low potential for buried cultural resources (Rosenthal and Meyer 2004: Appendix D).

Grangeville fine sandy loam and Grangeville fine sandy loam saline alkali were deposited very recently during the historic period and are believed to have a very high sensitivity for buried cultural resources (Rosenthal and Meyer 2004: Appendix D).

The Development Area portion of the project area has no surface water however Dry Creek is located adjacent to the southern boundary. Overall, the northern portion has a low sensitivity for buried cultural resources while the southern portion near Dry Creek has a moderate to high potential based on the much more youthful age of the sediments and setting adjacent to Dry Creek.

RESEARCH

A record search has been conducted for the North Shepherd Project site and a 0.25-mile radius through the South San Joaquin Valley Information Center of the California Historical Resources Information System (RS#22-461, Appendix 2).

The project area includes one recorded resource, P-10-07197. Formerly, the site was a 1909 residence, recorded in 2017 by Peak & Associates. The residence has been removed from the property, and the former location appears to lie in a non-development area, not proposed for housing.

Within the search area radius, there are three recorded resources, all historic period resources. They include: P-10-005511, two branches of the Helm Colonial Ditch; P10-005934, a section of the Enterprise Canal; and P-10-007198, a residence at 4707 N. Preuss Avenue.

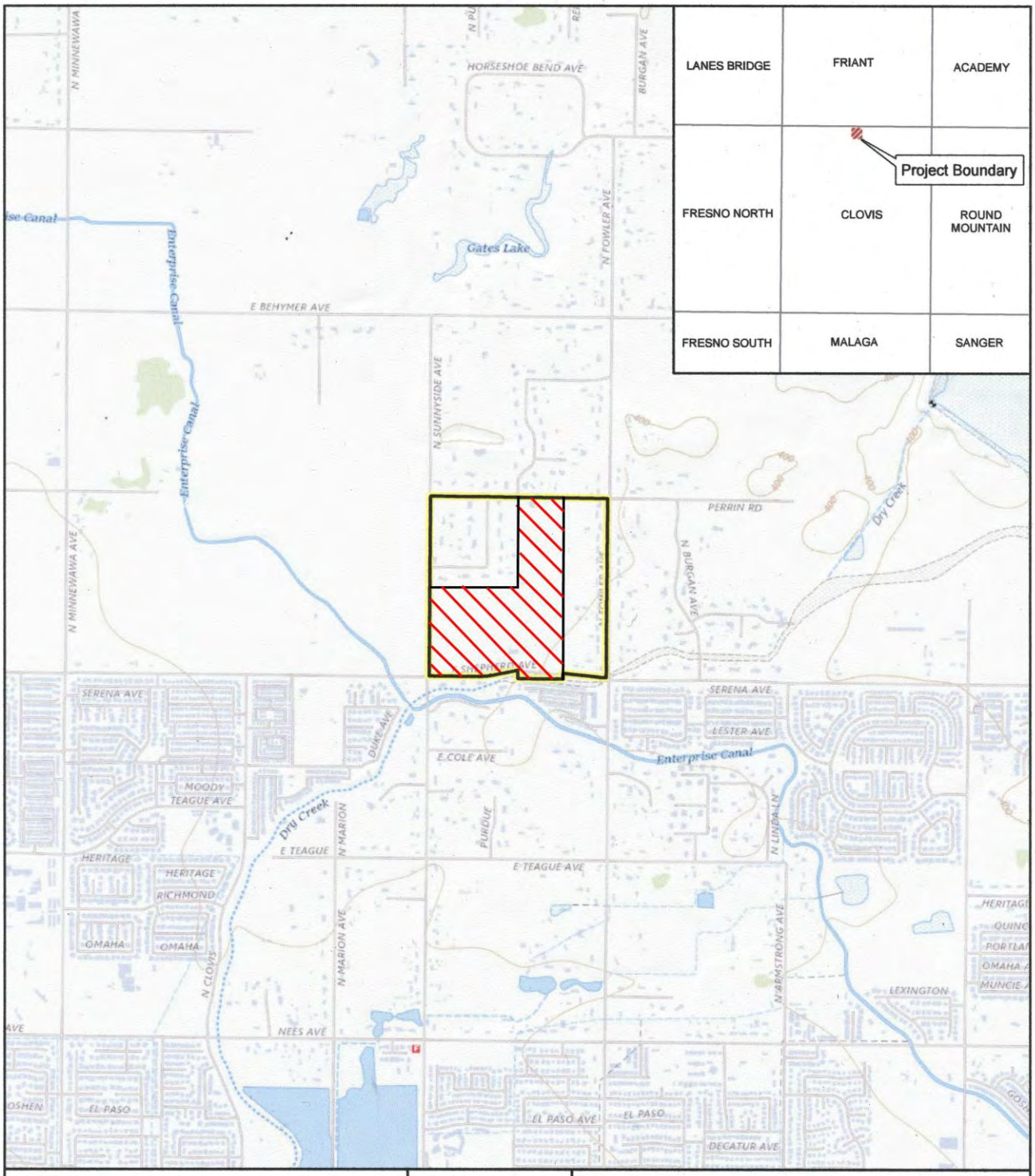
Four surveys surveys have been reported within the Project site. Bissonette's 1993 survey is shown to have included hundreds of acres of land in the region including the Project site. We believe it is not plotted correctly by the SSJVC, in part due to the lack of a survey coverage map in the report (FR-01219). Bissonette only spent two days doing fieldwork, and said she walked along the pipelines and channel routes with transects and within a five meter radius of proposed culverts.

Varner reportedly surveyed the major portion of the Development Area in 2001 with negative findings. He did note the presence of the historic building (FR-02203), but did not record it during his survey.

Peak & Associates conducted a complete, intensive survey of the Development Area in 2017 (FR-3009), recording the historic residence at the southern boundary (Figure 9). One other negative survey for a cell tower was conducted by Lossee in 2006 (FR-02285) in the eastern portion of the Project site. Several cultural resource surveys have been conducted in the vicinity of the Project site. Full report citations and survey locations are included in Appendix 2.

RECOMMENDATIONS

Although no prehistoric sites were found during the survey of the Development Area, there is a slight possibility that a site may exist and be totally obscured by vegetation, fill, or other historic activities, leaving no surface evidence. In particular, the former location of the residence adjacent to the natural



Sources: Fresno County GIS; ArcGIS Online USGS Topographic Map Service
Map date: April 7, 2022

course of Dry Creek and the southern section of the Development Area is sensitive. An archeological monitor is advised during any grading and trenching in the southern portion, particularly near the former location of the residence.

Should artifacts or unusual amounts of stone, bone, or shell be uncovered during construction activities, an archeologist should be consulted for on-the-spot evaluation of the finding. If the bone appears to be human, state law requires that the Fresno County Coroner be contacted. If the Coroner determines that the bone is human and is most likely Native American in origin, he must contact the Native American Heritage Commission (916-322-7791).

If additional parcels in the Project site are to be developed in the future, a cultural resources survey shall be conducted to identify and evaluate any prehistoric or historic period resources that may be present.

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APPENDIX 1

Resume

PEAK & ASSOCIATES, INC.
RESUME

MELINDA A. PEAK **January 2023**
Senior Historian/Archeologist
3941 Park Drive, Suite 20 #329
El Dorado Hills, CA 95762
(916) 939-2405

PROFESSIONAL EXPERIENCE

Ms. Peak has served as the principal investigator on a wide range of prehistoric and historic excavations throughout California. She has directed laboratory analyses of archeological materials, including the historic period. She has also conducted a wide variety of cultural resource assessments in California, including documentary research, field survey, Native American consultation and report preparation.

In addition, Ms. Peak has developed a second field of expertise in applied history, specializing in site-specific research for historic period resources. She is a registered professional historian and has completed a number of historical research projects for a wide variety of site types.

Through her education and experience, Ms. Peak meets the Secretary of Interior Standards for historian, architectural historian, prehistoric archeologist and historic archeologist.

EDUCATION

M.A. - History - California State University, Sacramento, 1989
Thesis: *The Bellevue Mine: A Historical Resources Management Site Study in Plumas and Sierra Counties, California*
B.A. - Anthropology - University of California, Berkeley

PROJECTS

In recent years, Ms. Peak has led the team completing the cultural resource sections for General Plan and General Plan Updates, for a number of cities/neighborhoods including Campbell, Milpitas, Yountville, Manteca, The Springs, Sebastopol, Martinez, Brentwood, Colusa County and Foster City. Older General Plan efforts include Wheatland, Rocklin, Sheridan, Granite Bay and South Sutter County.

In recent months, Ms. Peak has completed a number of determinations of eligibility and effect documents in coordination with the Corps of Engineers for projects requiring federal permits, assessing the eligibility of a number of sites for the National Register of Historic Places.

She has also completed historical research and historic site evaluation projects on a wide variety of

topics for a number of projects including the development of a winery in a ranch in Folsom, commercial buildings in the City of Davis, a lumber mill in Clovis, levees, warehouses, older farmhouses dating to the 1860s, an early roadhouse, bridges, canals, a former small-town site, and a section of an electric railway line.

In recent years, Ms. Peak has prepared a number of cultural resource overviews and predictive models for blocks of land proposed for future development for general and specific plans. She has been able to direct a number of surveys of these areas, allowing the model to be tested.

Ms. Peak completed the cultural resource research and contributed to the text prepared for the DeSabla-Centerville PAD for the initial stage of the FERC relicensing. She also served cultural resource project manager for the FERC relicensing of the Beardsley-Donnells Project. For the South Feather Power Project and the Woodleaf-Palermo and Sly Creek Transmission Lines, her team completing the technical work for the project.

She served as principal investigator for the multi-phase Twelve Bridges Golf Club project in Placer County. She served as liaison with the various agencies, helped prepare the historic properties treatment plan, managed the various phases of test and data recovery excavations, and completed the final report on the analysis of the test phase excavations of a number of prehistoric sites.

Ms. Peak has served as project manager for a number of major survey and excavation projects in recent years, including the many surveys and site definition excavations for the 172-mile-long Pacific Pipeline proposed for construction in Santa Barbara, Ventura and Los Angeles counties. She also completed an archival study in the City of Los Angeles for the project, and served as principal investigator for a major coaxial cable removal project for AT&T.

Additionally, she completed a number of small surveys, served as a construction monitor at several urban sites, and conducted emergency recovery excavations for sites found during monitoring. She has directed the excavations of several historic complexes in Sacramento, Placer and El Dorado Counties.

Ms. Peak is the author of a chapter and two sections of a published history (1999) of Sacramento County, *Sacramento: Gold Rush Legacy, Metropolitan Destiny*. She served as the consultant for a children's book on California, published by Capstone Press in 2003 in the Land of Liberty series.

APPENDIX 2

SSJVIC Record Search

California Historical Resources Information System



Fresno
Kern
Kings
Madera
Tulare

Southern San Joaquin Valley Information Center
California State University, Bakersfield
Mail Stop: 72 DOB
9001 Stockdale Highway
Bakersfield, California 93311-1022
(661) 654-2289
E-mail: ssjvic@csub.edu
Website: www.csub.edu/ssjvic

12/20/2022

Robert Gerry
Peak & Associates, Inc.
3941 Park Drive Ste 30-329
El Dorado Hills, CA 95762

Re: Clovis North/Shepherd Project Area
Records Search File No.: 22-461

The Southern San Joaquin Valley Information Center received your record search request for the project area referenced above, located on the Clovis USGS 7.5' quad. The following reflects the results of the records search for the project area and the 0.25 mile radius:

As indicated on the data request form, the locations of resources and reports are provided in the following format: ☒ custom GIS maps ☐ GIS data

Resources within project area:	P-10-007197
Resources within 0.25 mile radius:	P-10-005511, 005934, 007198
Reports within project area:	FR-01219, 02203, 02285, 03009
Reports within 0.25 mile radius:	FR-00107, 00293, 00534, 01849, 01869, 02289, 02490, 03015, 03067

Resource Database Printout (list):	☒ enclosed	☐ not requested	☐ nothing listed
Resource Database Printout (details):	☐ enclosed	☒ not requested	☐ nothing listed
Resource Digital Database Records:	☐ enclosed	☒ not requested	☐ nothing listed
Report Database Printout (list):	☒ enclosed	☐ not requested	☐ nothing listed
Report Database Printout (details):	☐ enclosed	☒ not requested	☐ nothing listed
Report Digital Database Records:	☐ enclosed	☒ not requested	☐ nothing listed
Resource Record Copies:	☒ enclosed	☐ not requested	☐ nothing listed
Report Copies:	☒ enclosed	☐ not requested	☐ nothing listed
OHP Built Environment Resources Directory:	☒ enclosed	☐ not requested	☐ nothing listed
Archaeological Determinations of Eligibility:	☐ enclosed	☐ not requested	☒ nothing listed
CA Inventory of Historic Resources (1976):	☐ enclosed	☒ not requested	☐ nothing listed

Caltrans Bridge Survey: Not available at SSJVIC; please see https://dot.ca.gov/programs/environmental-analysis/cultural-studies/california-historical-bridges-tunnels

Ethnographic Information: Not available at SSJVIC

Historical Literature: Not available at SSJVIC

Historical Maps: Not available at SSJVIC; please see http://historicalmaps.arcgis.com/usgs/

Local Inventories: Not available at SSJVIC

GLO and/or Rancho Plat Maps: Not available at SSJVIC; please see http://www.glorecords.blm.gov/search/default.aspx#searchTabIndex=0&searchByTypeIndex=1 and/or http://www.oac.cdlib.org/view?docId=hb8489p15p;developer=local;style=oac4;doc.view=items

Shipwreck Inventory: Not available at SSJVIC; please see https://www.slc.ca.gov/shipwrecks/

Soil Survey Maps: Not available at SSJVIC; please see http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx

Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

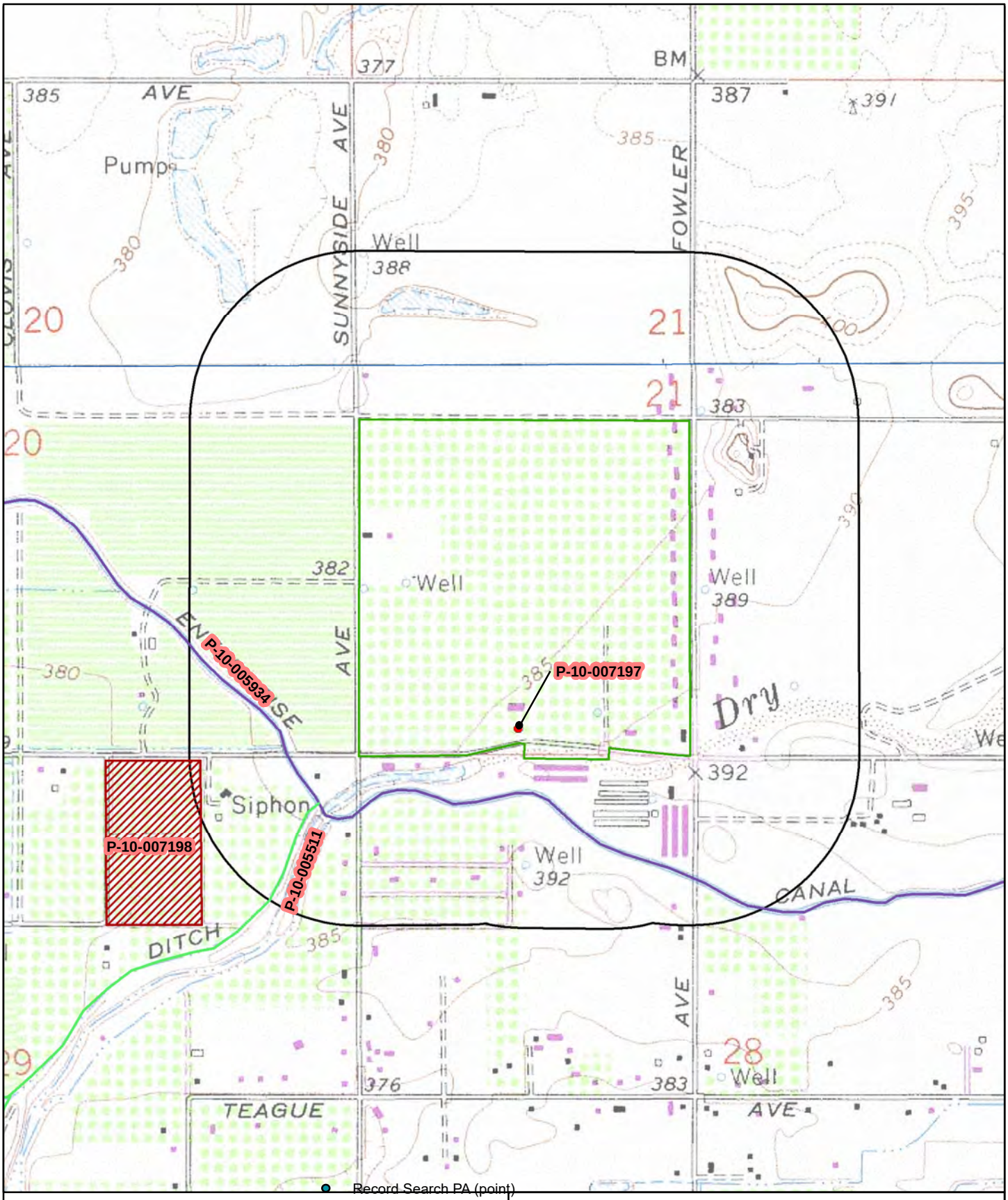
Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Invoices for Information Center services will be sent under separate cover from the California State University, Bakersfield Accounting Office.

Thank you for using the California Historical Resources Information System (CHRIS).

Sincerely,

Jeremy E David
Assistant Coordinator



May depict confidential cultural resource locations.
Do not distribute.

0 0.05 0.1 0.2 Miles

0 0.075 0.15 0.3 Kilometers

N

Project Area

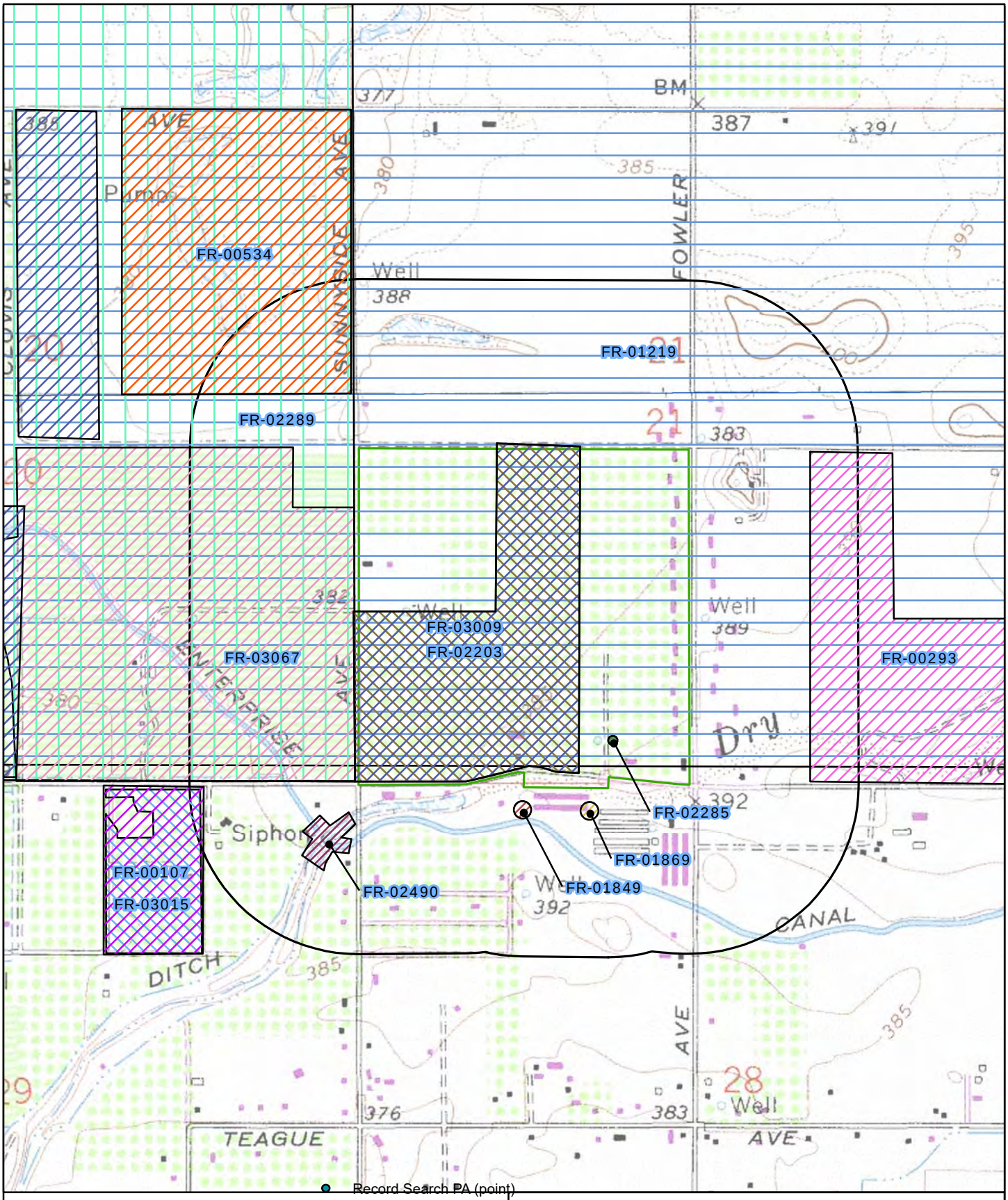
Record Search radius

Resource Map
SSJV Information Center Record Search 22-461
Requester: Robert Gerry, Peak & Associates, Inc.
Project Name: Clovis North/Shepherd Project Area
USGS 7.5' Quad(s): Clovis
County: Fresno

Resource List

SSJVIC Record Search 22-461

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-10-005511	CA-FRE-003344H	Resource Name - West Branch Helm Colonial Ditch; Resource Name - Helm Colonial Ditch (South Branch); OHP PRN - FHWA050808S	Structure	Historic	HP20	2005 (Wendy M. Nettles, Applied EarthWorks, Inc.); 2019 (Carlos van Onna, Applied EarthWorks, Inc.)	FR-02123, FR-02997
P-10-005934	CA-FRE-003564H	Resource Name - Enterprise Canal; OTIS Resource Number - 534499; OHP Property Number - 163775	Structure	Historic	HP20	2007 (R. Baloian, Applied EarthWorks, Inc.); 2013 (Randy Baloian, Applied EarthWorks, Inc.); 2017 (Ward Stanley and Randy Baloian, Applied EarthWorks, Inc.)	FR-02615, FR-02919, FR-03067
P-10-007197		Resource Name - 5230 E. Shepherd Avenue, Clovis	Building	Historic	HP02	2017 (Michael Lawson, Peak & Associates, Inc.)	FR-03009
P-10-007198	CA-FRE-003901H	Resource Name - 4707 N. Preuss Avenue (AE-4027-01); Other - 4707 East Shepherd Avenue (historical)	Building, Structure	Historic	HP02; HP33	2019 (Annie McCausland, Applied EarthWorks, Inc.)	FR-03015



May depict confidential cultural resource locations.
Do not distribute.

0 0.05 0.1 0.2 Miles

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Project Area

Record Search radius

Reports Map
SSJV Information Center Record Search 22-461
Requester: Robert Gerry, Peak & Associates, Inc.
Project Name: Clovis North/Shepherd Project Area
USGS 7.5' Quad(s): Clovis
County: Fresno

Report List

SSJVIC Record Search 22-461

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
FR-00107	NADB-R - 1141375	1977	Beck, Allen C.	Archeological Reconnaissance of the Proposed Sobaje land Development, Tentative Tract No. 4042; Environmental Assessment No. 3418	Consulting Archaeologist	
FR-00293	NADB-R - 1140567	1993	Bissonnette, Linda Dick	Phase I Cultural Resources Assessment for the Eagle Gate Corporation Subdivision, Shepherd Avenue Near Fowler Avenue, Fresno County	Cultural Resources Consulting	
FR-00534		1991	Jones & Stokes Associates, Inc.	Archaeological Survey Report for the Behymer Lake Storm Drainage and Flood Control Project Initial Study	Jones & Stokes Associates, Inc.	
FR-01219		1993	Bissonnette, Linda Dick	Fresno Metropolitan Flood Control District Drainage Area "BY" Facilities	Cultural Resources Consulting	
FR-01849	Submitter - CV-607-C1	2000	Pastron, Allen G. and Brown, R. Keith	Historical and Cultural Resource Assessment for a Proposed Telecommunications Facility, Site No. CV-607-C1, 8901 Fowler Avenue, Fresno County, California	Brown & Mills, Inc.	
FR-01869		2001	Nadolski, John A.	Archaeological Investigations for Tower modifications at 34 Cell Tower Sites	Pacific Legacy, Inc.	
FR-02203		2006	Varner, Dudley M.	A Cultural Resource Study of the Battlin Brooks Property, Fresno County, California	Varner Associates	
FR-02285		2006	Losee, Carolyn	New Tower Submission Packet, FCC Form 620, for 5388 East Shepard Avenue	Archaeological Resources Technology	
FR-02289		2006	Nettles, Wendy M. and Baloian, Randy	Cultural Resources Reconnaissance Survey of the City of Clovis Northwest Urban Center Specific Plan Area, Fresno County, California	Applied EarthWorks, Inc.	10-006109
FR-02490	Submitter - Project No. 10-SCAO-015	2009	Chotkowski, Michael A.	Section 106 Compliance for Enterprise Canal at Big Dry Creek Improvement Project, Fresno County, California	Bureau of Reclamation	
FR-03009	Submitter - Job #17-093	2017	Peak, Melinda A.	Cultural Resource Assessment for the Tract 6205, City of Clovis Fresno County, California	Peak & Associates, Inc.	10-007197
FR-03015	Other - Record Search 19-104	2019	Ottenhoff, Randy, McCausland, Annie, and Dyste, Diana T.	Cultural Resource Inventory and Evaluation for the Lennar Tract 6263 Residential Development, City of Clovis, Fresno County, California	Applied EarthWorks, Inc.	10-007198
FR-03067		2018	Stanley, Ward, Baloian, Randy, and Baloian, Mary	Cultural Resource Inventory and Evaluation for the Tract 6200 Development in the City of Clovis, Fresno County, California	Applied EarthWorks, Inc.	10-005934

Appendix F

Geotechnical

GEOTECHNICAL ENGINEERING INVESTIGATION
PROPOSED TRACT 6205 (SPENSLEY PROPERTY)
SUNNYSIDE AND SHEPHERD AVENUES
CLOVIS, CALIFORNIA

PROJECT NO. 012-18204
JANUARY 24, 2019

Prepared for:

MR. JEFFREY HARRIS
WILSON HOMES
7550 N. PALM AVENUE, STE 102
FRESNO, CALIFORNIA 93711

Prepared by:

KRAZAN & ASSOCIATES, INC.
GEOTECHNICAL ENGINEERING DIVISION
215 WEST DAKOTA AVENUE
CLOVIS, CALIFORNIA 93612
(559) 348-2200

Krazan & ASSOCIATES, INC.

GEOTECHNICAL ENGINEERING • ENVIRONMENTAL ENGINEERING
CONSTRUCTION TESTING & INSPECTION

January 24, 2019

KA No. 012-18204

Mr. Jeffrey Harris
Wilson Homes
7550 N. Palm Avenue, Ste 102
Fresno, California 93711

RE: Geotechnical Engineering Investigation
Proposed Tract 6205 (Spensley Property)
Sunnyside and Shepherd Avenues
Clovis, California

Dear Mr. Harris:

In accordance with your request, we have completed a Geotechnical Engineering Investigation for the above-referenced site. The results of our investigation are presented in the attached report.

If you have any questions, or if we may be of further assistance, please do not hesitate to contact our office at (559) 348-2200.



Respectfully submitted,
KRAZAN & ASSOCIATES, INC.

David R. Jarosz, II
Managing Engineer
RGE No. 2698/RCE No. 60185

DRJ:ht

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January 24, 2019 KA Project No. 012-18204

GEOTECHNICAL ENGINEERING INVESTIGATION
PROPOSED TRACT 6205 (SPENSLEY PROPERTY)
SUNNYSIDE AND SHEPHERD AVENUES
CLOVIS, CALIFORNIA

INTRODUCTION

This report presents the results of our Geotechnical Engineering Investigation for the proposed Residential Development, identified as Tract 6205 (Spensley Property) to be located at the northeast corner of Sunnyside Avenue and Shepherd Avenue in Clovis, California. Discussions regarding site conditions are presented herein, together with conclusions and recommendations pertaining to site preparation, Engineered Fill, utility trench backfill, drainage and landscaping, foundations, concrete floor slabs and exterior flatwork, retaining walls, soil cement reactivity and pavement design.

A site plan showing the approximate boring locations is presented following the text of this report. A description of the field investigation, boring logs and the boring log legend are presented in Appendix A. Appendix A contains a description of laboratory testing phase of this study; along with laboratory test results. Appendices B and C contain guides to earthwork and pavement specifications. When conflicts in the text of the report occur with the general specifications in the appendices, the recommendations in the text of the report have precedence.

PURPOSE AND SCOPE

This investigation was conducted to evaluate the soil and groundwater conditions at the site, to make geotechnical engineering recommendations for use in design of specific construction elements and to provide criteria for site preparation and Engineered Fill construction.

Our scope of services was outlined in our proposal dated December 10, 2018 (KA Proposal No. P739-18) and included the following:

- A site reconnaissance by a member of our engineering staff to evaluate the surface conditions at the project site.
- A field investigation consisting of drilling 19 borings to depths ranging from approximately 10 to 20 feet for evaluation of the subsurface conditions at the project site.
- Performing laboratory tests on representative soil samples obtained from the borings to evaluate the physical and index properties of the subsurface soils.

- Evaluation of the data obtained from the investigation and an engineering analysis to provide recommendations for use in the project design and preparation of construction specifications.

- Preparation of this report summarizing the results, conclusions, recommendations, and findings of our investigation.

PROPOSED CONSTRUCTION

We understand that design of the proposed development is currently underway; structural load information and other final details pertaining to the structures are unavailable. On a preliminary basis, it is understood that development will consist of single family residential lots. It is understood the buildings will be single- or two-story wood-framed structures utilizing concrete slab-on-grade construction. Footing loads are anticipated to be light to moderate. On-site landscaping and roadways will be associated with the project.

In the event these structural or grading details are inconsistent with the final design criteria, the Soils Engineer should be notified so that we may update this writing as applicable.

SITE LOCATION, SITE HISTORY AND SITE DESCRIPTION

The site is irregular in shape and encompasses approximately 75.05 acres. The site is located at the northeast corner of Sunnyside Avenue and Shepherd Avenue in Clovis, California. The site is predominately surrounded by residential developments, rural residential developments and agricultural land.

Site history was obtained by reviewing historical aerial photographs taken in 1998, 2006 and 2015. Review of the 1998 aerial photograph indicates the project site predominately consisted of agricultural land occupied by an orchard. A rural residential development with associated barns and sheds was located in the southern portion of the site. In addition, a rural residential development was located in the northeastern portion of the site. Furthermore, a maintenance shed was located in the central-east portion of the site.

Review of the 2006 and 2015 aerial photographs indicate that the project site conditions appeared to be relatively similar to that noted in the 1998 aerial photograph.

Presently, the site conditions appear relatively similar to that noted in the previous aerial photographs. Two rural residential developments with associated barns and sheds are located in the southern and northern portions of the site. In addition, a maintenance building is located in the central-east portion of the site. The remainder of the site is occupied by an orchard. Gravel and paved driveways were located within portions of the site. Buried utility lines are located within the site associated with the existing developments. Portions of the site are covered by a sparse to moderate weed growth and the surface soils have a loose consistency. The site is relatively level with no major changes in grade.

GEOLOGIC SETTING

The San Joaquin Valley, which includes the Clovis area, is a topographic and structural basin that is bounded on the east by the Sierra Nevada and on the west by the Coast Ranges. The Sierra Nevada, a fault block dipping gently southwestward, is made up of igneous and metamorphic rocks of pre-Tertiary age that comprise the basement complex beneath the Valley. The Coast Ranges contain folded and faulted sedimentary rocks of Mesozoic and Cenozoic age, which are similar to those rocks that underlie the Valley at depth and nonconformably overlie the basement complex; gently dipping to nearly horizontal sedimentary rocks of Tertiary and Quaternary age overlie the older rocks. These younger rocks are mostly of continental origin and in the Clovis area, they were derived from the Sierra Nevada.

The San Joaquin River is the principal river in the area. Alluvial fans formed by this river are the largest geomorphic features in the Clovis area. The formation of the fans has resulted in rather flat regional topography.

The Coast Ranges evolved as a result of folding, faulting and accretion of diverse geologic terrains. They are composed chiefly of sedimentary and metamorphic rocks that are sharply deformed into complex structures. They are broken by numerous faults, the San Andreas Fault being the most notable structural feature.

Both the Sierra Nevada and Coast Range are geologically young mountain ranges and possess active and potentially active fault zones. Major active faults and fault zones occur at some distance to the east, west and south of the Clovis area. The Owens Valley Fault Zone bounds the eastern edge of the Sierra Nevada block and contains both active and potentially active faults.

Portions of the Ortigalita, Calaveras, Hayward and Rinconada Faults, which are to the west, are considered potentially active. The San Andreas Fault is possibly the best known fault and is located approximately 60 to 70 miles to the west.

There are no active fault traces in the project vicinity. Accordingly, the project area is not within an Earth Quake Fault Zone (Special Studies Zone) and will not require a special site investigation by an Engineering Geologist.

Clovis residents could feel the affects of a large seismic event on one of the nearby active or potentially active fault zones. Clovis has experienced groundshaking from earthquakes in the historical past. According to the Five County Seismic Safety Element, groundshaking of VII intensity (Modified Mercali Scale) was felt in Clovis from the 1872 Owens Valley Earthquake. This is the largest known earthquake event affecting the Clovis area.

Secondary hazards from earthquakes include rupture, seiche, landslides, liquefaction and subsidence. Since there are no known faults within the immediate area, ground rupture from surface faulting should not be a potential problem. Seiche and landslides are not hazards in the area either. Liquefaction potential (sudden loss of shear strength in a saturated cohesionless soil) should be low since

groundwater occurs below 60 feet. Lastly, deep subsidence problems may be low to moderate according to the conclusions of the Five County Seismic Safety Element. However, there are no known occurrences of structural or architectural damage due to deep subsidence in the Clovis area.

FIELD AND LABORATORY INVESTIGATIONS

Subsurface soil conditions were explored by drilling 19 borings to depths ranging from approximately 10 to 20 feet below existing site grade, using a truck-mounted drill rig. In addition, 4 bulk subgrade samples were obtained from the site for laboratory R-value testing. The approximate boring and bulk sample locations are shown on the site plan. During drilling operations, penetration tests were performed at regular intervals to evaluate the soil consistency, obtain information regarding the engineering properties of the subsoils and to retain soil samples for laboratory testing. The soils encountered were continuously examined and visually classified in accordance with the Unified Soil Classification System. A more detailed description of the field investigation is presented in Appendix A.

Laboratory tests were performed on selected soil samples to evaluate their physical characteristics and engineering properties. The laboratory-testing program was formulated with emphasis on the evaluation of natural moisture, density, gradation, shear strength, consolidation potential, expansion potential, R-value and moisture-density relationships of the materials encountered. In addition, chemical tests were performed to evaluate the soil cement reactivity. Details of the laboratory test program and the results of laboratory test are summarized in Appendix A. This information, along with the field observations, was used to prepare the final boring logs in Appendix A.

SOIL PROFILE AND SUBSURFACE CONDITIONS

Based on our findings, the subsurface conditions encountered appear typical of those found in the geologic region of the site. The upper soils are identified as by the Soil Conservation Service as belonging to the Atwater, Grangeville, Hanford, Ramona, San Joaquin and Visalia Series. These Series are often underlain at a shallow depth by a clayey or cemented substratum locally referred to as "hardpan." The soils within these Series generally consist of sands, silts, and occasional clays.

More specifically, the surface soils consisted of approximately 6 to 12 inches of very loose silty sand, silty sand with trace clay and silty clayey sand. These soils are disturbed, have low strength characteristics, and are highly compressible when saturated.

Below the loose surface soils, approximately 2 to 3 feet of loose to very dense silty sand, silty sand with trace clay, silty clayey sand and silty sand/sandy silt were encountered. Some of these soils were weakly cemented in parts. Field and laboratory tests suggest that these soils are moderately strong and slightly compressible. The clayey soils have a low potential for expansion. Penetration resistance ranged from 13 to 57 blows per foot. Dry densities ranged from 91 to 119 pcf. Representative soil samples consolidated approximately 1 and 2 percent under a 2 ksf load when saturated. Representative soil samples had angles of internal friction of 29 and 37 degrees. Representative samples of the clayey soils had expansion indices of 3 and 5.

Below 2½ to 8 feet in several of the borings, a very dense weakly cemented silty sand, locally referred to as hardpan, was encountered. The cemented nature of the subsoil hampered recovery of undisturbed soil samples. However, these cemented soils can be generally characterized as relatively strong, slightly compressible, and have a low permeability. Penetration resistance was generally greater than 50 blows per 6 inches. These soils had similar strength characteristics as the upper soils.

Below 3 to 4 feet in the majority of the borings, alternating layers of predominately medium dense to very dense silty sand, silty sand with trace clay, clayey sand, silty sand/sand or sand were encountered. Field and laboratory tests suggest that these soils had similar strength characteristics as the upper soils. Penetration resistance ranged from 15 blows per foot to greater than 50 blows per 6 inches. Dry densities ranged from 86 to 129 pcf. These soils extended to the termination depth of our borings.

For additional information about the soils encountered, please refer to the boring logs in Appendix A.

GROUNDWATER

Test boring locations were checked for the presence of groundwater during and immediately following the drilling operations. Free groundwater was not encountered.

Cemented silty sand and silty sand with trace clay, locally referred to as "hardpan," were encountered below 2½ to 8 feet in several of the borings. This cementation retards the free percolation of the surface water into the soil stratum below the hardpan frequently resulting in a temporary perched water table condition at or near the ground surface.

It should be recognized that water table elevations may fluctuate with time, being dependent upon seasonal precipitation, irrigation, land use and climatic conditions as well as other factors. Therefore, water level observations at the time of the field investigation may vary from those encountered during the construction phase of the project. The evaluation of such factors is beyond the scope of this report.

CONCLUSIONS AND RECOMMENDATIONS

Based on the findings of our field and laboratory investigations, along with previous geotechnical experience in the project area, the following is a summary of our evaluations, conclusions, and recommendations.

Administrative Summary

In brief, the subject site and soil conditions, with the exception of the loose surface soils, previous development, and existing development appear to be conducive to the development of the project. The surface soils have a loose consistency. These soils are disturbed, have low strength characteristics and are highly compressible when saturated. Accordingly, it is recommended that the surface soils be recompacted. This compaction effort should stabilize the surface soils and locate any unsuitable or pliant areas not found during our field investigation.

The on-site upper soils consist of silty sand, silty sand with trace clay, clayey sand, silty sand/sand and sand. The clayey soils appeared to have a low swell potential. The estimated swell pressures of the clayey soils may cause minor movement effecting slabs and possible stucco or similar brittle exterior finishes. To reduce potential soil movement, it is recommended the upper 12 inches of soil within slab-on-grade and exterior flatwork areas consist of non-expansive Engineered Fill. Preliminary testing indicates the on-site soils will be suitable for reuse as non-expansive Engineered Fill, provided they are cleansed of excessive organics and debris. During construction, it is recommended that additional tests be performed on the on-site soils to verify their physical and index properties.

Fill material was not encountered in our borings. However, fill may be encountered between the boring locations. It is anticipated fill soils will consist of silty sand, silty sand with trace clay and silty clayey sand. The thickness and extent of fill material was determined based on limited test borings and visual observation. Verification of the extent of fill should be determined during site grading. It is recommended that fill soils that have not been properly compacted and certified be excavated and recompacted. Prior to backfilling, the bottom of the excavation should be observed by Krazan & Associates, Inc. to verify no additional removal is required.

The site is presently occupied by an orchard. Tree removal operations should include roots greater than 1 inch in diameter. The resulting excavations should be backfilled with Engineered Fill compacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557.

Two rural residential developments and a maintenance shed are located within the site. Associated with these developments are buried structures such as utility lines, irrigation lines, drainage lines, septic systems and possible water wells. Demolition activities should include proper removal all buried structures. Water wells should be abandoned in accordance with county standards. The resulting excavations should be backfilled with Engineered Fill. It is suspected that demolition activities of the existing structures will disturbed the upper soils. Following demolition activities, it is recommended that the disturbed soils be removed and/or recompacted. Any buried structures or loosely backfilled excavations encountered during construction should be properly removed and the resulting excavations backfilled with Engineered Fill. Disturbed areas caused by demolition activities should be recompacted.

Cemented silty sand and silty sand with clay, locally referred to as hardpan, were encountered below 2½ to 8 feet in some of the borings. Hardpan is an excellent foundation-bearing material because of its apparent rock-like properties caused by particle cementation. However, this same cementation also retards the free percolation of the surface water into the soil stratum below the hardpan, frequently resulting in a temporary perched water table condition at or near the ground surface. This perched water condition has a substantial affect on the strength characteristics of the surface soils. As a mitigation measure, very positive drainage should be established around the proposed structures.

Relatively clean sands were encountered at various locations throughout the site. The possibility exists that site grading operations could expose these soils in areas of proposed buildings, pavements, and/or retaining walls. The Contractor should note that these soils lack the cohesion necessary to stand vertically, even in shallow excavations such as footing trenches. If these conditions are encountered, it will be necessary to over-excavate the affected area(s) to a minimum of 2 feet below the proposed

bearing surface. These areas may be backfilled using a mix of the silty sand and sand soils that contains at least 20 percent fines and meeting the requirements for Engineered Fill. This material may be obtained from elsewhere at the site, imported to the site from an approved off-site source, or manufactured through blending of the excavated clean sand with other suitable material containing a higher percentage of fines to result in material meeting the requirements for Engineered Fill.

After completion of the recommended site preparation, the site should be suitable for shallow footing support. The proposed structure footings may be designed utilizing an allowable bearing pressure of 2,000 psf for dead-plus-live loads. Footings should have a minimum embedment of 12 inches.

Groundwater Influence on Structures/Construction

Although groundwater was not encountered during our field investigation or anticipated to rise within the zone of structural influence within the project area, it is common for surface runoff water to infiltrate the upper sandy soils and perch above the underlying lower permeable hardpan for extended periods during the winter and spring months. This condition, if encountered, could seriously impede grading by causing an unstable subgrade condition. Typical remedial measures include discing and aerating the soils during soil during dry weather, mixing the soil with dryer materials, removing and replacing the soil with an approved fill material, or mixing the soil with an approved lime or cement product. Our firm should be consulted prior to implementing remedial measures to observe the unstable subgrade conditions and provide appropriate recommendations.

Some structures in the Clovis area are founded on hardpan have experienced standing water for extended periods of time in crawl spaces below wooden floors or within sunken floor slab areas. The sources of the water were natural precipitation and landscape irrigation, and consequently, wood floor and sunken floor slab construction in hardpan soils are discouraged.

Site Preparation

General site clearing should include removal of vegetation; existing utilities; concrete structures including foundations; basement walls and floors; existing stockpiled soil; trees and associated root systems; rubble; rubbish; and any loose and/or saturated materials. Site stripping should extend to a minimum depth of 2 to 4 inches, or until all organics in excess of 3 percent by volume are removed. Deeper stripping may be required in localized areas. These materials will not be suitable for use as Engineered Fill. However, stripped topsoil may be stockpiled and reused in landscape or non-structural areas.

Fill material was not encountered in our borings. However, fill may be encountered between the boring locations. It is anticipated fill soils will consist of silty sand and sandy silt. The thickness and extent of fill material was determined based on limited test borings and visual observation. Verification of the extent of fill should be determined during site grading. It is recommended that fill soils that have not been properly compacted and certified be excavated and recompacted. Prior to backfilling, the bottom of the excavation should be observed by Krazan & Associates, Inc. to verify no additional removal is required.

The site is presently occupied by two rural residential developments with associated barns and sheds. Associated with these developments are buried structures, such as utility lines, irrigation lines, septic systems, and water wells. Demolition activities should include proper removal of any buried structures. Any buried structures or loosely backfilled excavations encountered during construction should be properly removed and the resulting excavations backfilled. Excavations, depressions, or soft and pliant areas extending below planned finish subgrade level should be cleaned to firm undisturbed soil, and backfilled with Engineered Fill. In general, any septic tanks, debris pits, cesspools, or similar structures should be entirely removed. Concrete footings should be removed to an equivalent depth of at least 3 feet below proposed footing elevations or as recommended by the Soils Engineer. Water wells should be abandoned in accordance with county standards. Any other buried structures should be removed in accordance with the recommendations of the Soils Engineer. Resulting excavations should be backfilled with Engineered Fill.

The site is presently occupied by an orchard. Tree removal operations should include roots greater than 1 inch in diameter. The resulting excavations should be backfilled with Engineered Fill compacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557.

Following stripping, fill removal, tree removal, and demolition activities, the exposed subgrade within proposed building, exterior flatwork, and pavement areas should be excavated/scarified to a depth of at least 12 inches, worked until uniform and free from large clods, moisture-conditioned as necessary, and recompacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557. Limits of recompaction should extend 5 feet beyond structural elements.

The on-site upper soils predominately consist of silty sand, silty sand with trace clay and silty clayey sand. The clayey soils appeared to have a low swell potential. The estimated swell pressures of the clayey soils may cause minor movement effecting slabs and possible stucco or similar brittle exterior finishes. To reduce potential soil movement, it is recommended the upper 12 inches of soil within slab-on-grade and exterior flatwork areas consist of non-expansive Engineered Fill. Preliminary testing indicates the on-site soils will be suitable for reuse as non-expansive Engineered Fill, provided they are cleansed of excessive organics and debris. During construction, it is recommended that additional tests be performed on the on-site soils to verify their physical and index properties.

The upper soils, during wet winter months, become very moist due to the absorptive characteristics of the soil. Earthwork operations performed during winter months may encounter very moist unstable soils, which may require removal to grade a stable building foundation. Project site winterization consisting of placement of aggregate base and protecting exposed soils during the construction phase should be performed.

A representative of our firm should be present during all site clearing and grading operations to test and observe earthwork construction. This testing and observation is an integral part of our service as acceptance of earthwork construction is dependent upon compaction of the material and the stability of the material. The Soils Engineer may reject any material that does not meet compaction and stability

requirements. Further recommendations of this report are predicated upon the assumption that earthwork construction will conform to recommendations set forth in this section and the Engineered Fill section.

Engineered Fill

The on-site, native and fill soils are predominately silty sand, silty sand with trace clay, clayey sand, silty sand/sand and sand. These soils will be suitable for reuse as Engineered Fill, provided they are cleansed of excessive organics and debris. Soils with an expansion index greater than 15 will not be suitable for reuse as non-expansive Engineered Fill and shouldn't be used in the upper 12 inches of slab-on-grade and exterior flatwork areas. These soils may be used for General Engineered Fill within non-structural areas, paved areas, and within slab-on-grade and exterior flatwork areas below 12 inches from finished pad grade, provided they are cleansed of excessive organics and debris. Clayey soils should be moisture-conditioned to at least 2 percent above optimum moisture content during placement. During construction it is recommended that additional tests be performed on the on-site soils to verify their physical and index properties.

Relatively clean sands were encountered at various locations throughout the site. The possibility exists that site grading operations could expose these soils in areas of proposed buildings, pavements, and/or retaining walls. The Contractor should note that these soils lack the cohesion necessary to stand vertically, even in shallow excavations such as footing trenches. If these conditions are encountered, it will be necessary to over-excavate the affected area(s) to a minimum of 2 feet below the proposed bearing surface. These areas may be backfilled using a mix of the silty sand and sand soils that contains at least 20 percent fines and meeting the requirements for Engineered Fill. This material may be obtained from elsewhere at the site, imported to the site from an approved off-site source, or manufactured through blending of the excavated clean sand with other suitable material containing a higher percentage of fines to result in material meeting the requirements for Engineered Fill.

The preferred materials specified for Engineered Fill are suitable for most applications with the exception of exposure to erosion. Project site winterization and protection of exposed soils during the construction phase should be the sole responsibility of the Contractor, since he has complete control of the project site at that time.

Imported Fill should consist of a well-graded, slightly cohesive, fine silty sand or sandy silt, with relatively impervious characteristics when compacted. This material should be approved by the Soils Engineer prior to use and should typically possess the following characteristics:

Percent Passing No. 200 Sieve	20 to 50
Plasticity Index	10 maximum
UBC Standard 29-2 Expansion Index	15 maximum

Fill soils should be placed in lifts approximately 6 inches thick, moisture-conditioned as necessary, and compacted to achieve at least 90 percent of maximum density based on ASTM D1557. Additional lifts should not be placed if the previous lift did not meet the required dry density or if soil conditions are not stable.

Drainage and Landscaping

The ground surface should slope away from building pad and pavement areas toward appropriate drop inlets or other surface drainage devices. In accordance with Section 1804 of the 2016 California Building Code, it is recommended that the ground surface adjacent to foundations be sloped a minimum of 5 percent for a minimum distance of 10 feet away from structures, or to an approved alternative means of drainage conveyance. Swales used for conveyance of drainage and located within 10 feet of foundations should be sloped a minimum of 2 percent. Impervious surfaces, such as pavement and exterior concrete flatwork, within 10 feet of building foundations should be sloped a minimum of 1 percent away from the structure. Drainage gradients should be maintained to carry all surface water to collection facilities and off-site. These grades should be maintained for the life of the project.

Slots or weep holes should be placed in drop inlets or other surface drainage devices in pavement areas to allow free drainage of adjoining base course materials. Cutoff walls should be installed at pavement edges adjacent to vehicular traffic areas, these walls should extend to a minimum depth of 12 inches below pavement subgrades to limit the amount of seepage water that can infiltrate the pavements. Where cutoff walls are undesirable subgrade drains can be constructed to transport excess water away from planters to drainage interceptors. If cutoff walls can be successfully used at the site, construction of subgrade drains is considered unnecessary.

Utility Trench Backfill

Utility trenches should be excavated according to accepted engineering practice following OSHA (Occupational Safety and Health Administration) standards by a Contractor experienced in such work. The responsibility for the safety of open trenches should be borne by the Contractor. Traffic and vibration adjacent to trench walls should be reduced and cyclic wetting and drying of excavation side slopes should be avoided. Depending upon the location and depth of some utility trenches, groundwater flow into open excavations could be experienced, especially during or shortly following periods of precipitation.

Sandy soil conditions were encountered at the site. These cohesionless soils have a tendency to cave in trench wall excavations. Shoring or sloping back trench sidewalls may be required within these sandy soils.

Utility trench backfill placed in or adjacent to buildings and exterior slabs should be compacted to at least 90 percent of maximum density based on ASTM Test Method D1557. The utility trench backfill placed in pavement areas should be compacted to at least 90 percent of maximum density based on ASTM Test Method D1557. Pipe bedding should be in accordance with pipe manufacturer's recommendations.

The Contractor is responsible for removing all water sensitive soils from the trench regardless of the backfill location and compaction requirements. The Contractor should use appropriate equipment and methods to avoid damage to the utilities and/or structures during fill placement and compaction.

Foundations

The proposed structures may be supported on a shallow foundation system bearing on undisturbed native soil or on Engineered Fill. Spread and continuous footings can be designed for the following maximum allowable soil bearing pressures:

Load	Allowable Loading
Dead Load Only	1,500 psf
Dead-Plus-Live Load	2,000 psf
Total Load, including wind or seismic loads	2,650 psf

The footings should have a minimum depth of 12 inches below pad subgrade (soil grade) or adjacent exterior grade, whichever is lower. Footings should have a minimum width of 12 inches, regardless of load.

The footing excavations should not be allowed to dry out at any time prior to pouring concrete. It is recommended that all footings be reinforced by at least one No. 4 reinforcing bar in both top and bottom.

The total movement is not expected to exceed 1 inch. Differential movement should be less than 1 inch. Most of the settlement is expected to occur during construction as the loads are applied. However, additional post-construction settlement may occur if the foundation soils are flooded or saturated.

Resistance to lateral footing displacement can be computed using an allowable friction factor of 0.35 acting between the base of foundations and the supporting subgrade. Lateral resistance for footings can alternatively be developed using an allowable equivalent fluid passive pressure of 325 pounds per cubic foot acting against the appropriate vertical footing faces. The frictional and passive resistance of the soil may be combined without reduction in determining the total lateral resistance. A ⅓ increase in the above value may be used for short duration, wind, or seismic loads.

Floor Slabs and Exterior Flatwork

The 2010 California Residential Code (CRC) Section R506.2.3 specifies that "a 6 mil polyethylene or *approved* vapor retarder with joints lapped not less than 6 inches shall be placed between the concrete floor slab and the base course or the prepared subgrade where no base course exists." Prior to adoption of this code section, traditional construction practice in the Fresno/Clovis area was to place an additional layer of sand or rock dust (per American Concrete Institute) to act as a blotting layer between the vapor retarder and the underside of the concrete slab. This blotting layer acted not only to protect

the vapor barrier from punctures or tears during construction, but also served to promote even curing of the concrete slab. In the semi-arid climate of the Fresno/Clovis area, placement of the vapor retarder directly beneath the concrete slab has been known to result in rapid curing of the upper slab surface, especially during periods of elevated temperatures and/or sustained wind, as compared to the lower slab surface. Uneven curing of the upper and lower slab surfaces can result in excessive slab cracking and/or slab curling.

Based on our conversations, it is our understanding that Wilson Homes has developed a standard design for residential interior concrete slab-on-grade floors. The design incorporates a 2-inch layer of sand as a capillary break over the compacted subgrade soil. The sand layer is overlain by a layer of 10-mil PVC vapor retarder membrane, which is overlain by a 2-inch layer of sand, and finally by a minimum 3½-inch thick concrete slab. This system has reportedly been utilized by Wilson Homes with success in the past and has resulted in adequate performance of interior flooring materials.

It is recommended that the concrete slabs be reinforced at a minimum with #3 bars at 24 inches on center to reduce crack separation and possible vertical offset at the cracks. Thicker floor slabs with increased concrete strength and reinforcement should be designed wherever heavy concentrated loads, heavy equipment, or machinery is anticipated.

After reviewing Wilson Homes' standard design for residential interior concrete slab-on-grade floors for use in the Fresno/Clovis area, it is our opinion that this design, while deviating from Section R506.2.3 of the 2010 CRC, is an acceptable equivalent alternative to the criteria specified in the 2010 CRC. Based on our recommendation, Krazan & Associates requests that the local building official, i.e., City of Clovis, allow this standard design to be utilized for the subject residential tract.

Because this standard design does potentially allow for excessive moisture to be contained in the upper sand or rock dust layer from either rainfall or excessive moistening prior to pouring the slab, Krazan & Associates recommends that the upper sand layer be inspected prior to concrete placement to confirm that no ponding or standing water is present.

Lateral Earth Pressures and Retaining Walls

Walls retaining horizontal backfill and capable of deflecting a minimum of 0.1 percent of its height at the top may be designed using an equivalent fluid active pressure of 40 pounds per square foot per foot of depth. Walls incapable of this deflection or are fully constrained walls against deflection may be designed for an equivalent fluid at-rest pressure of 60 pounds per square foot per foot of depth. Expansive soils should not be used for backfill against walls. The wedge of non-expansive backfill material should extend from the bottom of each retaining wall outward and upward at a slope of 2:1 (horizontal to vertical) or flatter. The stated lateral earth pressures do not include the effects of hydrostatic water pressures generated by infiltrating surface water that may accumulate behind the retaining walls; or loads imposed by construction equipment, foundations, or roadways.

Retaining and/or below grade walls should be drained with either perforated pipe encased in free-draining gravel or a prefabricated drainage system. The gravel zone should have a minimum width of 12 inches wide and should extend upward to within 12 inches of the top of the wall. The upper 12 inches of backfill should consist of native soils, concrete, asphaltic concrete, or other suitable backfill to reduce surface drainage into the wall drain system. The aggregate should conform to Class 2 permeable materials graded in accordance with CalTrans Standard Specifications (2010). Prefabricated drainage systems, such as Miradrain®, Enkadrain®, or an equivalent substitute, are acceptable alternatives in lieu of gravel provided they are installed in accordance with the manufacturer's recommendations. If a prefabricated drainage system is proposed, our firm should review the system for final acceptance prior to installation.

Drainage pipes should be placed with perforations down and should discharge in a non-erosive manner away from foundations and other improvements. The pipes should be placed no higher than 6 inches above the heel of the wall, in the center line of the drainage blanket and should have a minimum diameter of four inches. Collector pipes may be either slotted or perforated. Slots should be no wider than ⅛ inch in diameter, while perforations should be no more than ¼ inch in diameter. If retaining walls are less than 6 feet in height, the perforated pipe may be omitted in lieu of weep holes on 4 feet maximum spacing. The weep holes should consist of 4-inch diameter holes (concrete walls) or unmortared head joints (masonry walls) and not be higher than 18 inches above the lowest adjacent grade. Two 8-inch square overlapping patches of geotextile fabric (conforming to CalTrans Standard Specifications for "edge drains") should be affixed to the rear wall opening of each weep hole to retard soil piping.

During grading and backfilling operations adjacent to any walls, heavy equipment should not be allowed to operate within a lateral distance of 5 feet from the wall, or within a lateral distance equal to the wall height, whichever is greater, to avoid developing excessive lateral pressures. Within this zone, only hand-operated equipment ("whackers," vibratory plates, or pneumatic compactors) should be used to compact the backfill soils.

R-Value Test Results and Pavement Design

Four subgrade soil samples were obtained from the project site for R-value testing at the locations shown on the attached site plan. The samples were tested in accordance with the State of California Materials Manual Test Designation 301. Results of the tests are as follows:

Sample	Depth	Description	R-Value at Equilibrium
1	12-24"	Silty Sand (SM)	51
2	12-24"	Silty Sand (SM)	45
3	12-24"	Silty Sand (SM)	59
4	12-24"	Silty Sand (SM)	43

The test results are moderate and indicate good subgrade support characteristics under dynamic traffic loads. The following table shows the recommended pavement sections for various traffic indices.

Traffic Index	Asphaltic Concrete	Class II Aggregate Base*	Compacted Subgrade**
4.0	2.0"	4.0"	12.0"
4.5	2.5"	4.0"	12.0"
5.0	2.5"	4.0"	12.0"
5.5	3.0"	4.0"	12.0"
6.0	3.0"	5.5"	12.0"
6.5	3.5"	5.5"	12.0"
7.0	4.0"	6.0"	12.0"
7.5	4.0"	7.0"	12.0"

** 95% compaction based on ASTM Test Method D1557 or CAL 216*
*** 90% compaction based on ASTM Test Method D1557 or CAL 216*

If traffic indices are not available, an estimated (typical value) index of 4.5 may be used for light automobile traffic, and an index of 7.0 may be used for light truck traffic.

The following recommendations are for light-duty and heavy-duty Portland Cement Concrete Pavement Sections based on the design procedures developed by the Portland Cement Association.

PORTLAND CEMENT PAVEMENT
LIGHT DUTY

Traffic Index	Portland Cement Concrete***	Class II Aggregate Base*	Compacted Subgrade**
4.5	5.0"	--	12.0"

HEAVY DUTY

Traffic Index	Portland Cement Concrete***	Class II Aggregate Base*	Compacted Subgrade**
7.0	6.5"	--	12.0"

** 95% compaction based on ASTM Test Method D1557 or CAL 216*
*** 90% compaction based on ASTM Test Method D1557 or CAL 216*
****Minimum compressive strength of 3000 psi*

It is recommended that any uncertified fill material encountered within pavement areas be removed and/or recompacted. The fill materials should be moisture-conditioned to near optimum moisture and recompacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557. As an alternative, the Owner may elect not to recompact the existing fill within paved areas. However, the Owner should be aware that the paved areas may settle which may require annual maintenance. At a minimum, it is recommended that the upper 12 inches of subgrade soil be moisture-conditioned to a minimum of 2 percent above optimum moisture content and recompacted to a minimum of 90 percent of maximum density based on ASTM Test Method D1557.

Seismic Parameters – 2016 California Building Code

The Site Class per Section 1613 of the 2016 California Building Code (2016 CBC) and Table 20.3-1 of ASCE 7-10 is based upon the site soil conditions. It is our opinion that a Site Class D is most consistent with the subject site soil conditions. For seismic design of the structures based on the seismic provisions of the 2016 CBC, we recommend the following parameters:

Seismic Item	Value	CBC Reference
Site Class	D	Section 1613.3.2
Site Coefficient F_a	1.345	Table 1613.3.3 (1)
S_s	0.568	Section 1613.3.1
S_{MS}	0.765	Section 1613.3.3
S_{DS}	0.510	Section 1613.3.4
Site Coefficient F_v	1.922	Table 1613.3.3 (2)
S_1	0.239	Section 1613.3.1
S_{M1}	0.459	Section 1613.3.3
S_{D1}	0.306	Section 1613.3.4

Soil Cement Reactivity

Excessive sulfate in either the soil or native water may result in an adverse reaction between the cement in concrete (or stucco) and the soil. HUD/FHA and UBC have developed criteria for evaluation of sulfate levels and how they relate to cement reactivity with soil and/or water.

Soil samples were obtained from the site and tested in accordance with State of California Materials Manual Test Designation 417. The sulfate concentrations detected in these soil samples were less than 0.02 percent and are below the maximum allowable values established by HUD/FHA and UBC. Therefore, no special design requirements are necessary to compensate for sulfate reactivity with the cement.

Compacted Material Acceptance

Compaction specifications are not the only criteria for acceptance of the site grading or other such activities. However, the compaction test is the most universally recognized test method for assessing the performance of the Grading Contractor. The numerical test results from the compaction test cannot be used to predict the engineering performance of the compacted material. Therefore, the acceptance of compacted materials will also be dependent on the stability of that material. The Soils Engineer has the option of rejecting any compacted material regardless of the degree of compaction if that material is considered to be unstable or if future instability is suspected. A specific example of rejection of fill

material passing the required percent compaction is a fill which has been compacted with an in situ moisture content significantly less than optimum moisture. This type of dry fill (brittle fill) is susceptible to future settlement if it becomes saturated or flooded.

Testing and Inspection

A representative of Krazan & Associates, Inc. should be present at the site during the earthwork activities to confirm that actual subsurface conditions are consistent with the exploratory fieldwork. This activity is an integral part of our service, as acceptance of earthwork construction is dependent upon compaction testing and stability of the material. This representative can also verify that the intent of these recommendations is incorporated into the project design and construction. Krazan & Associates, Inc. will not be responsible for grades or staking, since this is the responsibility of the Prime Contractor.

LIMITATIONS

Soils Engineering is one of the newest divisions of Civil Engineering. This branch of Civil Engineering is constantly improving as new technologies and understanding of earth sciences advance. Although your site was analyzed using the most appropriate and most current techniques and methods, undoubtedly there will be substantial future improvements in this branch of engineering. In addition to advancements in the field of Soils Engineering, physical changes in the site, either due to excavation or fill placement, new agency regulations, or possible changes in the proposed structure after the soils report is completed may require the soils report to be professionally reviewed. In light of this, the Owner should be aware that there is a practical limit to the usefulness of this report without critical review. Although the time limit for this review is strictly arbitrary, it is suggested that 2 years be considered a reasonable time for the usefulness of this report.

Foundation and earthwork construction is characterized by the presence of a calculated risk that soil and groundwater conditions have been fully revealed by the original foundation investigation. This risk is derived from the practical necessity of basing interpretations and design conclusions on limited sampling of the earth. The recommendations made in this report are based on the assumption that soil conditions do not vary significantly from those disclosed during our field investigation. If any variations or undesirable conditions are encountered during construction, the Soils Engineer should be notified so that supplemental recommendations may be made.

The conclusions of this report are based on the information provided regarding the proposed construction. If the proposed construction is relocated or redesigned, the conclusions in this report may not be valid. The Soils Engineer should be notified of any changes so the recommendations may be reviewed and re-evaluated.

This report is a Geotechnical Engineering Investigation with the purpose of evaluating the soil conditions in terms of foundation design. The scope of our services did not include any Environmental Site Assessment for the presence or absence of hazardous and/or toxic materials in the soil, groundwater, or atmosphere; or the presence of wetlands. Any statements, or absence of statements, in

this report or on any boring log regarding odors, unusual or suspicious items, or conditions observed, are strictly for descriptive purposes and are not intended to convey engineering judgment regarding potential hazardous and/or toxic assessment.

The geotechnical engineering information presented herein is based upon professional interpretation utilizing standard engineering practices and a degree of conservatism deemed proper for this project. It is not warranted that such information and interpretation cannot be superseded by future geotechnical engineering developments. We emphasize that this report is valid for the project outlined above and should not be used for any other sites.

If you have any questions or if we may be of further assistance, please do not hesitate to contact our office at (559) 348-2200.

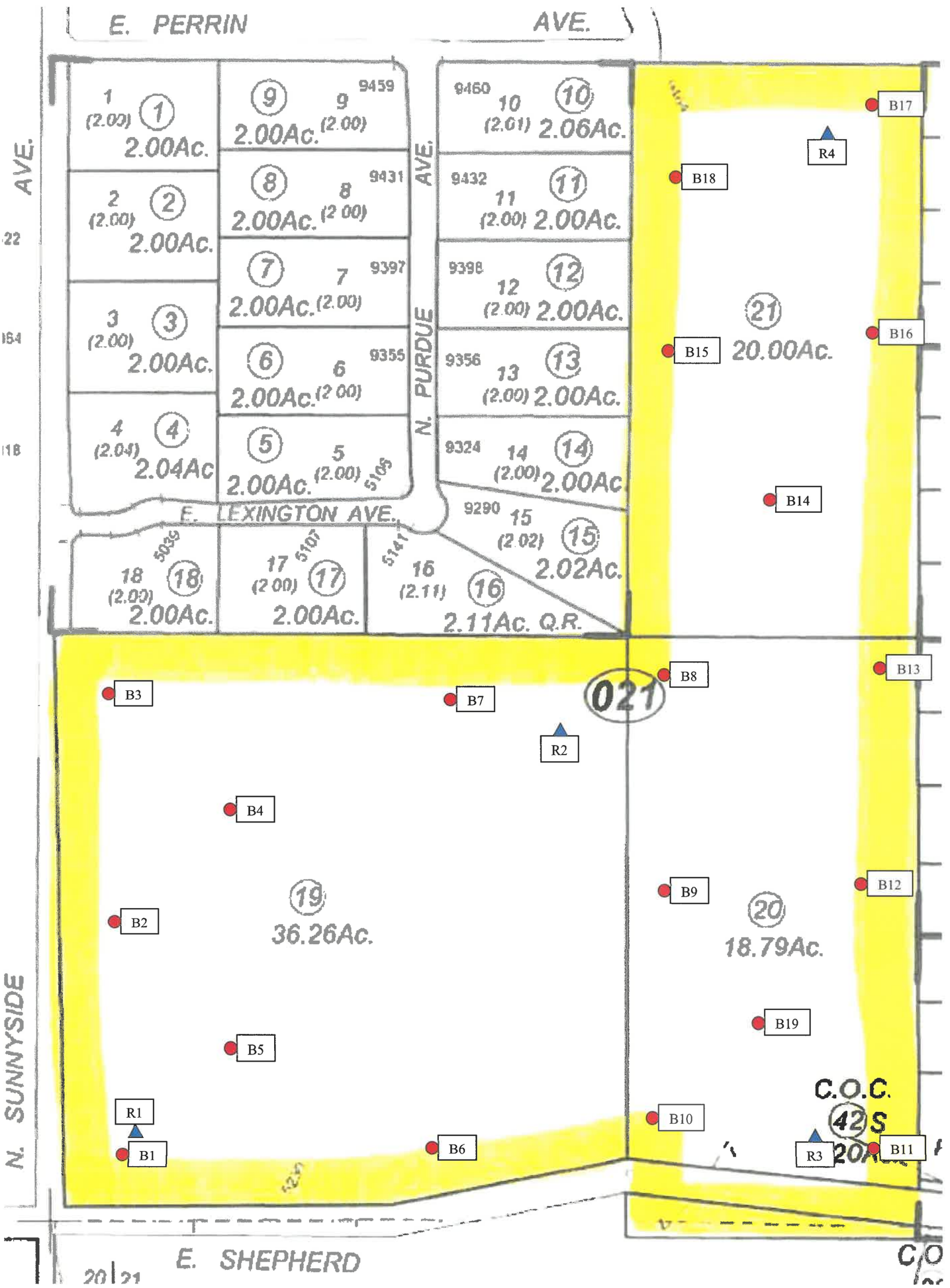
Respectfully submitted,
KRAZAN & ASSOCIATES, INC.

Steve Nelson
Project Engineer

REGISTERED PROFESSIONAL ENGINEER
DAVID R. JAROSZ II
NO. 2698
EXP. 6/30/2020
GEOTECHNICAL
STATE OF CALIFORNIA

David R. Jarosz, II
Managing Engineer
RGE No. 2698/RCE No. 60185

SN/DRJ:ht



● APPROXIMATE BORING LOCATION

▲ APPROXIMATE R-VALUE LOCATION

SITE MAP	Scale: NTS	Date: January 2019	Krazan GEOTECHNICAL ENGINEERING
Tract 6205 (Spensley Property) Sunnyside and Shepherd Avenues Clovis, California	Drawn by: HT	Approved by: DJ	
	Project No. 012-18204	Figure No. 1	

APPENDIX A

FIELD AND LABORATORY INVESTIGATIONS

Field Investigation

The field investigation consisted of a surface reconnaissance and a subsurface exploratory program. Nineteen 4½-inch exploratory borings were advanced. The boring locations are shown on the site plan.

The soils encountered were logged in the field during the exploration and, with supplementary laboratory test data, are described in accordance with the Unified Soil Classification System.

Modified standard penetration tests were performed at selected depths. This test represents the resistance to driving a 2½-inch diameter core barrel. The driving energy was provided by a hammer weighing 140 pounds falling 30 inches. Relatively undisturbed soil samples were obtained while performing this test. Bag samples of the disturbed soil were obtained from the auger cuttings. All samples were returned to our Clovis laboratory for evaluation.

Laboratory Investigation

The laboratory investigation was programmed to determine the physical and mechanical properties of the foundation soil underlying the site. Test results were used as criteria for determining the engineering suitability of the surface and subsurface materials encountered.

In situ moisture content, dry density, consolidation, direct shear and sieve analysis tests were determined for the undisturbed samples representative of the subsurface material. Expansion index and R-value tests were completed for select bag samples obtained from the auger cuttings. These tests, supplemented by visual observation, comprised the basis for our evaluation of the site material.

The logs of the exploratory borings and laboratory determinations are presented in this Appendix.

UNIFIED SOIL CLASSIFICATION SYSTEM

UNIFIED SOIL CLASSIFICATION AND SYMBOL CHART

COARSE-GRAINED SOILS (more than 50% of material is larger than No. 200 sieve size.)			
GRAVELS More than 50% of coarse fraction larger than No. 4 sieve size	Clean Gravels (Less than 5% fines)	GW	Well-graded gravels, gravel-sand mixtures, little or no fines
		GP	Poorly-graded gravels, gravel-sand mixtures, little or no fines
	Gravels with fines (More than 12% fines)	GM	Silty gravels, gravel-sand-silt mixtures
		GC	Clayey gravels, gravel-sand-clay mixtures
SANDS 50% or more of coarse fraction smaller than No. 4 sieve size	Clean Sands (Less than 5% fines)	SW	Well-graded sands, gravelly sands, little or no fines
		SP	Poorly graded sands, gravelly sands, little or no fines
	Sands with fines (More than 12% fines)	SM	Silty sands, sand-silt mixtures
		SC	Clayey sands, sand-clay mixtures
FINE-GRAINED SOILS (50% or more of material is smaller than No. 200 sieve size.)			
SILTS AND CLAYS Liquid limit less than 50%		ML	Inorganic silts and very fine sands, rock flour, silty of clayey fine sands or clayey silts with slight plasticity
		CL	Inorganic clays of low to medium plasticity, gravelly clays, sandy clays, silty clays, lean clays
		OL	Organic silts and organic silty clays of low plasticity
SILTS AND CLAYS Liquid limit 50% or greater		MH	Inorganic silts, micaceous or diatomaceous fine sandy or silty soils, elastic silts
		CH	Inorganic clays of high plasticity, fat clays
		OH	Organic clays of medium to high plasticity, organic silts
HIGHLY ORGANIC SOILS		PT	Peat and other highly organic soils

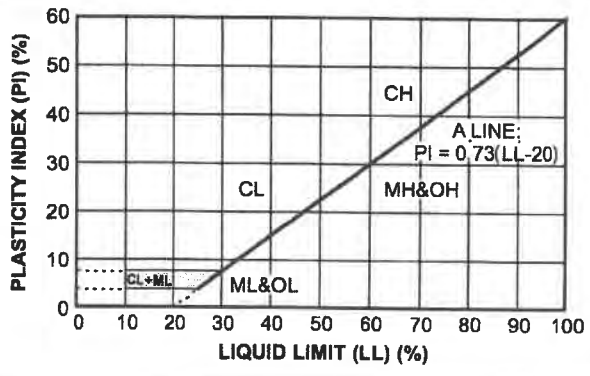
CONSISTENCY CLASSIFICATION

Description	Blows per Foot
Granular Soils	
Very Loose	< 5
Loose	5 – 15
Medium Dense	16 – 40
Dense	41 – 65
Very Dense	> 65
Cohesive Soils	
Very Soft	< 3
Soft	3 – 5
Firm	6 – 10
Stiff	11 – 20
Very Stiff	21 – 40
Hard	> 40

GRAIN SIZE CLASSIFICATION

Grain Type	*Standard Sieve Size*	*Grain Size in Millimeters*
Boulders	Above 12 inches	Above 305
Cobbles	12 to 13 inches	305 to 76.2
Gravel	3 inches to No. 4	76.2 to 4.76
Coarse-grained	3 to ¾ inches	76.2 to 19.1
Fine-grained	¾ inches to No. 4	19.1 to 4.76
Sand	No. 4 to No. 200	4.76 to 0.074
Coarse-grained	No. 4 to No. 10	4.76 to 2.00
Medium-grained	No. 10 to No. 40	2.00 to 0.042
Fine-grained	No. 40 to No. 200	0.042 to 0.074
Silt and Clay	Below No. 200	Below 0.074

PLASTICITY CHART



Log of Boring B1

Project: Tract 6205

Project No: 012-18204

Client: Wilson Homes

Figure No.: A-1

Location: Sunnyside and Shepherd Avenues, Clovis, California

Logged By: Wayne Andrade

Depth to Water>

Initial: None

At Completion: None

Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.
0		Ground Surface				
0		***SILTY SAND (SM)*** Very loose, fine-grained; brown, moist, drills easily				
2		Medium dense, light brown and damp below 1 foot	92.5	10.6	■	30
4						
6			110.6	5.0	■	23
8		***SILTY SAND (SM)*** Very dense, fine- to medium-grained; weakly cemented, light brown, damp, drills hard				
10					■	50+
12						
14						
16					■	50+
18						
20						

Penetration Test blows/ft: 20, 40, 60

Water Content (%): 10, 20, 30, 40

Drill Method: Solid Flight

Drill Rig: CME 45C-1

Driller: Chris Wyneken

Krazan and Associates

Drill Date: 12-13-18

Hole Size: 4½ Inches

Elevation: 20 Feet

Sheet: 1 of 1

Log of Boring B2

Project: Tract 6205 **Project No:** 012-18204

Client: Wilson Homes **Figure No.:** A-2

Location: Sunnyside and Shepherd Avenues, Clovis, California **Logged By:** Wayne Andrade

Depth to Water> **Initial:** None **At Completion:** None

Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.
0		Ground Surface				
0		***SILTY SAND (SM)*** Very loose, fine-grained; dark brown, moist, drills easily Medium dense below 1 foot				
2			112.7	8.3		17
4						
6			114.4	6.4		21
8						
10		End of Borehole				
12						
14						
16						
18						
20						

Penetration Test blows/ft: 20 40 60

Water Content (%): 10 20 30 40

Drill Method: Solid Flight **Drill Date:** 12-13-18

Drill Rig: CME 45C-1 **Krazan and Associates** **Hole Size:** 4½ Inches

Driller: Chris Wyneken **Elevation:** 10 Feet

Sheet: 1 of 1

Log of Boring B3

Project: Tract 6205 **Project No:** 012-18204

Client: Wilson Homes **Figure No.:** A-3

Location: Sunnyside and Shepherd Avenues, Clovis, California **Logged By:** Wayne Andrade

Depth to Water> **Initial:** None **At Completion:** None

Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.
0		Ground Surface				
0		***SILTY SAND (SM)*** Very loose, fine- to medium-grained; dark brown, moist, drills easily Loose below 1 foot Light brown below 1½ feet				
2			119.2	8.3		13
4						
6			101.5	6.2		15
8		***SILTY SAND (SM)*** Very dense, fine-grained, weakly cemented; brown, damp, drills hard	110.7	10.6		50+
10						
12		***SILTY SAND (SM)*** Medium dense, fine-grained; brown, moist, drills easily				
14						
16		End of Borehole				
18						
20						

Penetration Test blows/ft: 20 40 60

Water Content (%): 10 20 30 40

Drill Method: Solid Flight **Drill Date:** 12-13-18

Drill Rig: CME 45C-1 **Krazan and Associates** **Hole Size:** 4½ Inches

Driller: Chris Wyneken **Elevation:** 15 Feet

Sheet: 1 of 1

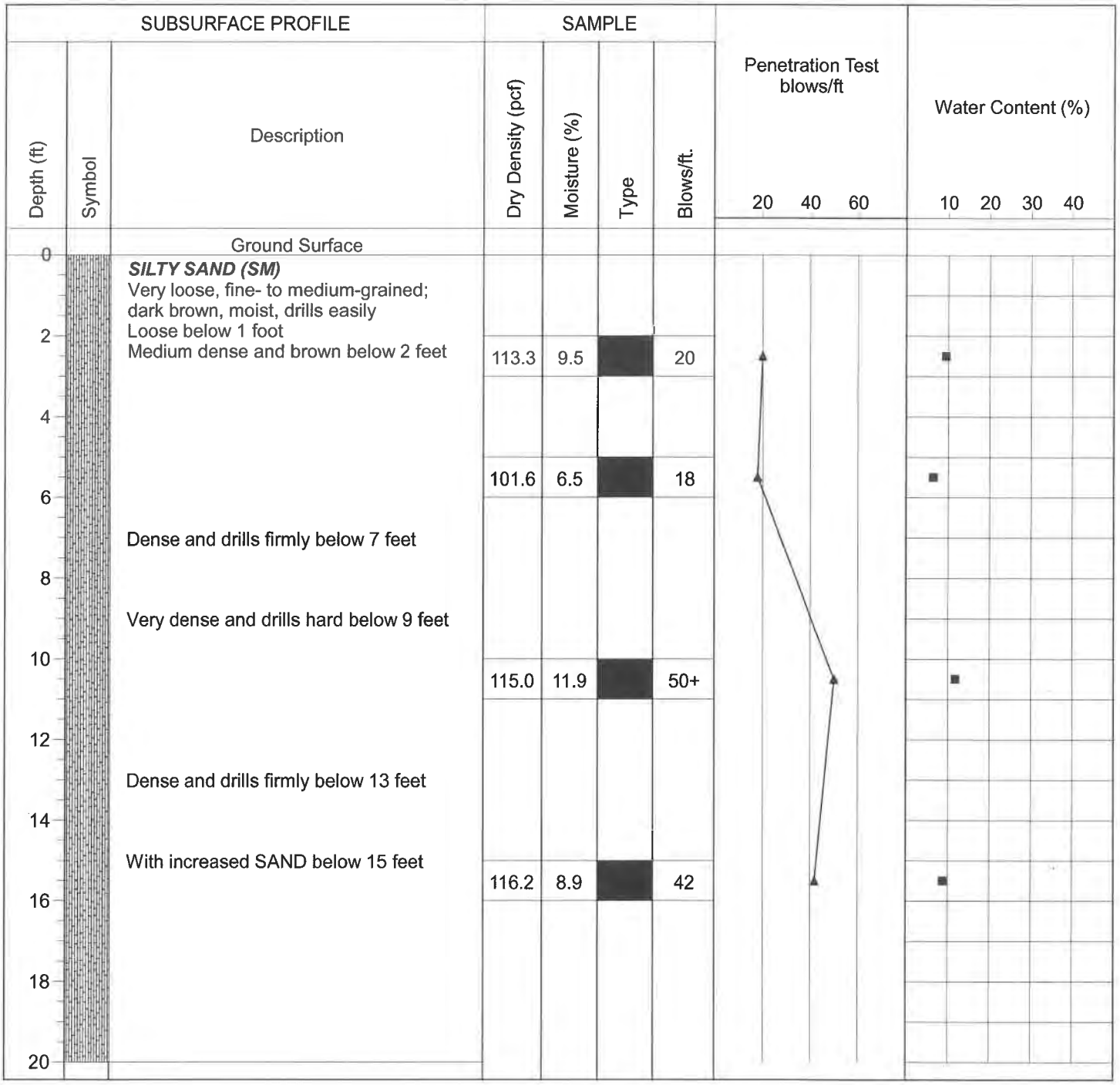
Log of Boring B4

Project: Tract 6205 **Project No:** 012-18204

Client: Wilson Homes **Figure No.:** A-4

Location: Sunnyside and Shepherd Avenues, Clovis, California **Logged By:** Wayne Andrade

Depth to Water> **Initial:** None **At Completion:** None



Drill Method: Solid Flight **Drill Date:** 12-13-18

Drill Rig: CME 45C-1 **Hole Size:** 4½ Inches

Driller: Chris Wyneken **Elevation:** 20 Feet

Krazan and Associates

Sheet: 1 of 1

Log of Boring B5

Project: Tract 6205

Project No: 012-18204

Client: Wilson Homes

Figure No.: A-5

Location: Sunnyside and Shepherd Avenues, Clovis, California

Logged By: Wayne Andrade

Depth to Water>

Initial: None

At Completion: None

Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.
0		Ground Surface				
0		***SILTY SAND (SM)*** Very loose, fine- to medium-grained; dark brown, moist, drills easily				
2		Loose below 1 foot Medium dense with interbeds of SILTY SAND/SAND SILT below 2 feet	96.4	7.1	■	17
4						
6		Very dense and drills hard below 5½ feet	107.8	6.3	■	50+
8						
10		End of Borehole				
12						
14						
16						
18						
20						

Penetration Test blows/ft: 20, 40, 60

Water Content (%): 10, 20, 30, 40

Drill Method: Solid Flight

Drill Rig: CME 45C-1

Driller: Chris Wyneken

Krazan and Associates

Drill Date: 12-13-18

Hole Size: 4½ Inches

Elevation: 10 Feet

Sheet: 1 of 1

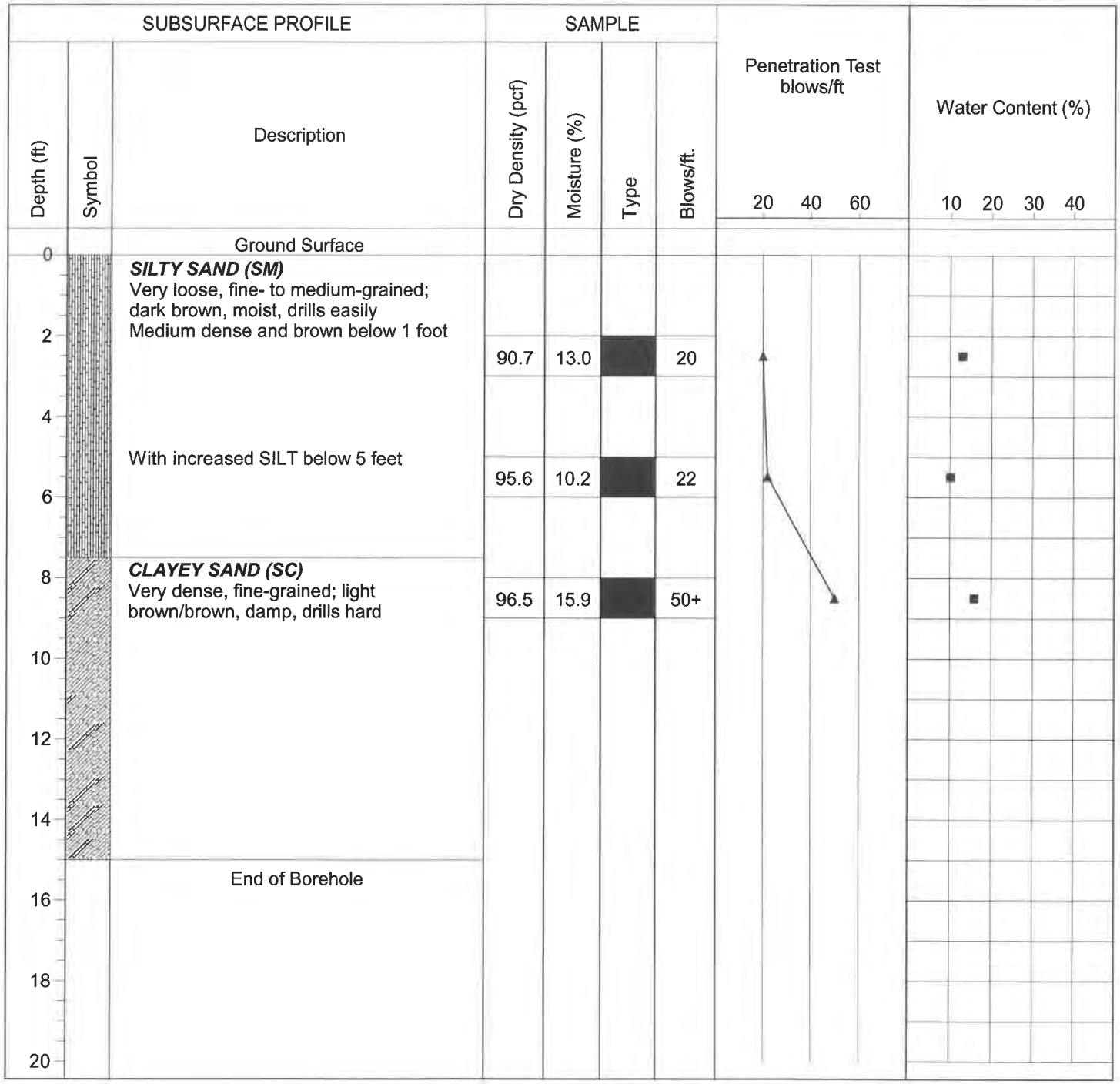
Log of Boring B6

Project: Tract 6205 **Project No:** 012-18204

Client: Wilson Homes **Figure No.:** A-6

Location: Sunnyside and Shepherd Avenues, Clovis, California **Logged By:** Wayne Andrade

Depth to Water> **Initial:** None **At Completion:** None



Drill Method: Solid Flight **Drill Date:** 12-13-18

Drill Rig: CME 45C-1 **Hole Size:** 4½ Inches

Driller: Chris Wyneken **Elevation:** 15 Feet

Krazan and Associates

Log of Boring B7

Project: Tract 6205 **Project No:** 012-18204

Client: Wilson Homes **Figure No.:** A-7

Location: Sunnyside and Shepherd Avenues, Clovis, California **Logged By:** Wayne Andrade

Depth to Water> **Initial:** None **At Completion:** None

Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.
0		Ground Surface				
0		***SILTY SAND (SM)*** Very loose, fine-grained; dark brown, moist, drills easily Loose below 1 foot Medium dense and light brown below 2 feet	113.2	10.6		19
6		***CLAYEY SILTY SAND (SM/SC)*** Dense, fine- to medium-grained; light brown, damp, drills firmly	128.4	7.2		60
10		End of Borehole				

Penetration Test blows/ft: 20 40 60

Water Content (%): 10 20 30 40

Drill Method: Solid Flight **Drill Date:** 12-13-18

Drill Rig: CME 45C-1 **Krazan and Associates** **Hole Size:** 4½ Inches

Driller: Chris Wyneken **Elevation:** 10 Feet

Sheet: 1 of 1

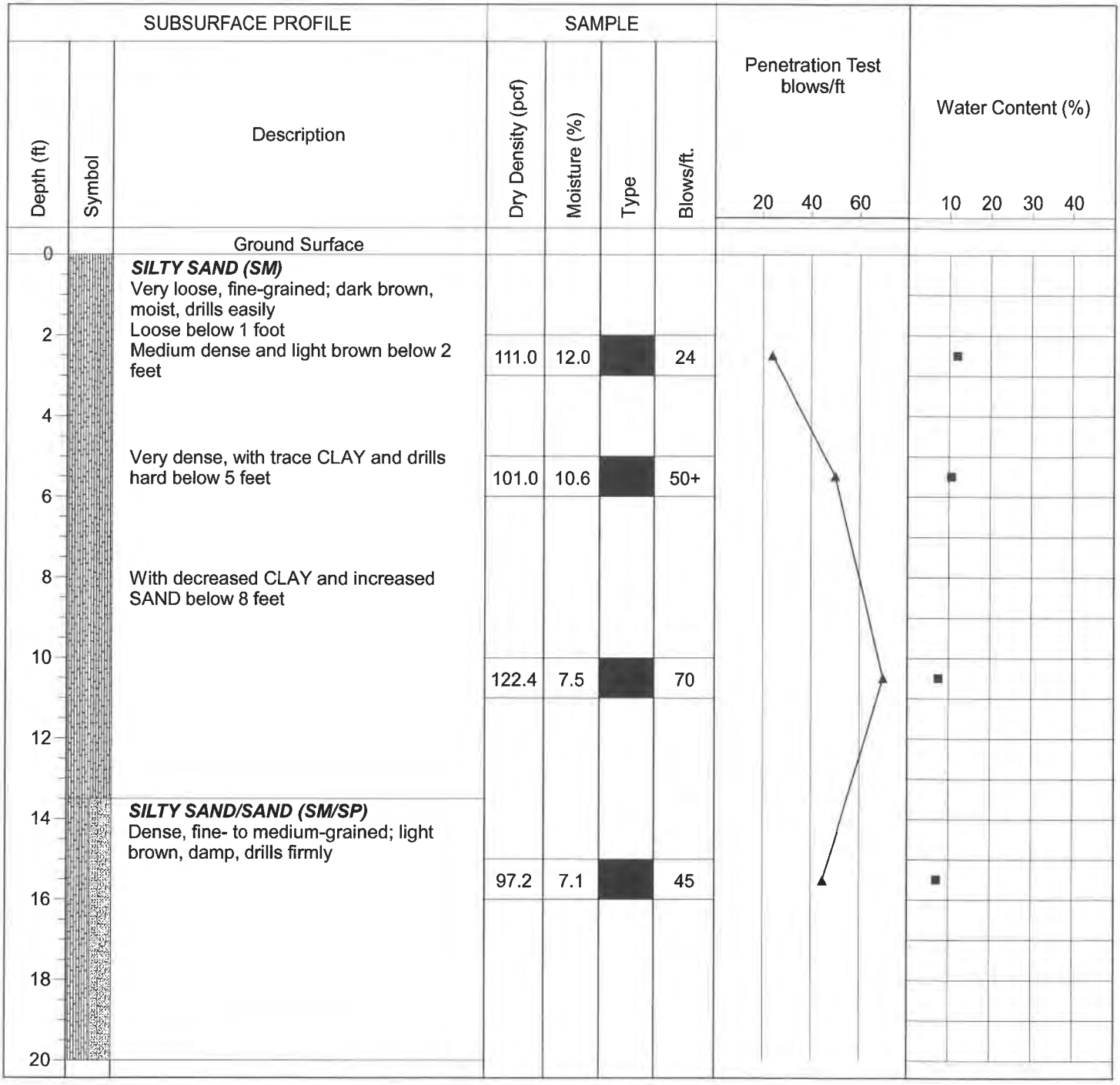
Log of Boring B8

Project: Tract 6205 **Project No:** 012-18204

Client: Wilson Homes **Figure No.:** A-8

Location: Sunnyside and Shepherd Avenues, Clovis, California **Logged By:** Wayne Andrade

Depth to Water> **Initial:** None **At Completion:** None



Drill Method: Solid Flight **Drill Date:** 12-13-18

Drill Rig: CME 45C-1 **Hole Size:** 4½ Inches

Driller: Chris Wyneken **Elevation:** 20 Feet

Krazan and Associates

Sheet: 1 of 1

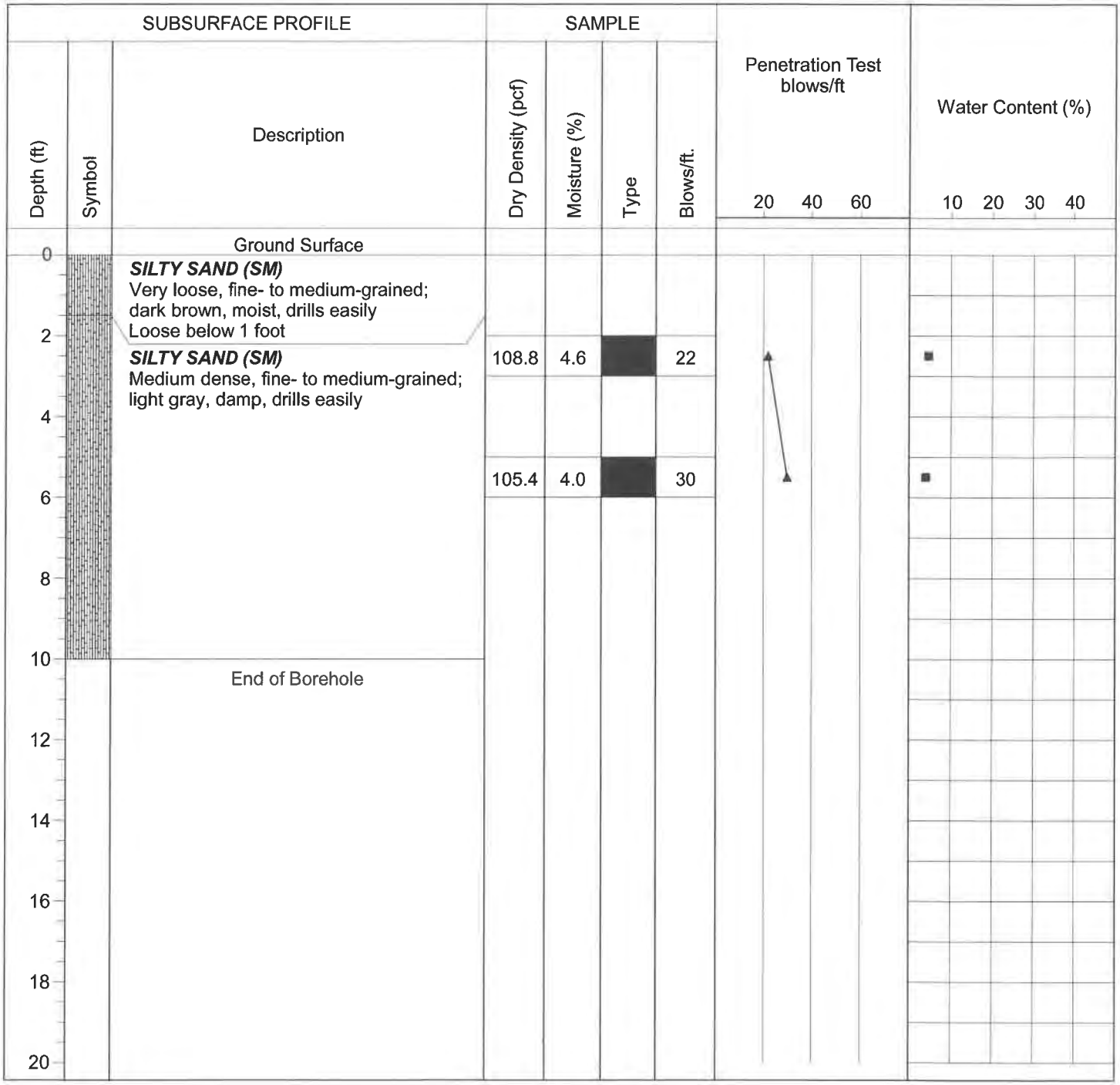
Log of Boring B9

Project: Tract 6205 **Project No:** 012-18204

Client: Wilson Homes **Figure No.:** A-9

Location: Sunnyside and Shepherd Avenues, Clovis, California **Logged By:** Wayne Andrade

Depth to Water> **Initial:** None **At Completion:** None



Drill Method: Solid Flight **Drill Date:** 12-13-18

Drill Rig: CME 45C-1 **Krazan and Associates** **Hole Size:** 4½ Inches

Driller: Chris Wyneken **Elevation:** 10 Feet

Sheet: 1 of 1

Log of Boring B10

Project: Tract 6205

Project No: 012-18204

Client: Wilson Homes

Figure No.: A-10

Location: Sunnyside and Shepherd Avenues, Clovis, California

Logged By: Wayne Andrade

Depth to Water>

Initial: None

At Completion: None

Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.
0		Ground Surface				
0		***SILTY SAND (SM)*** Very loose, fine- to medium-grained; dark brown, moist, drills easily				
2		Loose below 1 foot				
2		Medium dense, with increased SAND and light brown below 2 feet	111.1	9.8	■	19
4		***SAND (SP)*** Medium dense, fine- to medium-grained; light gray, damp, drills easily				
6			110.4	2.6	■	17
10		End of Borehole				

Penetration Test blows/ft: 20, 40, 60

Water Content (%): 10, 20, 30, 40

Drill Method: Solid Flight

Drill Rig: CME 45C-1

Driller: Chris Wyneken

Krazan and Associates

Drill Date: 12-13-18

Hole Size: 4½ Inches

Elevation: 10 Feet

Log of Boring B11

Project: Tract 6205

Project No: 012-18204

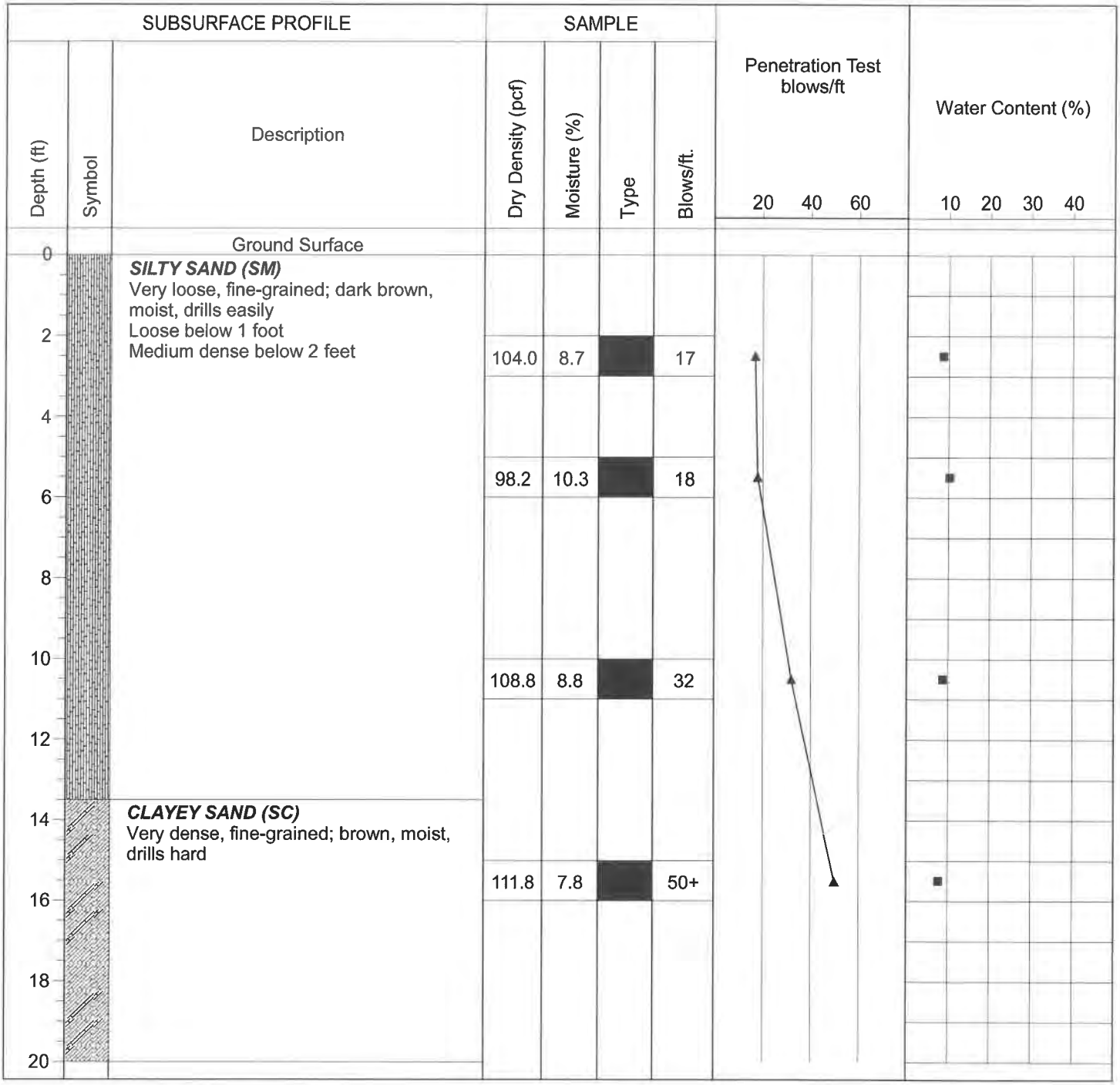
Client: Wilson Homes

Figure No.: A-11

Location: Sunnyside and Shepherd Avenues, Clovis, California

Logged By: Wayne Andrade

Depth to Water> **Initial:** None **At Completion:** None



Drill Method: Solid Flight

Drill Date: 12-20-18

Drill Rig: CME 45C-1

Krazan and Associates

Hole Size: 4½ Inches

Driller: Chris Wyneken

Elevation: 20 Feet

Sheet: 1 of 1

Log of Boring B12

Project: Tract 6205

Project No: 012-18204

Client: Wilson Homes

Figure No.: A-12

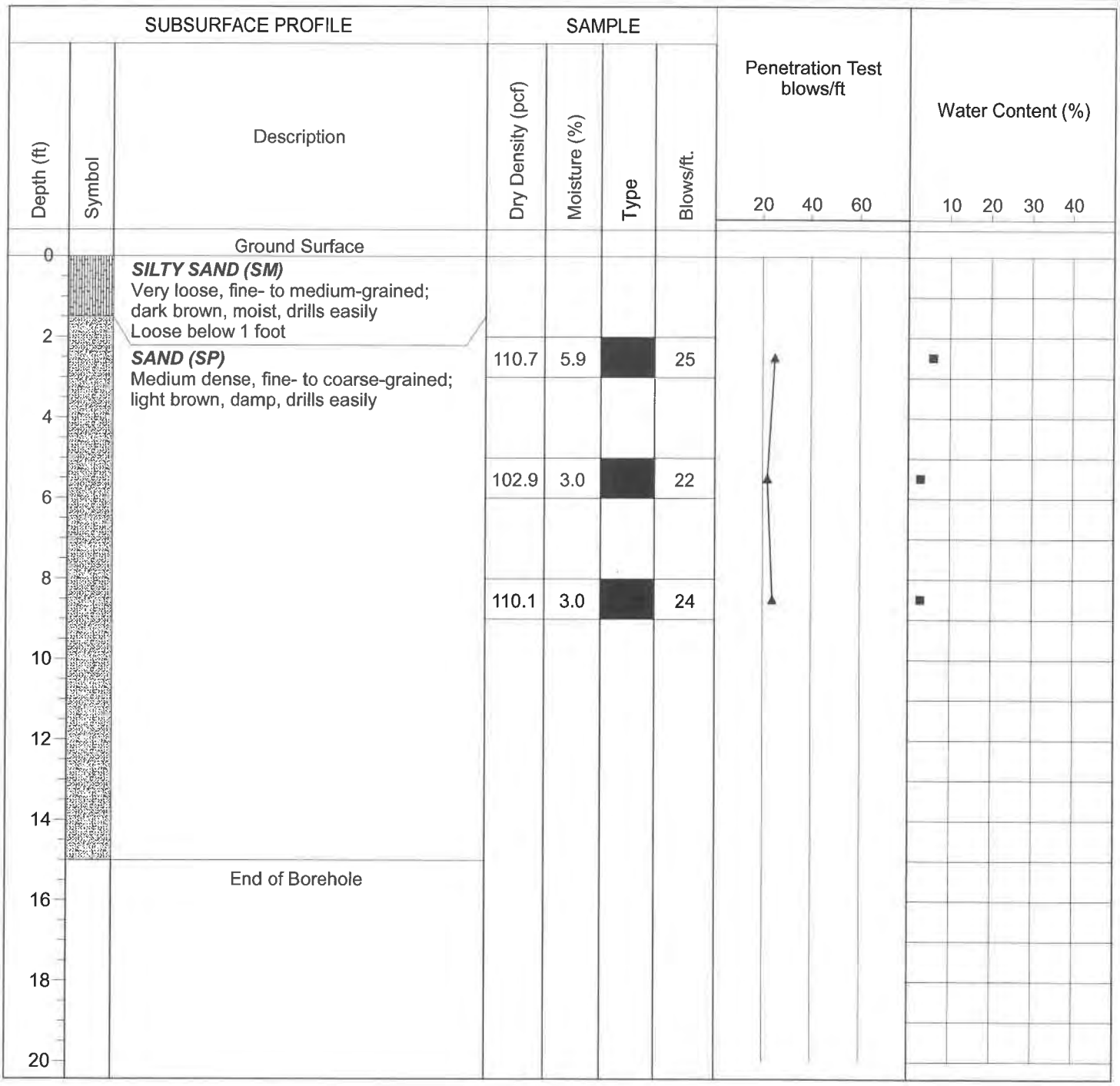
Location: Sunnyside and Shepherd Avenues, Clovis, California

Logged By: Wayne Andrade

Depth to Water>

Initial: None

At Completion: None



Drill Method: Solid Flight

Drill Rig: CME 45C-1

Driller: Chris Wyneken

Krazan and Associates

Drill Date: 12-20-18

Hole Size: 4½ Inches

Elevation: 15 Feet

Log of Boring B13

Project: Tract 6205 **Project No:** 012-18204

Client: Wilson Homes **Figure No.:** A-13

Location: Sunnyside and Shepherd Avenues, Clovis, California **Logged By:** Wayne Andrade

Depth to Water> **Initial:** None **At Completion:** None

Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.
0		Ground Surface				
0		***SILTY SAND (SM)*** Very loose, fine- to medium-grained; brown, moist, drills easily Loose below 1 foot				
2		***SILTY SAND (SM)*** Very dense, fine- to medium-grained with trace CLAY; light brown, damp, drills hard	108.4	7.2		51
4						
6			86.0	6.4		50+
8						
10		End of Borehole				
12						
14						
16						
18						
20						

Penetration Test blows/ft: 20 40 60

Water Content (%): 10 20 30 40

Drill Method: Solid Flight **Drill Date:** 12-20-18

Drill Rig: CME 45C-1 **Krazan and Associates** **Hole Size:** 4½ Inches

Driller: Chris Wyneken **Elevation:** 10 Feet

Sheet: 1 of 1

Log of Boring B14

Project: Tract 6205

Project No: 012-18204

Client: Wilson Homes

Figure No.: A-14

Location: Sunnyside and Shepherd Avenues, Clovis, California

Logged By: Wayne Andrade

Depth to Water> **Initial:** None **At Completion:** None

Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.
0		Ground Surface				
		SILTY SAND (SM) Very loose, fine- to medium-grained; brown, moist, drills easily Loose below 1 foot				
2		***SILTY SAND (SM)*** Medium dense, fine- to medium-grained with trace clay; light brown, damp, drills easily	116.7	12.7		36
4		Very dense and drills hard below 5 feet				
6			97.1	12.2		50+
8			122.9	7.8		50+
10						
12						
14						
16		End of Borehole				
18						
20						

Penetration Test blows/ft: 20, 40, 60

Water Content (%): 10, 20, 30, 40

Drill Method: Solid Flight

Drill Rig: CME 45C-1

Driller: Chris Wyneken

Krazan and Associates

Drill Date: 12-20-18

Hole Size: 4½ Inches

Elevation: 15 Feet

Sheet: 1 of 1

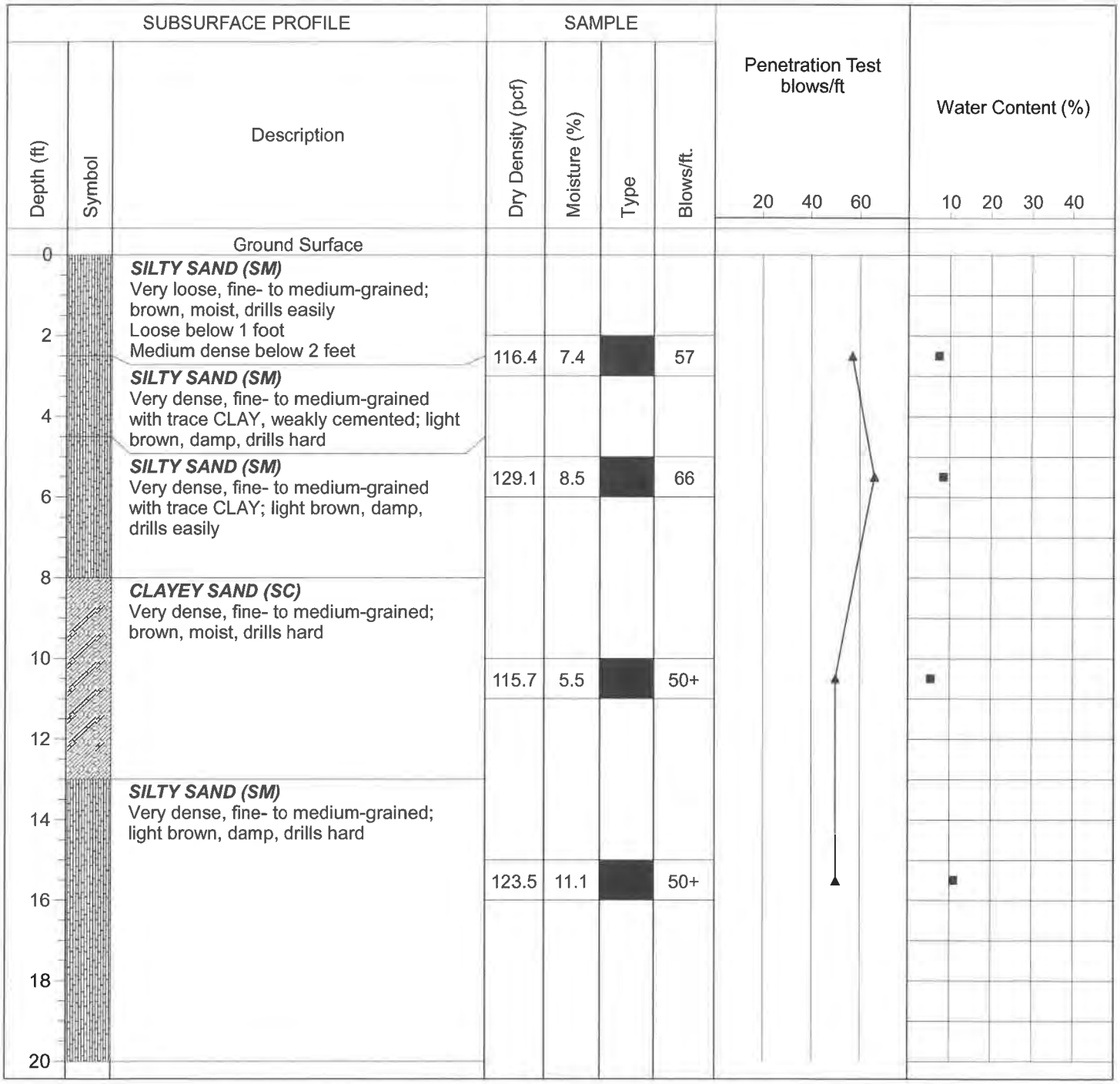
Log of Boring B15

Project: Tract 6205 **Project No:** 012-18204

Client: Wilson Homes **Figure No.:** A-15

Location: Sunnyside and Shepherd Avenues, Clovis, California **Logged By:** Wayne Andrade

Depth to Water> **Initial:** None **At Completion:** None



Drill Method: Solid Flight **Drill Date:** 12-20-18

Drill Rig: CME 45C-1 **Hole Size:** 4½ Inches

Driller: Chris Wyneken **Elevation:** 20 Feet

Krazan and Associates

Log of Boring B16

Project: Tract 6205 **Project No:** 012-18204

Client: Wilson Homes **Figure No.:** A-16

Location: Sunnyside and Shepherd Avenues, Clovis, California **Logged By:** Wayne Andrade

Depth to Water> **Initial:** None **At Completion:** None

Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.
0		Ground Surface				
0		***SILTY CLAYEY SAND (SC)*** Very loose, fine- to medium-grained; brown, moist, drills easily Medium dense below 1 foot				
2			96.0	19.5		40
4		***SILTY SAND (SM)*** Very dense, fine-grained, weakly cemented; light brown, damp, drills hard				
6		***SILTY SAND (SM)*** Dense, fine- to medium-grained with trace CLAY; brown, damp, drills firmly	107.0	10.9		62
10		End of Borehole				

Penetration Test blows/ft: 20, 40, 60

Water Content (%): 10, 20, 30, 40

Drill Method: Solid Flight **Drill Date:** 12-20-18

Drill Rig: CME 45C-1 **Hole Size:** 4½ Inches

Driller: Chris Wyneken **Elevation:** 10 Feet

Krazan and Associates

Log of Boring B17

Project: Tract 6205

Project No: 012-18204

Client: Wilson Homes

Figure No.: A-17

Location: Sunnyside and Shepherd Avenues, Clovis, California

Logged By: Wayne Andrade

Depth to Water>

Initial: None

At Completion: None

Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.
0		Ground Surface				
0		***SILTY SAND (SM)*** Very loose, fine-grained with CLAY; dark brown, moist, drills easily Medium dense below 1 foot				
2			117.8	13.4		30
4						
6		***SILTY SAND (SM)*** Very dense, fine-grained; light brown, damp, drills hard	120.1	13.3		50+
8						
10		Medium dense below 10 feet	103.1	7.4		26
12						
14		Very dense below 14 feet				
16			99.5	8.7		50+
18						
20						

Penetration Test blows/ft: 20 40 60

Water Content (%): 10 20 30 40

Drill Method: Solid Flight

Drill Rig: CME 45C-1

Driller: Chris Wyneken

Krazan and Associates

Drill Date: 12-20-18

Hole Size: 4½ Inches

Elevation: 20 Feet

Log of Boring B18

Project: Tract 6205 **Project No:** 012-18204

Client: Wilson Homes **Figure No.:** A-18

Location: Sunnyside and Shepherd Avenues, Clovis, California **Logged By:** Wayne Andrade

Depth to Water> **Initial:** None **At Completion:** None

Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.
0		Ground Surface				
0		***CLAYEY SILTY SAND (SM/SC)*** Very loose, fine-grained; brown, moist, drills easily				
2		Loose below 1 foot Medium dense below 1½ feet	108.4	8.2	■	29
4		***SILTY SAND (SM)*** Very dense, fine- to medium-grained, weakly cemented; light brown, damp, drills hard				
6			109.6	7.5	■	50+
8		***SILTY SAND (SM)*** Medium dense, fine- to medium-grained; light brown, damp, drills easily				
10		End of Borehole				
12						
14						
16						
18						
20						

Penetration Test blows/ft: 20 40 60

Water Content (%): 10 20 30 40

Drill Method: Solid Flight **Drill Date:** 12-20-18

Drill Rig: CME 45C-1 **Krazan and Associates** **Hole Size:** 4½ Inches

Driller: Chris Wyneken **Elevation:** 10 Feet

Sheet: 1 of 1

Log of Boring B19

Project: Tract 6205 **Project No:** 012-18204

Client: Wilson Homes **Figure No.:** A-19

Location: Sunnyside and Shepherd Avenues, Clovis, California **Logged By:** Wayne Andrade

Depth to Water> **Initial:** None **At Completion:** None

Depth (ft)	Symbol	Description	Dry Density (pcf)	Moisture (%)	Type	Blows/ft.
0		Ground Surface				
0		***SILTY SAND (SM)*** Very loose, fine- to medium-grained with trace CLAY; brown, moist, drills easily Loose below 1 foot				
2		***SAND (SP)*** Medium dense, fine- to coarse-grained; light gray/light brown, damp, drills easily	117.3	4.3		23
4						
6			108.9	2.8		24
8		***SILTY SAND (SM)*** Medium dense, fine- to medium-grained; light brown, damp, drills easily	115.4	10.0		19
10						
12						
14						
16		End of Borehole				
18						
20						

Penetration Test blows/ft: 20 40 60

Water Content (%): 10 20 30 40

Drill Method: Solid Flight **Drill Date:** 12-20-18

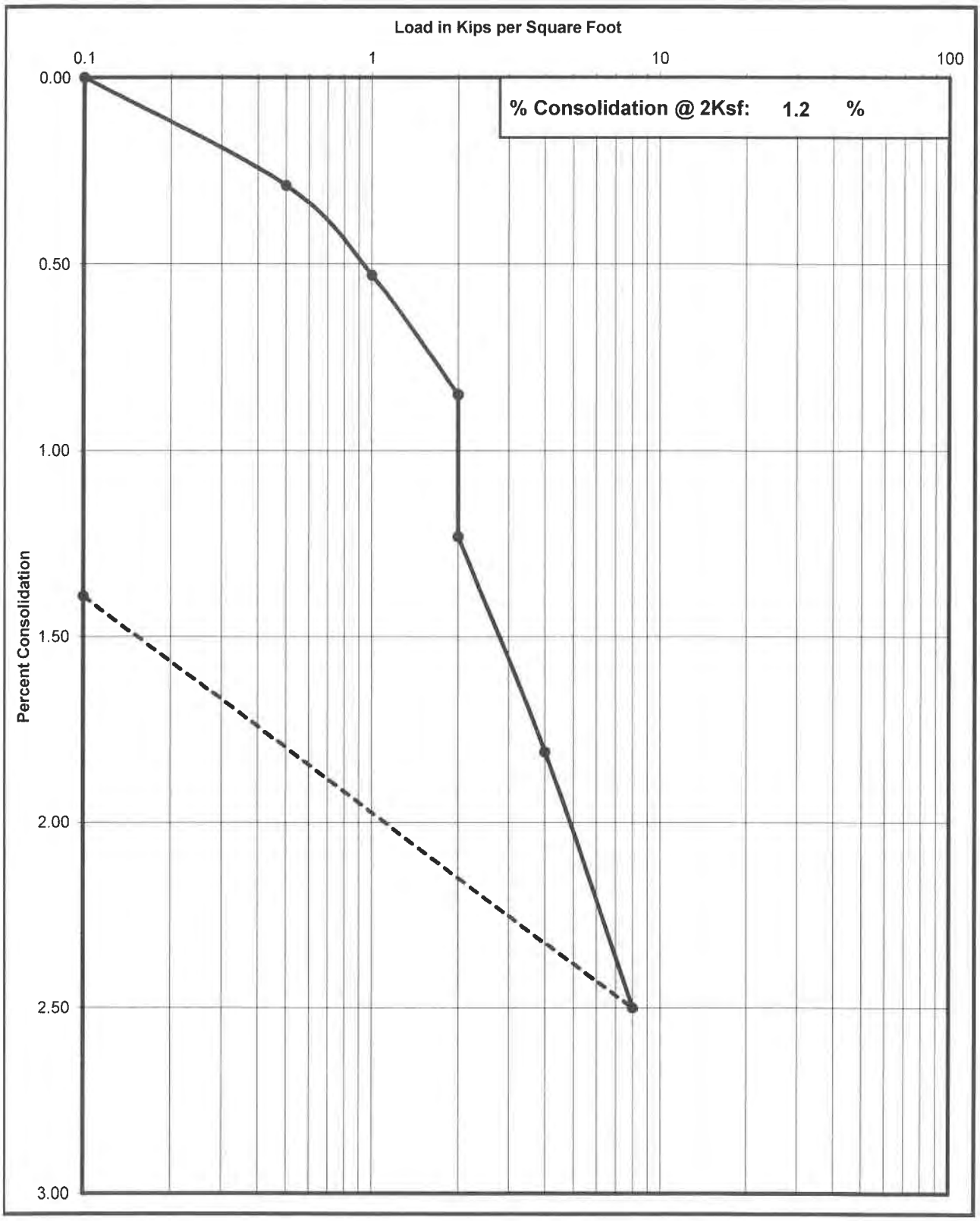
Drill Rig: CME 45C-1 **Krazan and Associates** **Hole Size:** 4½ Inches

Driller: Chris Wyneken **Elevation:** 15 Feet

Sheet: 1 of 1

Consolidation Test

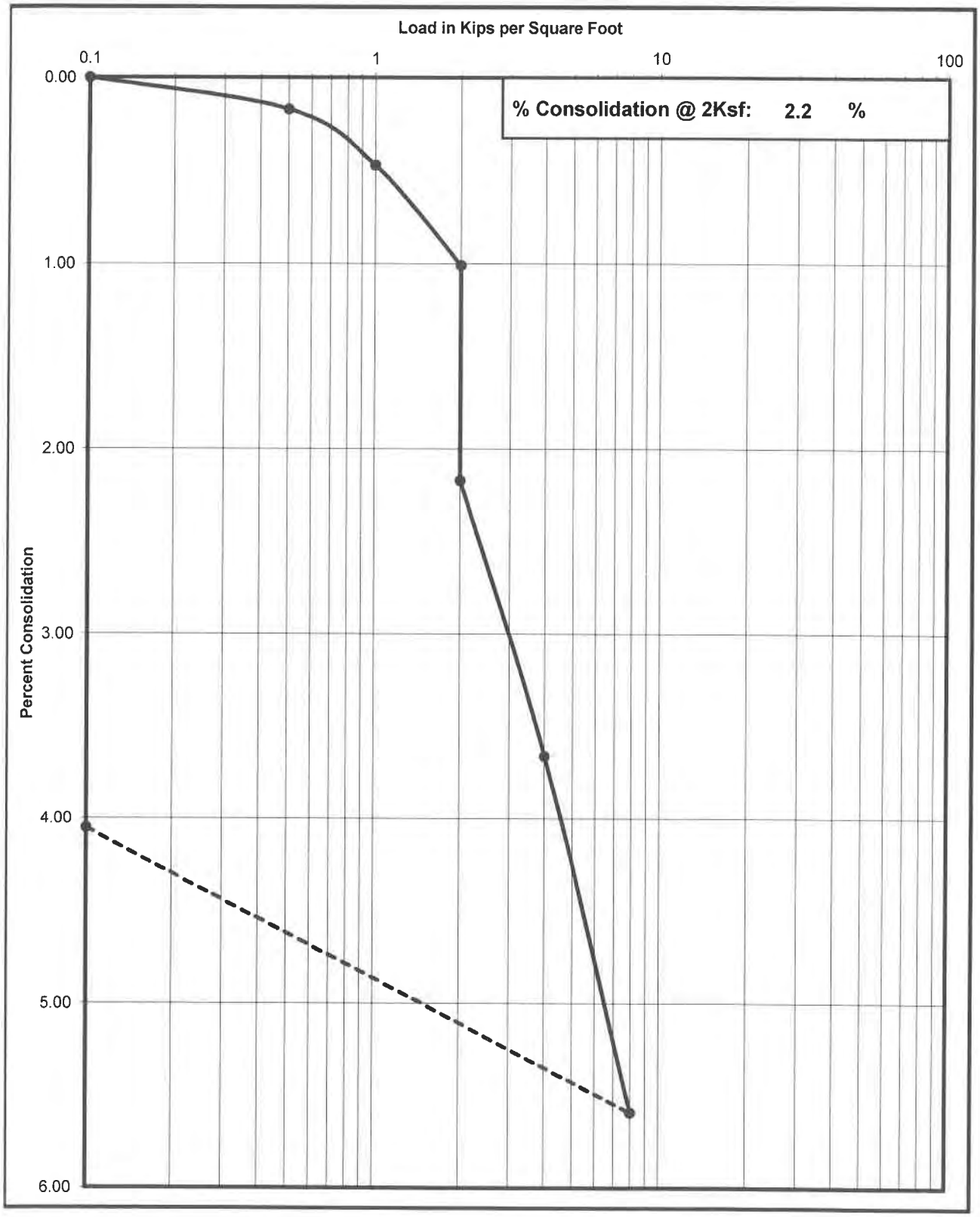
Project No	Boring No. & Depth	Date	Soil Classification
012-18204	B3 @ 2-3'	1/2/2019	SM



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Consolidation Test

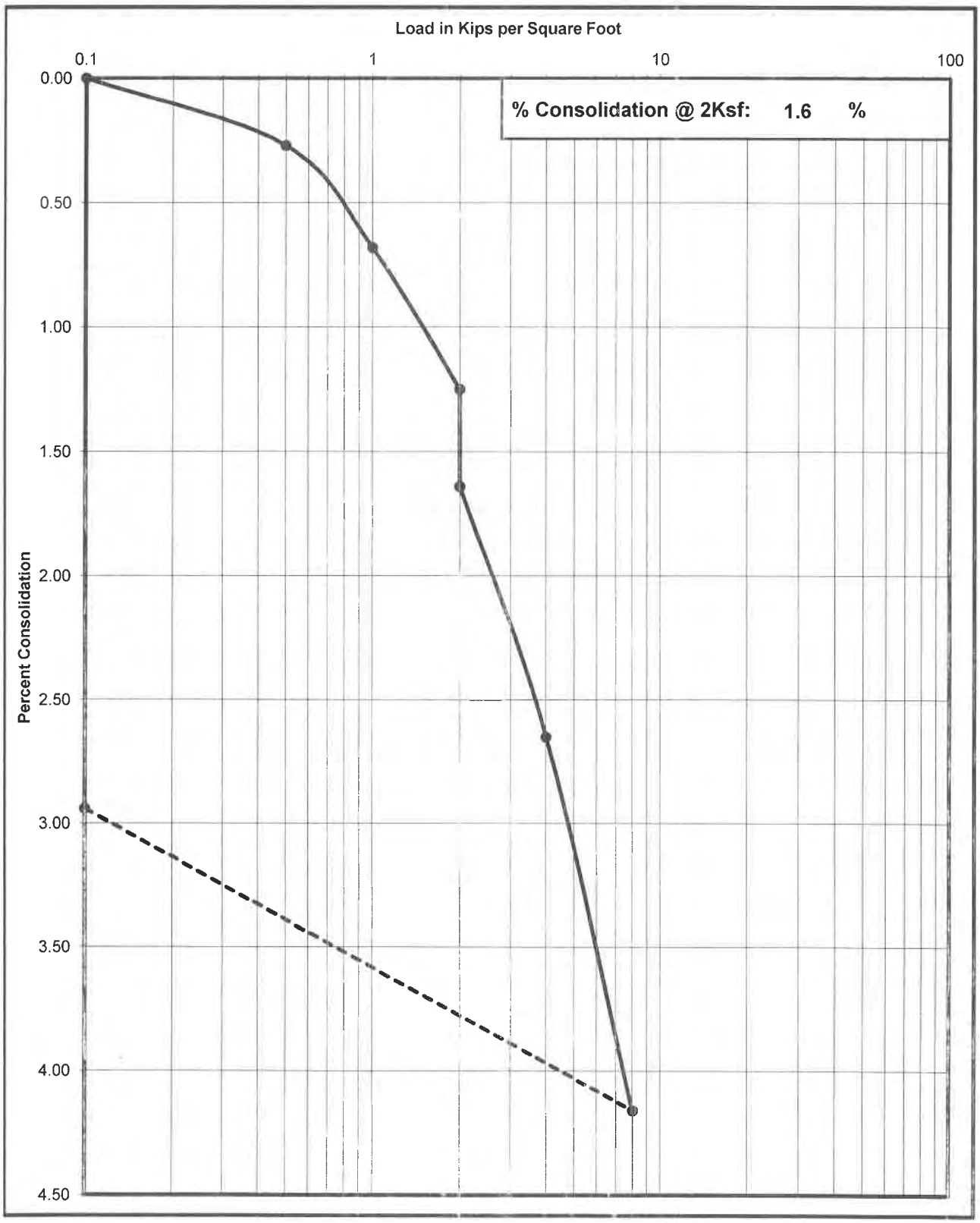
Project No	Boring No. & Depth	Date	Soil Classification
012-18204	B10 @ 2-3'	1/2/2019	SM



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Consolidation Test

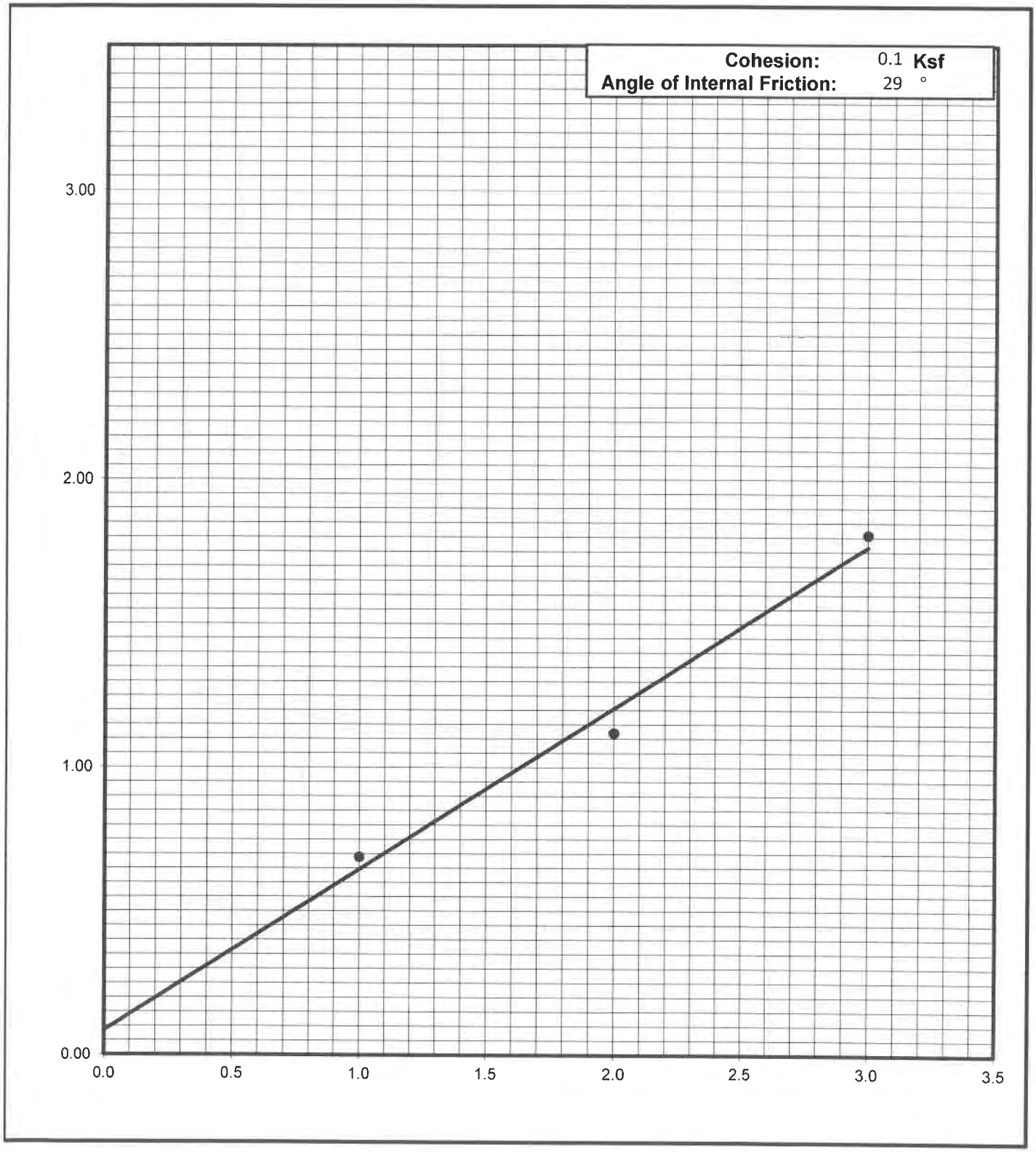
Project No	Boring No. & Depth	Date	Soil Classification
012-18204	B11 @ 2-3'	1/14/2019	SM



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Shear Strength Diagram (Direct Shear)
ASTM D - 3080 / AASHTO T - 236

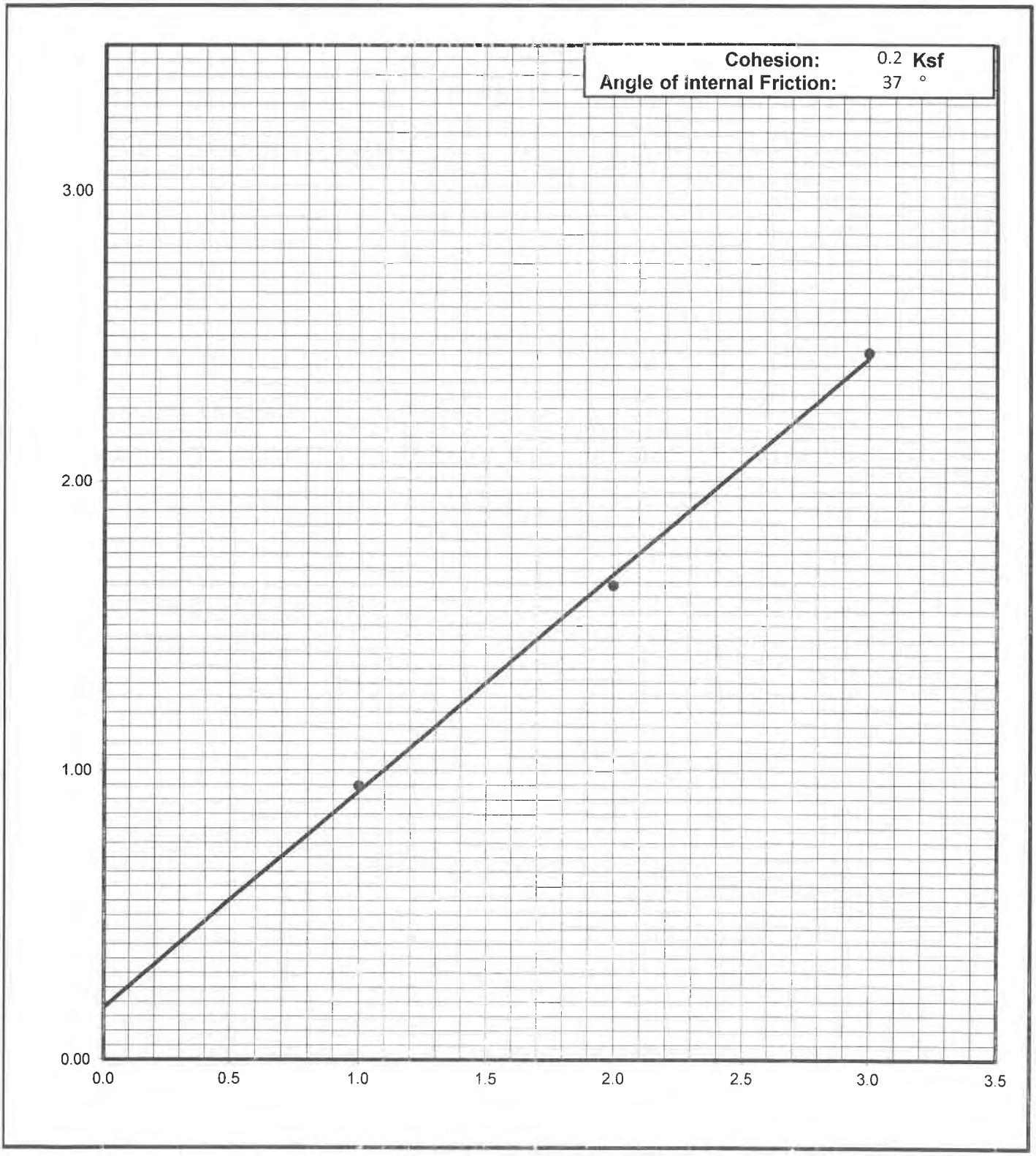
Project Number	Boring No. & Depth	Soil Type	Date
012-18204	B5 @ 2-3'	SM-ML	1/2/2019



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Shear Strength Diagram (Direct Shear)
ASTM D - 3080 / AASHTO T - 236

Project Number	Boring No. & Depth	Soil Type	Date
012-18204	B17 @ 2-3'	SM	1/14/2019



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Grain Size Analysis

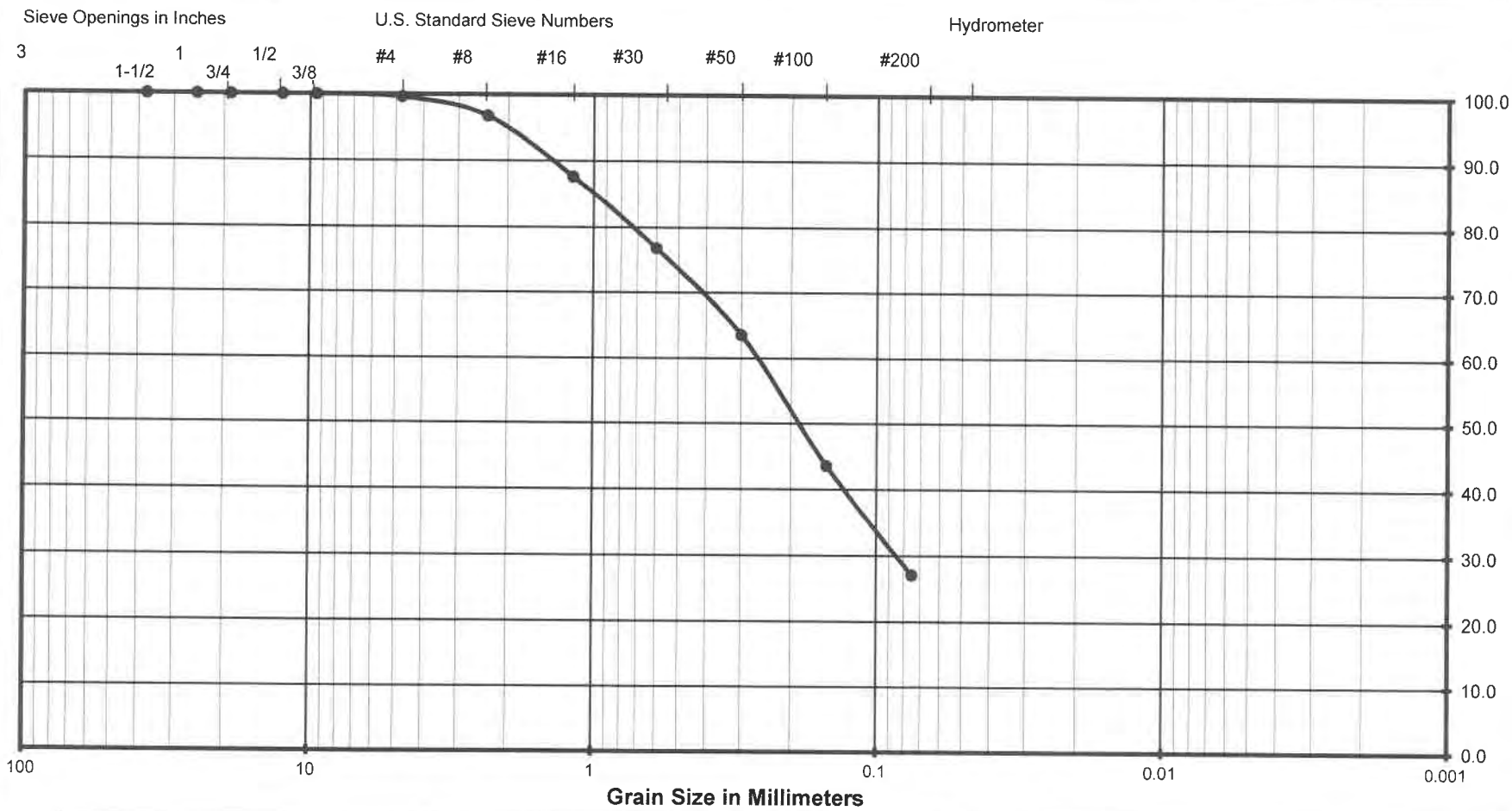


(Unified Soils Classification)

Project Name	Tract 6205 (Spensley Property)
Project Number	012-18204
Soil Classification	SM
Sample Number	B3 @ 2-3'

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Grain Size Analysis

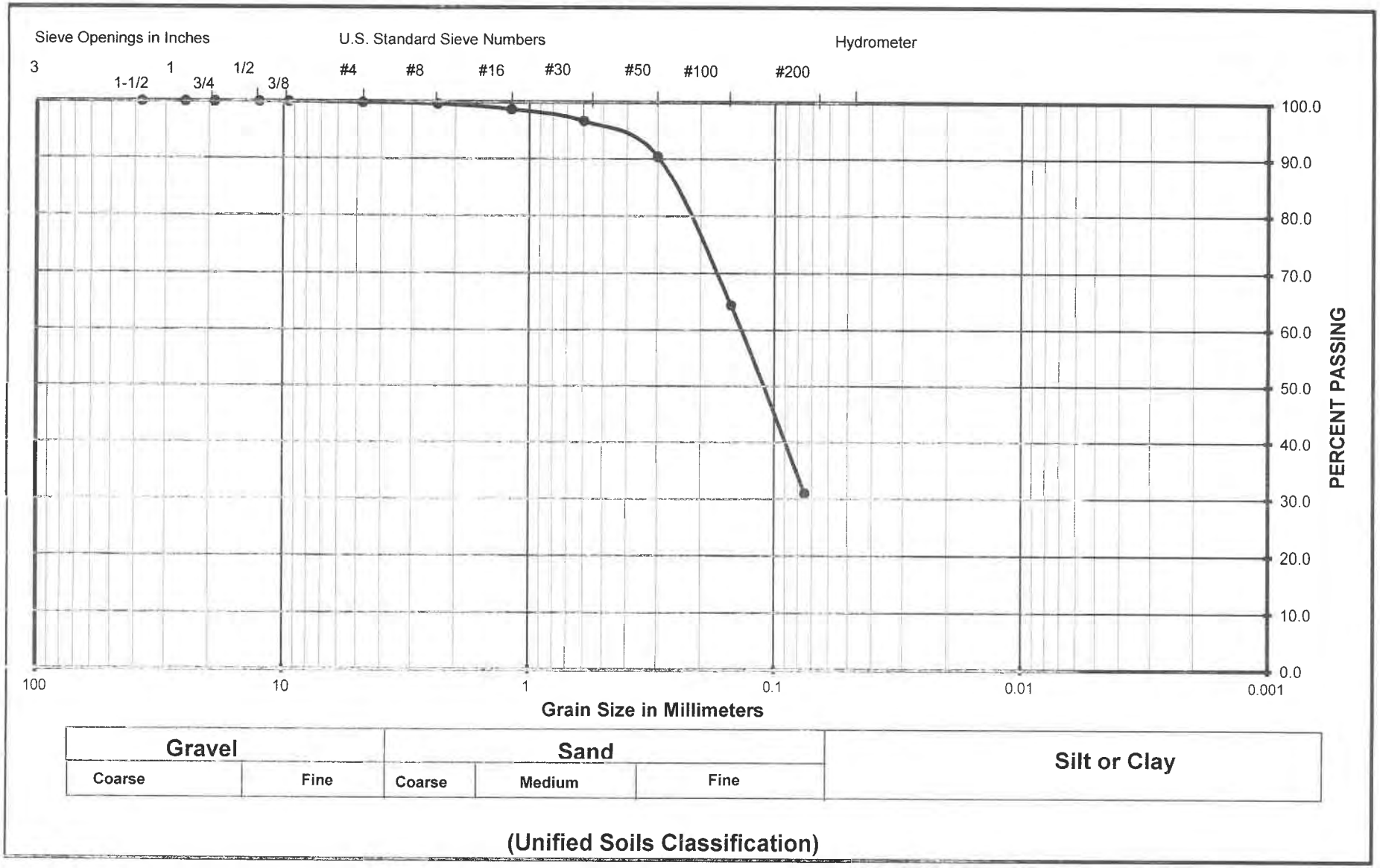


(Unified Soils Classification)

Project Name	Tract 6205 (Spensley Property)
Project Number	012-18204
Soil Classification	SM
Sample Number	B10 @ 2-3'

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Grain Size Analysis



Project Name	Tract 6205 (Spensley Property)
Project Number	012-18204
Soil Classification	SM
Sample Number	B11 @ 2-3'

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Expansion Index Test

ASTM D - 4829

Project Number	: 012-18204
Project Name	: Tract 6205 (Spensley Property)
Date	: 1/14/2019
Sample location/ Depth	: B13 @ 2.5-5'
Sample Number	: X2
Soil Classification	: SM

Trial #	**1**	**2**	**3**
Weight of Soil & Mold, gms	786.3		
Weight of Mold, gms	368.5		
Weight of Soil, gms	417.8		
Wet Density, Lbs/cu.ft.	126.0		
Weight of Moisture Sample (Wet), gms	300.0		
Weight of Moisture Sample (Dry), gms	277.5		
Moisture Content, %	8.1		
Dry Density, Lbs/cu.ft.	116.6		
Specific Gravity of Soil	2.7		
Degree of Saturation, %	49.1		

Time	Inital	30 min	1 hr	6hrs	12 hrs	24 hrs
Dial Reading	0	--	--	--	--	0.0027

Expansion Index $_{measured}$ = 2.7

Expansion Index = **3**

Expansion Potential Table	
Exp. Index	Potential Exp.
0 - 20	Very Low
21 - 50	Low
51 - 90	Medium
91 - 130	High
>130	Very High

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Expansion Index Test

ASTM D - 4829

Project Number	: 012-18204
Project Name	: Tract 6205 (Spensley Property)
Date	: 1/14/2019
Sample location/ Depth	: B16 @ 0-3'
Sample Number	: X3
Soil Classification	: SM

Trial #	**1**	**2**	**3**
Weight of Soil & Mold, gms	774.4		
Weight of Mold, gms	369.9		
Weight of Soil, gms	404.5		
Wet Density, Lbs/cu.ft.	122.0		
Weight of Moisture Sample (Wet), gms	300.0		
Weight of Moisture Sample (Dry), gms	274.0		
Moisture Content, %	9.5		
Dry Density, Lbs/cu.ft.	111.4		
Specific Gravity of Soil	2.7		
Degree of Saturation, %	50.0		

Time	Inital	30 min	1 hr	6hrs	12 hrs	24 hrs
Dial Reading	0	--	--	--	--	0.0048

Expansion Index $_{measured}$ = 4.8

Expansion Index = **5**

Expansion Potential Table	
Exp. Index	Potential Exp.
0 - 20	Very Low
21 - 50	Low
51 - 90	Medium
91 - 130	High
>130	Very High

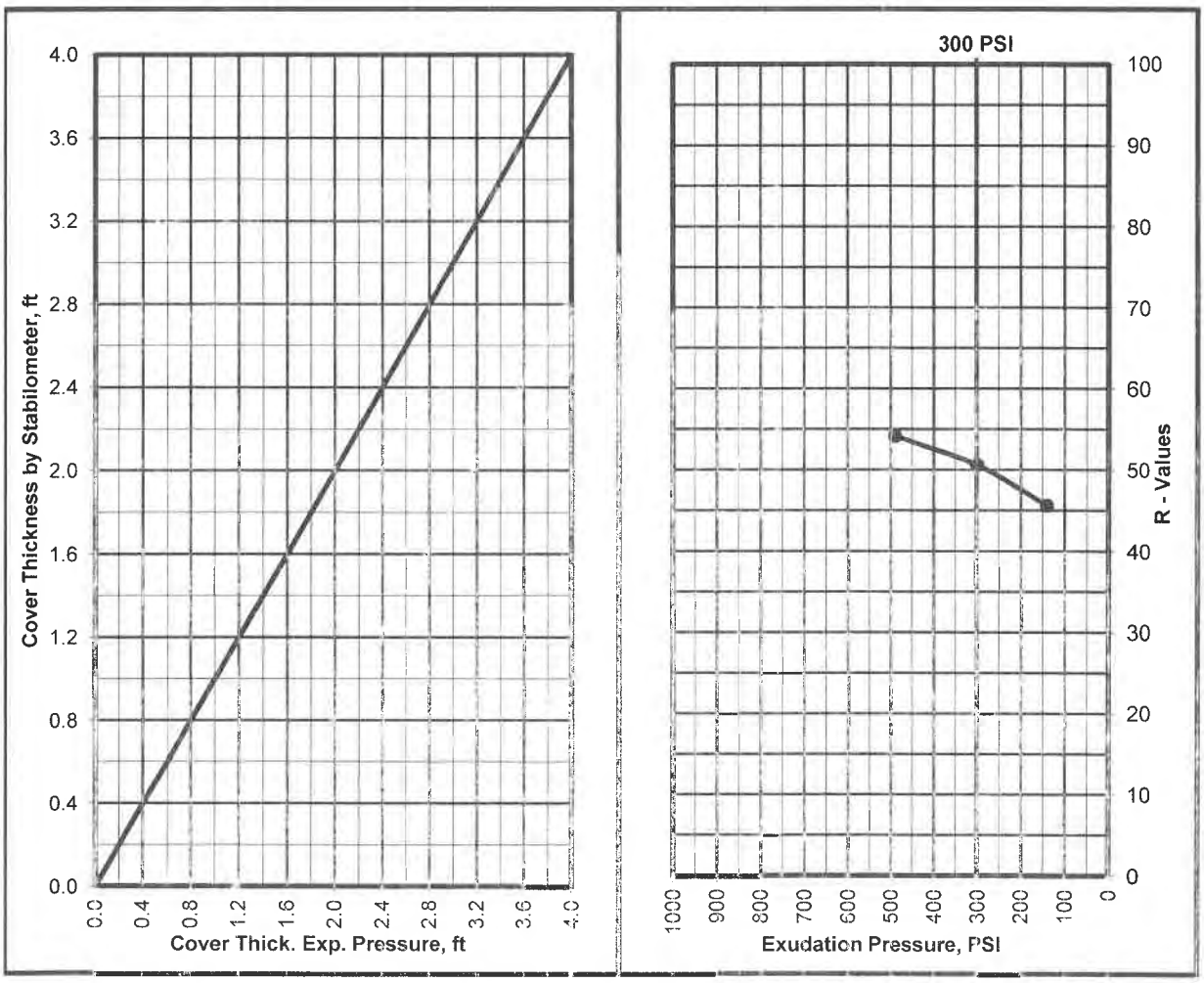
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R - VALUE TEST
ASTM D - 2844 / CAL 301

Project Number	:	012-18204
Project Name	:	Tract 6205 (Spensley Property)
Date	:	1/14/2019
Sample Location/Curve Number	:	RV#1
Soil Classification	:	SM

TEST	A	B	C
Percent Moisture @ Compaction, %	15.0	15.5	14.3
Dry Density, lbm/cu.ft.	116.7	115.8	117.3
Exudation Pressure, psi	300	140	490
Expansion Pressure, (Dial Reading)	150	150	150
Expansion Pressure, psf	650	650	650
Resistance Value R	51	46	54

R Value at 300 PSI Exudation Pressure	**51**
R Value by Expansion Pressure (TI =): 5	**Expansion Pressure nil**



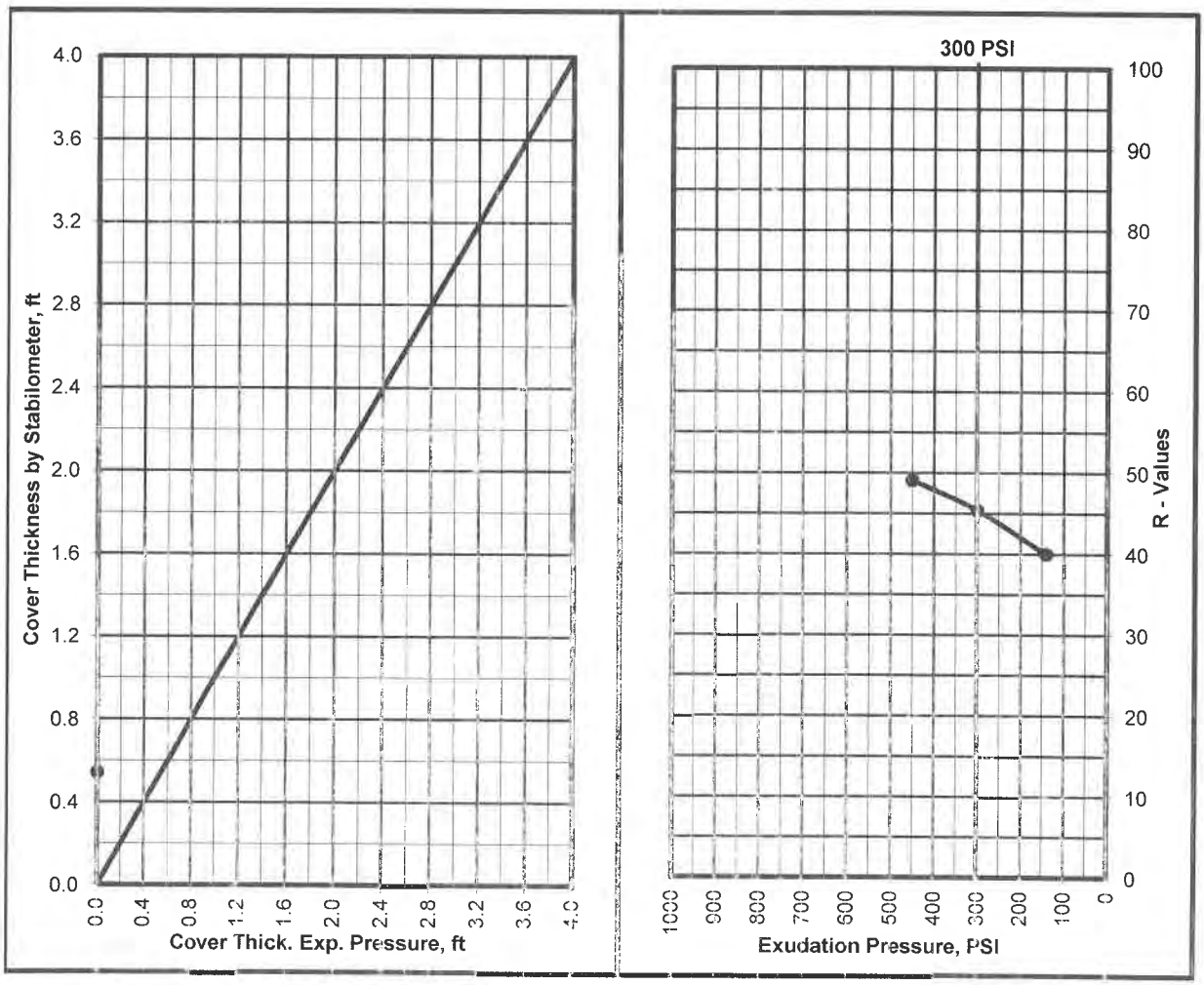
Krazan Testing Laboratory

R - VALUE TEST
ASTM D - 2844 / CAL 301

Project Number	:	012-18204
Project Name	:	Tract 6205 (Spensley Property)
Date	:	1/14/2019
Sample Location/Curve Number	:	RV#2
Soil Classification	:	SM

TEST	A	B	C
Percent Moisture @ Compaction, %	13.2	13.7	14.2
Dry Density, lbm/cu.ft.	120.5	120.5	120.5
Exudation Pressure, psi	450	300	140
Expansion Pressure, (Dial Reading)	0	0	0
Expansion Pressure, psf	0	0	0
Resistance Value R	49	45	40

R Value at 300 PSI Exudation Pressure	**45**
R Value by Expansion Pressure (TI =): 5	**Expansion Pressure nil**



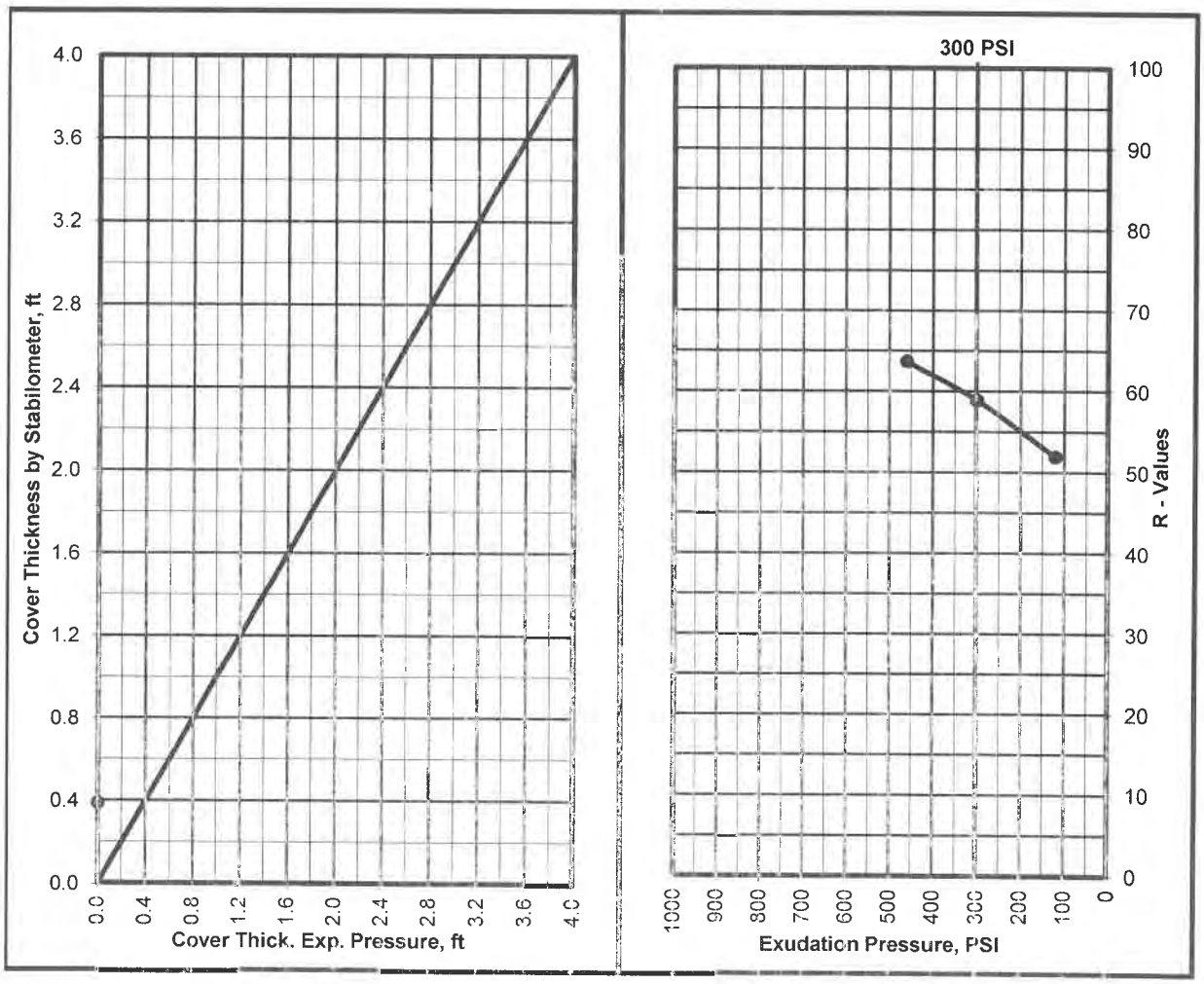
Krazan Testing Laboratory

R - VALUE TEST
ASTM D - 2844 / CAL 301

Project Number	:	012-18204
Project Name	:	Tract 6205 (Spensley Property)
Date	:	1/14/2019
Sample Location/Curve Number	:	RV#3
Soil Classification	:	SM

TEST	A	B	C
Percent Moisture @ Compaction, %	12.1	12.6	13.1
Dry Density, lbm/cu.ft.	119.0	118.6	118.1
Exudation Pressure, psi	460	300	120
Expansion Pressure, (Dial Reading)	0	0	0
Expansion Pressure, psf	0	0	0
Resistance Value R	64	59	52

R Value at 300 PSI Exudation Pressure	**59**
R Value by Expansion Pressure (TI =): 5	**Expansion Pressure nil**



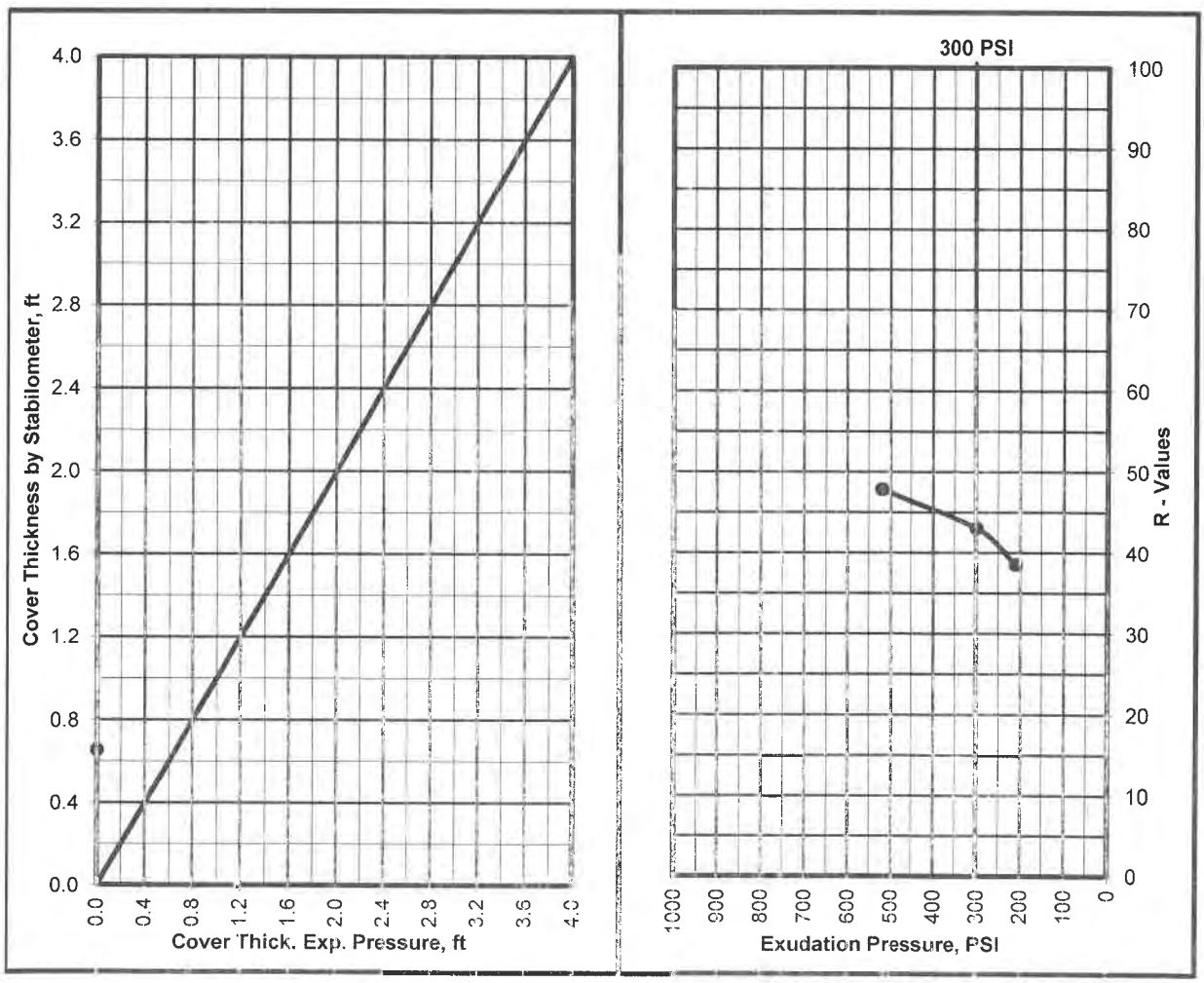
Krazan Testing Laboratory

R - VALUE TEST
ASTM D - 2844 / CAL 301

Project Number	:	012-18204
Project Name	:	Tract 6205 (Spensley Property)
Date	:	1/14/2019
Sample Location/Curve Number	:	RV#4
Soil Classification	:	SM

TEST	A	B	C
Percent Moisture @ Compaction, %	15.8	15.3	14.8
Dry Density, lbm/cu.ft.	114.2	114.2	114.1
Exudation Pressure, psi	210	300	520
Expansion Pressure, (Dial Reading)	0	0	0
Expansion Pressure, psf	0	0	0
Resistance Value R	39	43	48

R Value at 300 PSI Exudation Pressure	**43**
R Value by Expansion Pressure (TI =): 5	**Expansion Pressure nil**



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APPENDIX B

EARTHWORK SPECIFICATIONS

GENERAL

When the text of the report conflicts with the general specifications in this appendix, the recommendations in the report have precedence.

SCOPE OF WORK: These specifications and applicable plans pertain to and include all earthwork associated with the site rough grading, including but not limited to the furnishing of all labor, tools, and equipment necessary for site clearing and grubbing, stripping, preparation of foundation materials for receiving fill, excavation, processing, placement and compaction of fill and backfill materials to the lines and grades shown on the project grading plans, and disposal of excess materials.

PERFORMANCE: The Contractor shall be responsible for the satisfactory completion of all earthwork in accordance with the project plans and specifications. This work shall be inspected and tested by a representative of Krazan and Associates, Inc., hereinafter known as the Soils Engineer and/or Testing Agency. Attainment of design grades when achieved shall be certified to by the project Civil Engineer. Both the Soils Engineer and the Civil Engineer are the Owner's representatives. If the Contractor should fail to meet the technical or design requirements embodied in this document and on the applicable plans, he shall make the necessary readjustments until all work is deemed satisfactory as determined by both the Soils Engineer and the Civil Engineer. No deviation from these specifications shall be made except upon written approval of the Soils Engineer, Civil Engineer or project Architect.

No earthwork shall be performed without the physical presence or approval of the Soils Engineer. The Contractor shall notify the Soils Engineer at least 2 working days prior to the commencement of any aspect of the site earthwork.

The Contractor agrees that he shall assume sole and complete responsibility for job site conditions during the course of construction of this project, including safety of all persons and property; that this requirement shall apply continuously and not be limited to normal working hours; and that the Contractor shall defend, indemnify and hold the Owner and the Engineers harmless from any and all liability, real or alleged, in connection with the performance of work on this project, except for liability arising from the soil negligence of the Owner or the Engineers.

TECHNICAL REQUIREMENTS: All compacted materials shall be densified to a density not less that 90 percent relative compaction based on ASTM Test Method D1557-78, UBC or CAL-216, as specified in the technical portion of the Soil Engineer's report. The location and frequency of field density tests shall be as determined by the Soils Engineer. The results of these tests and compliance with these specifications shall be the basis upon which satisfactory completion of work will be judged by the Soils Engineer.

SOILS AND FOUNDATION CONDITIONS: The Contractor is presumed to have visited the site and to have familiarized himself with existing site conditions and the contents of the data presented in the soil report.

The Contractor shall make his own interpretation of the data contained in said report, and the Contractor shall not be relieved of liability under the Contractor for any loss sustained as a result of any variance between conditions indicated by or deduced from said report and the actual conditions encountered during the progress of the work.

DUST CONTROL: The work includes dust control as required for the alleviation or prevention of any dust nuisance on or about the site or the borrow area, or off-site if caused by the Contractor's operation either during the performance of the earthwork or resulting from the conditions in which the Contractor leaves the site. The Contractor shall assume all liability, including court costs of codefendants, for all claims related to dust or windblown materials attributable to his work.

SITE PREPARATION

Site preparation shall consist of site clearing and grubbing and the preparations of foundation materials for receiving fill.

CLEARING AND GRUBBING: The Contractor shall accept the site in this present condition and shall demolish and/or remove from the area of designated project, earthwork all structures, both surface and subsurface, trees, brush, roots, debris, organic matter, and all other matter determined by the Soils Engineer to be deleterious. Such materials shall become the property of the Contractor and shall be removed from the site.

Tree root systems in proposed building areas should be removed to a minimum depth of 3 feet and to such an extent which would permit removal of all roots larger than 1 inch. Tree root removed in parking areas may be limited to the upper 1½ feet of the ground surface. Backfill or tree root excavation should not be permitted until all exposed surfaces have been inspected and the Soils Engineer is present for the proper control of backfill placement and compaction. Burning in areas which are to receive fill materials shall not be permitted.

SUBGRADE PREPARATION: Surfaces to receive Engineered Fill, building or slab loads shall be prepared as outlined above, scarified to a depth of 6 inches, moisture-conditioned as necessary, and compacted to 90 percent relative compaction.

Loose soil areas, areas of uncertified fill, and/or areas of disturbed soils shall be moisture-conditioned as necessary and recompacted to 90 percent relative compaction. All ruts, hummocks, or other uneven surface features shall be removed by surface grading prior to placement of any fill materials. All areas, which are to receive fill materials, shall be approved by the Soils Engineer prior to the placement of any of the fill material.

EXCAVATION: All excavation shall be accomplished to the tolerance normally defined by the Civil Engineer as shown on the project grading plans. All over excavation below the grades specified shall be backfilled at the Contractor's expense and shall be compacted in accordance with the applicable technical requirements.

FILL AND BACKFILL MATERIAL: No material shall be moved or compacted without the presence of the Soils Engineer. Material from the required site excavation may be utilized for construction site fills provided prior approval is given by the Soils Engineer. All materials utilized for constructing site fills shall be free from vegetation or other deleterious matter as determined by the Soils Engineer.

PLACEMENT, SPREADING AND COMPACTION: The placement and spreading of approved fill materials and the processing and compaction of approved fill and native materials shall be the responsibility of the Contractor. However, compaction of fill materials by flooding, ponding, or jetting shall not be permitted unless specifically approved by local code, as well as the Soils Engineer.

Both cut and fill shall be surface compacted to the satisfaction of the Soils Engineer prior to final acceptance.

SEASONAL LIMITS: No fill material shall be placed, spread, or rolled while it is frozen or thawing or during unfavorable wet weather conditions. When the work is interrupted by heavy rains, fill operations shall not be resumed until the Soils Engineer indicates that the moisture content and density of previously placed fill are as specified.

APPENDIX C

PAVEMENT SPECIFICATIONS

1. DEFINITIONS - The term "pavement" shall include asphaltic concrete surfacing, untreated aggregate base, and aggregate subbase. The term "subgrade" is that portion of the area on which surfacing, base, or subbase is to be placed.

The term "Standard Specifications": hereinafter referred to is the 2010 Standard Specifications of the State of California, Department of Transportation, and the "Materials Manual" is the Materials Manual of Testing and Control Procedures, State of California, Department of Public Works, Division of Highways. The term "relative compaction" refers to the field density expressed as a percentage of the maximum laboratory density as defined in the applicable tests outlined in the Materials Manual.

2. SCOPE OF WORK - This portion of the work shall include all labor, materials, tools, and equipment necessary for, and reasonably incidental to the completion of the pavement shown on the plans and as herein specified, except work specifically notes as "Work Not Included."

3. PREPARATION OF THE SUBGRADE - The Contractor shall prepare the surface of the various subgrades receiving subsequent pavement courses to the lines, grades, and dimensions given on the plans. The upper 12 inches of the soil subgrade beneath the pavement section shall be compacted to a minimum relative compaction of 90 percent. The finished subgrades shall be tested and approved by the Soils Engineer prior to the placement of additional pavement courses.

4. UNTREATED AGGREGATE BASE - The aggregate base material shall be spread and compacted on the prepared subgrade in conformity with the lines, grades, and dimensions shown on the plans. The aggregate base material shall conform to the requirements of Section 26 of the Standard Specifications for Class 2 material, 1½ inches maximum size. The aggregate base material shall be compacted to a minimum relative compaction of 95 percent. The aggregate base material shall be spread and compacted in accordance with Section 26 of the Standard Specifications. The aggregate base material shall be spread in layers not exceeding 6 inches and each layer of aggregate material course shall be tested and approved by the Soils Engineer prior to the placement of successive layers.

5. AGGREGATE SUBBASE - The aggregate subbase shall be spread and compacted on the prepared subgrade in conformity with the lines, grades, and dimensions shown on the plans. The aggregate subbase material shall conform to the requirements of Section 25 of the Standard Specifications for Class 2 material. The aggregate subbase material shall be compacted to a minimum relative compaction of 95 percent, and it shall be spread and compacted in accordance with Section 25 of the Standard Specifications. Each layer of aggregate subbase shall be tested and approved by the Soils Engineer prior to the placement of successive layers.

6. ASPHALTIC CONCRETE SURFACING - Asphaltic concrete surfacing shall consist of a mixture of mineral aggregate and paving grade asphalt, mixed at a central mixing plant and spread and compacted on a prepared base in conformity with the lines, grades and dimensions shown on the plans. The viscosity grade of the asphalt shall be PG 64-10. The mineral aggregate shall be Type B, ½ inch maximum size, medium grading and shall conform to the requirements set forth in Section 39. The drying, proportioning and mixing of the materials shall conform to Section 39.

The prime coat, spreading and compacting equipment and spreading and compacting mixture shall conform to the applicable chapters of Section 39, with the exception that no surface course shall be placed when the atmospheric temperature is below 50° F. The surfacing shall be rolled with a combination of steel wheel and pneumatic rollers, as described in Section 39-6. The surface course shall be placed with an approved self-propelled mechanical spreading and finishing machine.

7. FOG SEAL COAT - The fog seal (mixing type asphaltic emulsion) shall conform to and be applied in accordance with the requirements of Section 37.

Appendix G

Phase 1 ESA

Krazan & ASSOCIATES, INC.

GEOTECHNICAL ENGINEERING • ENVIRONMENTAL ENGINEERING
CONSTRUCTION TESTING & INSPECTION

January 14, 2019 Project No. 014-18235

Mr. Jeffrey Harris
Wilson Homes
7550 N. Palm Avenue, Suite 102
Fresno, California 93711
jharris@wilsondevelopment.com

RE: Phase I Environmental Site Assessment
Tract No. 6205 Property
Northeast corner of N. Sunnyside and E. Shepherd Avenues
Clovis, California 93619

Dear Mr. Harris:

Krazan & Associates, Inc., (Krazan) completed a Phase I Environmental Site Assessment at the referenced site summarized in a report dated January 14, 2019. We appreciate the opportunity to serve your environmental due diligence needs. During the course of this assessment, Krazan identified no evidence of recognized environmental conditions (RECs), controlled RECs (CRECs) and historical RECs (HRECs) in conjunction with the subject site as defined by ASTM E 1527-13. However, the following potential areas of concern (PAOCs), non-scope issues and site development issues are presented:

PAOCs

- Adjacent to the north of the on-site warehouse and lined against its back wall, three approximately 250-gallon aboveground storage (AST) tanks were observed. Two ASTs contained diesel fuel and the third contained gasoline. Additionally, four 55-gallon drums containing motor oil were observed to be located to the west of the ASTs which exhibited *de minimis* staining. The site reconnaissance was completed a day following a heavy rain event and it was not clear if the ground surface below the ASTs and/or drums exhibited any significant petroleum product staining because the ground remained saturated with rainwater precluding visual observations. Consequently, the specific condition of the ground surface underlying the ASTs and drums is unknown.

  For a higher level of due diligence, Krazan recommends that a limited assessment be conducted in the area of the ASTs and drums to assess the presence or absence of potential significant impacts from constituents of concern.

- Krazan's review of aerial photographs indicates that the subject site was utilized for agricultural purposes from at least 1937 to the present and that residential structures and associated outbuildings occupied the property from at least 1937, 1979 and 1987 to the present. No records of USTs for the subject site are on file with the local regulatory agencies; however, USTs on rural or agricultural properties historically have been exempt from requirements for registration with regulatory agencies. Furthermore, Krazan's experience with such properties has shown that it

was not uncommon for property owners/operators to install USTs for their convenience, especially in the vicinity of structures, which are undocumented and whose presence would remain unknown in spite of the standard data research conducted in the course of this Phase I ESA. It is therefore possible that subsurface features such as unregistered fuel USTs may exist within the structure-related portions of the subject site which remain unknown based on the absence of any regulatory, municipality, and/or interview data, or other evidence indicating their presence or location. Consequently, despite an absence of data suggesting their presence, the presence or absence of USTs associated with on-site structures in a historical agricultural setting on the subject site is unknown.

For a higher level of due diligence, Krazan recommends that a limited geophysical survey be conducted in the areas of the structures located on the subject site to assess the presence or absence of subsurface metallic anomalies characteristic of underground storage tanks or other subsurface features of concern.

NON-SCOPE ISSUES

- The residential dwellings/structures located on the subject site appears to have been originally constructed in at least 1937, 1979 and 1987. It is unknown if the on-site dwellings/structures contain asbestos-containing materials (ACMs) or lead-based paint (LBP). An asbestos and/or LBP survey and sampling of the on-site dwellings/structures was not included within the scope of this assessment. However, based upon the approximate apparent dates of construction, ACMs and LBP may be present at the subject site. During Krazan's site reconnaissance, no damaged building materials which appeared to be posing a health hazard were noted within those areas of the on-site residential dwellings/structures observed. Prior to the disturbance of any of the suspect ACMs or LBP at the subject site via renovation or demolition, a comprehensive asbestos and LBP survey designed to determine if the suspect ACM and LBP are regulated materials is recommended. If such materials are identified and need to be disturbed, repaired, or removed, a licensed abatement contractor should be consulted.

SITE DEVELOPMENT ISSUES

- Based on Krazan's historical research and interviews, two domestic water wells and five agricultural water wells were observed to be associated with the subject site. If the on-site water wells are not to be used in the future, they should be properly abandoned/destroyed in accordance with state and local guidelines.

If you have any questions regarding the information presented in this report, please call me at (559) 348-2200.

Respectfully Submitted,
KRAZAN & ASSOCIATES, INC.



Arthur C. Farkas, REA No. 07818
Environmental Professional

ACF/mlt

PHASE I ENVIRONMENTAL SITE ASSESSMENT TRACT NO. 6205 PROPERTY NORTHEAST CORNER OF N. SUNNYSIDE AND E. SHEPHERD AVENUES CLOVIS, CALIFORNIA 93619

Pursuant to ASTM E 1527-13

Project No. 014-18235
January 14, 2019

Prepared for:
Mr. Jeffrey Harris
Wilson Homes
7550 N. Palm Avenue, Suite 102
Fresno, California 93711
(559) 436-0900

Prepared by:
Krazan & Associates, Inc.
215 West Dakota Avenue
Clovis, California 93619
(559) 348-2200

Krazan & ASSOCIATES, INC.
SITE DEVELOPMENT ENGINEERS

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January 14, 2019 Project No. 014-18235

PHASE I ENVIRONMENTALSITE ASSESSMENT
TRACT NO. 6205 PROPERTY
NORTHEAST CORNER OF N. SUNNYSIDE
AND E. SHEPHERD AVENUES
CLOVIS, CALIFORNIA 93619

1.0 EXECUTIVE SUMMARY

Krazan & Associates, Inc. (Krazan) has conducted a Phase I Environmental Site Assessment (ESA) of the Tract No. 6205 Property located on the northeast corner of North Sunnyside and East Shepherd Avenues in Clovis, California 93619 (subject site). It is incumbent upon the user to read this Phase I ESA report in its entirety. If not otherwise defined within the text of this report, please refer to the Glossary of Terms Section following the References Section for definitions of terms and acronyms utilized within this Phase I ESA report. Krazan conducted the Phase I ESA of the subject site in conformance with the American Society for Testing and Materials (ASTM) E 1527-13 *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.* This Phase I ESA constitutes all appropriate inquiry (AAI) designed to identify recognized environmental conditions (RECs) in connection with the previous ownership and uses of the subject site as defined by ASTM E 1527-13.

ASTM E 1527-13 Section 1.1.1 *Recognized Environmental Conditions* – In defining a standard of good commercial and customary practice for conducting an environmental site assessment of a parcel of property, the goal of the processes established by this practice is to identify recognized environmental conditions. The term recognized environmental conditions means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. *De minimis* conditions are not recognized environmental conditions.

During the course of this assessment, Krazan identified no evidence of recognized environmental conditions (RECs), controlled RECs (CRECs) or historical RECs (HRECs) in conjunction with the subject site as defined by ASTM E 1527-13. However, potential areas of concern (PAOCs) were revealed related to structures located on the property over the course of historical agricultural use which potentially may have incorporated underground storage tanks (USTs) and the condition of the ground surface underlying on-site fuel aboveground storage tanks (ASTs) and 55-gallon drums. Please

refer to Section 8.0 for a discussion of these issues along with non-scope issues and site development issues.

2.0 PURPOSE AND SCOPE OF ASSESSMENT

2.1 Purpose

According to ASTM E 1527-13, the purpose of this practice is to define good commercial and customary practice in the United States of America for conducting an *environmental site assessment* of a parcel of *commercial real estate* with respect to the range of contaminants within the scope of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) (42 U.S.C. §9601) and *petroleum products.* As such, this practice is intended to permit a *user* to satisfy one of the requirements to qualify for the *innocent landowner, contiguous property owner,* or *bona fide prospective purchaser* limitation on CERCLA liability (hereinafter, the *landowner liability protections,* or *LLPs*): that is, the practice that constitutes *all appropriate inquiries* into the previous ownership and uses of the *property* consistent with good commercial and customary practice as defined at 42 U.S.C. §9601(35)(B).

2.2 Scope of Work

The Phase I ESA includes the following scope of work: a) a site reconnaissance of existing on-site conditions and observations of adjacent property uses, b) a review of user-provided documents, c) a review of historical aerial photographs, a review of pertinent building permit records, city directories, historical Sanborn Fire Insurance Maps (SFIMs), and interview(s) with person(s) knowledgeable of the previous and current ownership and uses of the subject site, d) a review of local regulatory agency records, and e) a review of local, state, and federal regulatory agency lists compiled by Environmental Data Resources, Inc. (EDR). The scope of work for this Phase I ESA conforms to ASTM E 1527-13. Krazan was provided written authorization to conduct the Phase I ESA by Mr. Jeffrey Harris, Chief Operating Officer with Wilson Homes, on December 13, 2018 in Krazan's December 10, 2018 Proposal/Cost Estimate No. P18-403.

3.0 SITE DESCRIPTION

The subject site is located on the northeast corner of North Sunnyside and East Shepherd Avenues within the City of Clovis, California. General property information and property use are summarized in the following Table I. Refer to Figures No. 1 – 4 following the Reference Section.

TABLE I
Subject Site Information Summary

Current Owner:	Leo Wilson
Assessor's Parcel Number:	557-021-19, -20, and -21
Address:	N/A
Historical Address:	5230 East Shepherd Avenue Clovis, CA 93619
General Location:	Northeast of N. Sunnyside and E. Shepherd Avenues
Acreage:	75.05 acres
Existing Use:	Residential/Agricultural
Number of Structures:	Four
Original Construction Date:	At least 1937
Proposed Use:	Residential Development
Topographic Map:	U.S. Geological Survey, 7.5 minute Clovis, California topographic quadrangle map, dated 1964, photorevised 1981
Topographic Map Location:	Southwest quarter of Section 21, Township 12 South, Range 21 East, Mount Diablo Baseline and Meridian
Latitude/Longitude:	36.8685° / –119.690752°
Topography:	Relatively flat, approximately 385 feet above mean sea level
Approximate Depth to Groundwater:	55-65 feet below ground surface (bgs), State of California Department of Water Resources (DWR)*
Regional Groundwater Flow Direction:	Southwest, DWR

* State of California, Department of Water Resources, *Lines of Equal Elevation of Water in Wells Unconfined Aquifer, San Joaquin Valley, Spring 2010*.

3.1 Geology and Hydrogeology

The subject site is located within the San Joaquin Valley, a broad structural trough bound by the Sierra Nevada and Coast Ranges of California. The San Joaquin Valley, which comprises the southern portion of the Great Valley of California, has been filled with several thousand feet of sedimentary deposits. Sediments in the eastern valley, derived from the erosion of the Sierra Nevada, have been deposited by major to minor west-flowing drainages and their tributaries. Near-surface sediments are dominated by sands and silty sands with lesser silts, minor clays, and gravel. The sedimentary deposits in the region form large coalescing alluvial fans with gentle slopes. The groundwater in the area is reported to be first encountered at a depth of approximately 55-65 feet bgs. The groundwater flow direction in the area of the subject site is generally towards the southwest.

4.0 SITE RECONNAISSANCE

A site reconnaissance, which included a visual observation of the subject site and surrounding properties, was conducted by Ms. Michelle Phillips, Krazan's Environmental Assessor, on January 10, 2019. Krazan's Environmental Assessor was unaccompanied during the site reconnaissance. The objective of the site reconnaissance is to obtain information indicating the likelihood of identifying recognized environmental conditions, including hazardous substances and petroleum products, in connection with the property (including soils, surface waters, and groundwater).

4.1 Observations

The following Table II summarizes conditions encountered during our site reconnaissance. A discussion of visual observations follows Table II. Refer to the Site Map (Figure No. 3) and color photographs following the text for the locations of items discussed in this section of the report.

TABLE II
Summary of Site Reconnaissance

Feature	Observed	Not Observed
Structures (existing)	X	
Evidence of Past Uses (foundations, debris)		X
Hazardous Substances and/or Petroleum Products (including containers)	X	
Aboveground Storage Tanks (ASTs)	X	
Underground Storage Tanks (USTs) or Evidence of USTs		X
Evidence of Underground Pipelines		X
Strong, Pungent, or Noxious Odors		X
Pools of Liquid Likely to be Hazardous Materials or Petroleum Products		X
Drums	X	
Unidentified Substance Containers	X	
Potential Polychlorinated Biphenyl (PCB)-Containing Equipment	X	
Subsurface Hydraulic Equipment		X
Heating/Ventilation/Air conditioning (HVAC)	X	
Stains or Corrosion on Floors, Walls, or Ceilings	X	
Floor Drains, Sumps, or Oil/Water Clarifiers		X
Storm Drains	X	
Pits, Ponds, or Lagoons		X
Stained Soil and/or Pavement		X
Soil Piles		X
Stressed Vegetation		X
Waste or Wastewater (including stormwater) Discharges to Surface/ Surface Waters		X
Wells (irrigation, domestic, dry, injection, abandoned, monitoring wells)	X	
Septic Systems		X

The subject site comprises approximately 75.05 acres of rural residential property with the associated Fresno County APNs of 557-021-19, -20 and -21. The subject site is currently occupied by three residential dwellings and a warehouse. The remainder of the subject site is currently occupied by a pecan orchard (See Photographs No. 1 – 58). Refer to Figure No. 3, Site Map, and related photographs for locations and depictions of the following referenced on-site features:

- A rural residential dwelling with the associated subject site address of 5230 East Shepherd Avenue was observed within the southern portion of the subject site. A domestic water well was observed adjacent to the west of the rural residential dwelling (See Photographs No. 11 – 17).

- Adjacent to the north of the rural residential dwelling was a large warehouse where pecans are dried, packed and shipped. The warehouse was observed to be a steel structure set upon a slab on grade foundation. Large cracks were observed in the concrete foundation. *De minimis* staining was also observed on the foundation. Inside the warehouse were observed multiple pallets of stacked and bagged product, a forklift, several empty pallets, at least three refrigerators, and a ladder. A small storage room and two restrooms were also observed in the warehouse. The storage room was observed to contain a generator, at least three boxes of Roundup® herbicide, and multiple bags of zinc sulfate fertilizer. A small shop area was observed in the northeastern portion of the warehouse and contained multiple various tools and two compressed gas cylinders. The type of gas contained was no longer legible on the cylinders (See Photographs No. 18 – 21, 29).

- The warehouse had a bay attached to the eastern side and observed within the bay were a large electric heater for drying pecans, a concrete-lined subsurface pit that is used to dry the pecans, and at least eight metal access panels for the pit. No evidence of petroleum products was observed within or near the pit. *De minimis* staining was observed on the motor of the electric heater (See Photographs No. 26 – 28).

- Adjacent to the north of the warehouse and lined against its back wall were observed three approximately 250-gallon aboveground storage (AST) tanks. Two ASTs contained diesel fuel and the third contained gasoline. The site reconnaissance was completed a day following a heavy rain event and it was not clear if the ground surface below the ASTs exhibited any petroleum product staining because the ground remained saturated with rainwater precluding visual observations (See Photographs No. 22 – 25). A propane tank and stack of firewood were observed adjacent to the north of the ASTs (See Photograph No. 31).

- Four 55-gallon drums containing motor oil were observed to be located to the west of the ASTs. The drums exhibited *de minimis* staining. Also observed adjacent to the drums were two trash bins, a shopping cart and a tire (See Photograph No. 30).

- At least seven utility vaults were observed to be located on the southern boundary along E. Shepherd Avenue (See Photograph No. 11, 52).

- Four pole-mounted transformers were observed on the subject site. Two of the pole-mounted transformers were observed to be located in the central-eastern portion of the subject site, and two were observed to be located along the eastern boundary on the southern portion of the subject site. The transformer casings displayed no visual evidence of leakage and the ground surface below the transformers displayed no evidence of discoloration. Based on Krazan's observations, the Pacific Gas & Electric (PG&E) Company is the owner of the transformers. The transformers were not labeled as to their polychlorinated biphenyl (PCB) status. Based on

the visual absence of apparent unauthorized releases of insulating fluids from the transformers at the time of Krazan's site reconnaissance, the transformers are not currently anticipated to pose an adverse impact to the subject site. However, in the event of a future release/leak of insulating fluids from the transformers, PG&E should be contacted regarding the testing of the transformers for PCB fluids or for their removal/replacement (See Photographs No. 9, 38, 40, 58).

- A small residential structure was observed to be located in the central-eastern portion of the subject site. Access was not granted to the structure at the time of the site reconnaissance because a trailer was parked up against the building, blocking the only entrance to the structure. Additionally, the three windows observed were all too frosted to allow observation of the interior. Multiple items were stored around the structure (See Photographs No. 34 – 37):

    - On the western side was stored an old satellite dish, a pile of concrete debris, a flatbed trailer, and farming equipment;

    - On the southern side was stored a pile of railroad ties, old chain-link fencing, a ladder and farming equipment; and,

    - On the eastern side was stored two trailers, multiple bales of chain link fencing, several stacks of tires and a portable water tank on a trailer.

- Five agricultural water wells were observed to be located on the subject site, two located along the east-west centerline of the subject site to the east of the small residential structure previously mentioned, one located in the southwestern corner of the subject site, one located in the northwestern corner of the subject site, and one located along the eastern boundary of the subject site (See Photographs No. 6, 33 – 34, 37 – 39, 41, and 53).

- A rural residential dwelling was observed within the northwestern portion of the subject site. A domestic water well and associated water tank was observed adjacent to the west of the rural residential dwelling (See Photographs No. 6 – 7, 42 – 49).

- Two large berms containing wood branches and debris from pruning the orchard were observed along the eastern boundary of the subject site. The berms were at least 10-12 feet tall. The larger of the two berms was approximately 550 feet in length, and the smaller was approximately 80 feet in length. The smaller of the two berms appears to be mainly chopped wood. It is unknown how long the berms have been there, and what the condition of the ground is below the berms. Additionally, three flatbed trailers were observed to be located adjacent to the smaller berm (See Photographs No. 50 – 51, 54 – 57).

- During the visual observations of the subject site, no hazardous materials were observed. Exposed surface soils did not exhibit obvious signs of discoloration in accessible areas. No obvious evidence (vent pipes, fill pipes, dispensers, etc.) of USTs was noted within the areas observed. No standing water or major depressions were observed on the subject site. No indications of former structures, such as foundations, were observed on the subject site.

- No high-voltage, tower-mounted electrical transmission lines were observed on or in the vicinity of the subject site.

4.2 Utilities

Based on Krazan's research, the following Table III summarizes companies/municipalities that currently provide or will provide utility services to the subject site:

TABLE III
Municipal Service / Utility Providers

Electricity	Pacific Gas & Electric Company
Natural Gas	Pacific Gas & Electric Company
Potable Water	Domestic Water Well
Sanitary Sewer	City of Clovis

Upon future development, the City of Clovis will provide water services to the subject site.

4.3 Adjacent Streets and Property Usage

The following Table IV summarizes the current adjacent roads and adjacent property uses observed during the site reconnaissance.

TABLE IV
Adjacent Streets and Property Use

Direction	Adjacent Street	Adjacent Property Use (Address)
North	None	Residential
South	E. Shepherd Avenue	Residential
East	None	Residential
West	N. Sunnyside Avenue	Agricultural

Based on the observed uses of the properties located immediately adjacent to the subject site, it is unlikely that significant quantities of hazardous materials are stored at the adjacent properties.

4.4 ASTM Non-Scope Considerations

According to ASTM E 1527-13, there may be environmental issues or conditions at the subject site that are outside the scope of the Phase I ESA practice (non-scope considerations). Some substances may be present at the subject site in quantities and under conditions that may lead to contamination of the subject site or of nearby properties but are not included in CERCLA's definition of hazardous substances (42 U.S.C. §9601[14]). ASTM non-scope considerations are discussed below.

Asbestos-Containing Materials

Asbestos is a group of naturally occurring mineral fibers that have been used commonly in a variety of building construction materials for insulation and as a fire-retardant. Because of its fiber strength and heat resistant properties, asbestos has been used for a wide range of manufactured goods, mostly in building materials, vehicle brakes, and heat-resistant fabrics, packaging, gaskets, and coatings. When asbestos-containing materials (ACMs) are damaged or disturbed by repair, remodeling, or demolition activities, microscopic asbestos fibers may become airborne and can be inhaled into the lungs, where they can cause significant health problems.

The residential structures located on the subject site were constructed in at least 1937, 1979 and 1987. It is unknown if the on-site structures contain ACMs. An asbestos survey and sampling of the on-site structures was not included within the scope of this assessment. However, based on the approximate dates of construction, ACMs may be present at the subject site. During Krazan's January 10, 2019 site reconnaissance, no damaged building materials or friable suspect ACMs which appeared to be posing a health hazard were noted in the on-site structure in accessible areas. Prior to the disturbance of any of the suspect ACMs at this facility via demolition, a comprehensive asbestos survey designed to determine if the suspect ACM is a regulated material is recommended. If such materials are identified and need to be disturbed, repaired, or removed, a licensed abatement contractor should be consulted.

Lead-Based Paint

Although lead-based paint (LBP) was banned in 1978, many building constructed prior to 1978 have paint that contains lead. Lead from paint, chips, and dust can pose serious health hazards if not addressed properly.

The residential structures located on the subject site were constructed in at least 1937, 1979 and 1987. It is unknown if the on-site structures contains LBP. An LBP survey and sampling of the on-site structures was not included within the scope of this assessment. However, based on the approximate dates of construction, LBP may be present at the subject site. During Krazan's January 10, 2019, site reconnaissance, no evidence of chipped or peeling paint was observed in association with the on-site structures in accessible areas. Prior to the disturbance of any of the suspect LBP at this facility via demolition, a comprehensive LBP survey designed to determine if the suspect LBP is a regulated material is recommended. If such materials are identified and need to be disturbed, repaired, or removed, a licensed abatement contractor should be consulted.

Mold and Moisture Intrusion

A class of fungi, molds have been found to cause a variety of health problems in humans, including allergic, toxicological, and infectious responses. Molds are decomposers of organic materials, and thrive in humid environments, and produce spores to reproduce, just as plants produce seeds. When mold spores land on a damp spot indoors, they may begin growing and digesting whatever they are growing on in order to survive. When excessive moisture or water accumulates indoors, mold growth will often occur, particularly if the moisture problem remains undiscovered or unaddressed. As such, interior areas of buildings characterized by poor ventilation and high humidity are the most common locations of mold growth. Building materials including drywall, wallpaper, baseboards, wood framing, insulation and carpeting often play host to such growth. Moisture control is the key to mold

control. Molds need both food and water to survive; since molds can digest most things, water is the factor that limits mold growth. The EPA recommends the following action to prevent the amplification of mold growth in buildings:

- Fix leaky plumbing and leaks in the building envelope as soon as possible.
- Watch for condensation and wet spots. Fix source(s) of moisture problem(s) as soon as possible.
- Prevent moisture due to condensation by increasing surface temperature or reducing the moisture level in air (humidity). To increase surface temperature, insulate or increase air circulation. To reduce the moisture level in air, repair leaks, increase ventilation (if outside air is cold and dry), or dehumidify (if outdoor air is warm and humid).
- Keep heating, ventilation, and air conditioning (HVAC) drip pans clean, flowing properly, and unobstructed.
- Vent moisture-generating appliances, such as dryers, to the outside where possible.
- Maintain low indoor humidity, below 60% relative humidity (RH), ideally 30-50%, if possible.
- Perform regular building/HVAC inspections and maintenance as scheduled.
- Clean and dry wet or damp spots within 48 hours.
- Do not let foundations stay wet. Provide drainage and slope the ground away from the foundation.

During Krazan's January 10, 2019, site reconnaissance, spotty mold growth was observed on the exterior back wall of the rural residential structure observed to be located in the southern portion of the subject site. Although the paint beneath the area of mold growth generally appeared to be in good condition, it is unknown if the mold has penetrated the painted surface. The mold growth appears to be related to poor rain water runoff channeling from the roof of the structure. Mold growth was not apparent in any of the remaining structures observed. Given the situation observed on the rural residential structure and the potential for mold growth behind the impacted wallboard, if a higher level of awareness is desired, a mold survey should be conducted by a licensed contractor.

Radon

Radon is a radioactive gas that is found in certain geologic environments and is formed by the natural breakdown of radium, which is found in the earth's crust. A radon survey was not included within the scope of this investigation; however, the State of California Department of Health Services (CDHS) maintains a statewide database of radon results in designated geographic areas. Radon detection

devices are placed in homes throughout the study region to determine geographic regions with elevated radon concentrations. The U.S. EPA has set the safety standard for radon gas in homes to be 4.0 pico Curies per liter (pCi/L). The US EPA has prepared a map to assist National, State and local organizations to target their resources and to implement radon-resistant building codes. The map divides the country into three Radon Zones, Zone 1 being those areas with the average predicted indoor radon concentration in residential dwellings exceeding the EPA Action Limit of 4.0 pCi/L. It is important to note that the EPA has found homes with elevated levels of radon in all three zones, and the EPA recommends site-specific testing in order to determine radon levels at a specific location. However, the map does give a valuable indication of the propensity of radon gas accumulation in structures. Review of the EPA Map of Radon Zones places the Property in Zone 2, where average predicted radon levels are between 2.0 and 4.0 pCi/L. Therefore, the available data suggests that the potential for radon to adversely impact the subject site appears to be low.

Wetlands

As defined by the U.S. EPA and the Department of Army, Corps of Engineers, wetlands are "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions." Jurisdictional wetlands are regulated under Section 404 of the Clean Water Act (1972, 1977, and 1987, and also the 1985 and 1990 Farm Bills), and are important for protection of aquatic waterfowl and species, water purification, and flood control. According to current Corps of Engineers information, three basic criteria are currently used to define wetlands:

- Wetland hydrology - areas exhibiting surface or near-surface saturation or inundation at some point in time (greater than 12.5 percent of growing season defined on basis of frost-free days) during an average rainfall year.

- Hydrophilic vegetation - frequency of occurrence of wetland indicator plants (plant life growing in water, soil, or substrate that is periodically deficient in oxygen as a result of excessive water content).

- Hydric soil - landscape patterns identified by saturation, flooding, or ponding long enough during the growing season (generally seven days) which develop characteristic color changes in the upper part of the soil as a result of anaerobic conditions.

Based on Krazan's reconnaissance of the subject site, evidence was not apparent to suggest that the site contained a wetland. Furthermore, according to the U. S. Fish & Wildlife Service (USFWS) National Wetlands Inventory available via the USFWS Internet website, the subject site does not

contain a designated wetland. Therefore, at this time, regulations pertaining to wetlands do not appear to impact the subject site.

Environmental Non-Compliance Issues

No obvious material non-compliance issues were identified in connection with the subject site in the process of preparing this report.

Activity and Use Limitations

No activity and use limitations were identified in connection with the subject site in the process of preparing this report.

5.0 USER-PROVIDED INFORMATION

A review of user-provided information was conducted in order to help identify pertinent information regarding potential environmental impacts associated with the subject site. A Final Title Report or Environmental Lien Search were not provided to or prepared by Krazan in conjunction with this assessment.

5.1 Phase I Environmental Site Assessment User Questionnaire

In order to qualify for one of the *Landowner Liability Protections (LLPs)* offered by the Small Business Liability Relief and Brownfields Revitalization Act of 2001 (the *Brownfields Amendments*), the *user* must provide the following information (if available) to the *environmental professional*. Failure to provide this information could result in a determination that *all appropriate inquiry* is not complete. The user is asked to provide information or knowledge of the following:

1. Environmental cleanup liens that are filed or recorded against the site.
2. Activity and land use limitations that are in place on the site or that have been filed or recorded in a registry.
3. Specialized knowledge or experience of the person seeking to qualify for the LLPs.
4. Relationship of the purchase price to the fair market value of the *property* if it were not contaminated.
5. Commonly known or *reasonably ascertainable* information about the *property*.

6. The degree of obviousness of the presence or likely presence of contamination at the *property*, and the ability to detect the contamination by appropriate investigation.

7. The reason for preparation of this Phase I ESA.

A completed questionnaire was not received from the user. The absence of a completed user questionnaire represents a data gap.

6.0 SITE USAGE SURVEY

The property usage survey included assessing property history, and reviewing local, state, and federal regulatory agency records.

6.1 Site History

A review of a previous environmental assessment, historical aerial photographs, a USGS topographic quadrangle map, City of Clovis Planning and Development Department (CCPDD) and Fresno County Public Works and Development Department (FCPWDD) records, reasonably ascertainable city directories, a search for historical fire insurance maps (HFIMs), and a Phase I ESA interview were utilized to assess the history of the subject site.

Aerial Photograph Interpretation

Historical aerial photographs dated 1937, 1946, 1950, 1957, 1962, 1967, 1973, 1979, 1984, 1987, 1998, 2005, 2009, 2012, and 2016 were reviewed to assess the history of the subject site. These photographs were obtained from Environmental Data Resources, Inc. (EDR). The aerial photograph summary is provided in the following Table V below. Please refer to Appendix A in the Table of Contents for a copy of the Historical Aerial Photographs.

TABLE V
Summary of Aerial Photograph Review

Year/Scale	Site Use	Site and Adjacent Property Observation
1937 1" = 500'	Agricultural/ Residential	A rural residential dwelling and associated out-structures are visible in the central-southern portion of the subject site. The subject site and adjacent properties appear to be utilized for agricultural purposes (row crops). The subject site is bounded to the west by N. Sunnyside Avenue, and to the south by a canal. Rural residential dwellings and associated out-structures are visible in the vicinity to the southwest, south and east of the subject site. Vicinity properties to the north, northwest and northeast of the subject site appear to be fallow land.

TABLE V (continued)
Summary of Aerial Photograph Review

Year/Scale	Site Use	Site and Adjacent Property Observation
1946 1" = 500'	Agricultural/ Residential	Conditions on the subject site and the adjacent properties appear relatively similar to those noted in the 1937 aerial photograph except that one long rectangular out-structure on the subject site is no longer visible and one additional out-structure, possibly a barn, is visible in the central-southern portion of the subject site. Additionally, the subject site is in cultivation and three garden plots are visible adjacent to the west of the residential dwelling. A rural residential dwelling and associated out-structures are visible on the northern adjacent property. A vicinity property to the south appears to be fallow land.
1950 1" = 500'	Agricultural/ Residential	Conditions on the subject site and the adjacent properties appear relatively similar to those noted in the 1946 aerial photograph except that the three garden plots are no longer visible adjacent to the west of the residential dwelling. E. Shepherd Avenue has been developed adjacent to the south of the subject site.
1957 1" = 500'	Agricultural/ Fallow Land/ Residential	Conditions on the subject site and the adjacent properties appear relatively similar to those noted in the 1950 aerial photograph except that the eastern portion of the subject site appears to be fallow land. Several out-structures are no longer visible on the northern adjacent property and the property appears to be fallow land. The adjacent property to the east and vicinity properties to the northeast appear to be fallow land. Two large rectangular structures are visible on the southeastern adjacent property to the subject site. Vicinity properties to the southwest, south and southeast appear to be vacant land. A circular anomaly is visible in the southwestern corner of the subject site which does not appear in the 1957 or 1962 aerial photographs.
1962 1" = 500'	Agricultural/ Vacant Land/ Fallow Land/ Residential	Conditions on the subject site and the adjacent properties appear relatively similar to those noted in the 1957 aerial photograph except that the southeastern portion of the subject site has been cleared and graded for development. Vicinity properties to the north, northeast and east appear to be vacant land. Three additional large rectangular structures are visible on the southeastern adjacent property.
1967 1" = 500'	Agricultural/ Fallow Land/ Residential	Conditions on the subject site and the adjacent properties appear relatively similar to those noted in the 1962 aerial photograph except that the eastern portion of the subject site is vacant land. Two large rectangular structures are visible on the southeastern adjacent property to the subject site. Two rural residential structures are visible in the vicinity to the southwest of the subject site.
1973 1" = 500'	Agricultural/ Fallow Land/ Residential	Conditions on the subject site and the adjacent properties appear relatively similar to those noted in the 1967 aerial photograph except that the southwestern portion of the subject site appears to be utilized for agricultural purposes. Four rural residential dwellings and associated out-structures have been developed on the properties adjacent to the south of the subject site. Three additional large rectangular structures are visible on the southeastern adjacent property.

TABLE V (continued)
Summary of Aerial Photograph Review

Year/Scale	Site Use	Site and Adjacent Property Observation
1979 1" = 500'	Agricultural/ Residential	The subject site appears to be utilized for agricultural purposes. A small residential structure has been developed in the southwestern corner of the northeastern portion of the subject site. One out-structure on the subject site has been removed and replaced with a barn approximately twice as large as the previous structure. At least 15 rural residential dwellings have been developed on the eastern adjacent property to the subject site. At least 8 rural residential dwellings have been developed in the vicinity to the south, 7 rural residential dwellings have been developed in the vicinity to the north and 7 rural residential dwellings have been developed in the vicinity to the northeast of the subject site.
1984 1" = 500'	Agricultural/ Residential	Conditions on the subject site and the adjacent properties appear relatively similar to those noted in the 1979 aerial photograph except that 5 rural residential dwellings have been developed, and at least 10 plots have been cleared for residential development, on the adjacent properties to the north and west of the subject site. Additionally, a new paved road has been developed to access the newly developed residences.
1987 1" = 500'	Agricultural/ Residential	Conditions on the subject site and the adjacent properties appear relatively similar to those noted in the 1984 aerial photograph except that a rural residential dwelling has been developed in the northwestern corner of the northeastern portion of the subject site. The adjacent property to the west and vicinity properties to the west and northwest appear to be fallow land. Several additional structures have been developed on the rural residential properties adjacent to the east of the subject site.
1998 1" = 500'	Agricultural/ Residential	Conditions on the subject site and the adjacent properties appear relatively similar to those noted in the 1987 aerial photograph except that 10 rural residential dwellings have been developed on the adjacent properties to the north and west of the subject site. One rural residential dwelling has been developed on a vicinity property to the north of the subject site. The adjacent property to the west and vicinity properties to the west and northwest appear to have been recently cultivated.
2005 1" = 500'	Agricultural/ Residential	Conditions on the subject site and the adjacent properties appear relatively similar to those noted in the 1998 aerial photograph except that the adjacent property to the west and vicinity properties to the west and northwest appear to be utilized for agricultural purposes. Residential tract housing has been developed in the vicinity to the southwest of the subject site.
2009 1" = 500'	Agricultural/ Residential	Conditions on the subject site and the adjacent properties appear relatively similar to those noted in the 2006 aerial photograph except that additional residential tract housing has been developed on the southeastern adjacent property and in the vicinity to the southwest of the subject site. A large commercial structure has been developed in the vicinity to the southeast of the subject site.
2012 1" = 500'	Agricultural/ Residential	Conditions on the subject site and the adjacent properties appear relatively similar to those noted in the 2009 aerial photograph.

2016 1" = 500'	Agricultural/ Residential	Conditions on the subject site and the adjacent properties appear relatively similar to those noted in the 2012 aerial photograph except that Dry Creek Trailhead has been developed on a southwestern vicinity property, on the southwest corner of N. Sunnyside and E. Shepherd Avenues. A PG&E Substation has been developed in the vicinity to the west of the subject site.

USGS Topographic Quadrangle Map

Krazan's review of the USGS, 7.5 minute, Clovis California topographic quadrangle map dated 1964, photorevised 1981, indicates that two residential structures and a water well are depicted on the subject site. Refer to Figure No. 4, Topographic Map, for reference.

City of Clovis Planning and Development Department and Fresno County Public Works and Development Department

On January 9, 2019, the CCPDD and FCPWDD were visited to review building permit records for the subject site APNs of 557-021-19, -20 and -21, and the historical address of 5230 E. Shepherd Avenue. No building permit records are on file with the CCPDD or FCPWDD for the current APNs or historical subject site addresses. Therefore, no permits for items such as underground storage tanks, demolition, or previous structures/features were revealed for the subject site.

City Directories

Krazan contracted with EDR to provide a review of available city directories for the subject site historic address of 5230 East Shepherd Avenue utilizing approximately five-year intervals. A summary of city directory information is presented in the following Table VI. Please refer to Appendix B in the Table of Contents for a copy of the EDR, City Directory Report.

TABLE VI
Polk Guides Directory Summary

Address	Owner/Occupant	Years
Subject Site		
5230 East Shepherd Avenue	CAL PECAN nuts edible	1996 to 2002

Sanborn Fire Insurance Maps

Krazan reviews SFIMs to evaluate prior land use of the subject site and the adjacent properties. SFIMs typically exist for cities with populations of 2,000 or more, the coverage dependent on the location of the subject site within the city limits. Krazan contracted with EDR to provide copies of available SFIMs for the subject site and the adjacent properties as far back as 1867. EDR's search of

SFIMs revealed no coverage for the subject site and the adjacent properties. Please refer to Appendix C in the Table of Contents for a copy of the EDR SFIM *Unmapped Property* Report.

6.2 Interviews

Krazan strives to conduct an interview with the owner of the subject site. The interview is designed to provide pertinent information regarding potential environmental impacts associated with the subject site.

Subject Site Owner

A completed owner questionnaire was not received from nor was an interview conducted with the property owner. The absence of a completed owner interview/questionnaire represents a data gap.

Previous Subject Site Owners/Occupants

An interview with a previous owner/occupant of the subject site was not reasonably ascertainable. Consequently, the absence of information regarding the history and historical uses of the subject site obtained from an interview of the previous owner and/or occupant constitutes a data gap.

6.3 Agricultural Chemicals

Review of historical aerial photographs indicates the subject site was utilized for agricultural purposes from at least 1937 to present. It is not known if environmentally persistent pesticides and/or herbicides were historically applied to the crops grown on the subject site. Although the potential exists that environmentally persistent pesticides/herbicides were historically applied to the crops grown on the subject site, 1) no material evidence of the use of environmentally persistent pesticides/herbicides was obtained during the course of this assessment, 2) Krazan's sampling analysis of surface soils from properties with similar agricultural histories in the subject site area has typically yielded non-detectable results or very low concentrations for analysis of environmentally persistent pesticides/herbicides, and 3) based upon the soil disturbance in conjunction with the grading and trenching activities during the proposed redevelopment of the subject site, it is likely that potential agricultural chemicals would be significantly mixed and diluted. Consequently, given the above-referenced factors and Krazan's experience in the subject site vicinity which generally indicates that the potential is low for elevated concentrations of environmentally persistent pesticides/herbicides related to agricultural cultivation to exist in the near-surface soils of common agricultural ground at concentrations which would require regulatory action, despite the absence of specific data, the potential for elevated concentrations of environmentally persistent pesticides/herbicides to currently

exist in the near-surface soils of the subject site at concentrations which would require regulatory action appears to below.

6.4 Regulatory Agency Interface

A review of regulatory agency records was conducted to help determine if hazardous materials have been handled, stored, or generated on the subject site and/or the adjacent properties and businesses. Regulatory records are reviewed based on the following criteria: 1) properties with known soils and/or groundwater releases considered to represent the potential for impact to the subject site that are located within 1,760 feet of the subject site for constituents of concern impacts or 528 feet of the subject site for petroleum hydrocarbon impacts; 2) properties that are adjacent or in proximity to the subject site included within the EDR regulatory database report or noted during the site reconnaissance to possibly handle, store, or generate hazardous materials.

Fresno County Department of Community Health, Environmental Health System

The Fresno County Department of Community Health, Environmental Health System (FCEHS) is the lead regulatory agency or Certified Unified Program Agency (CUPA) for hazardous materials handling facilities in Fresno County. Krazan's review of the FCEHS CUPA and Solid Waste Programs Resource List (CUPA List) dated January 7, 2019, indicated that no records are on file with the FCEHS for the subject site. However, records are on file with the FCEHS for adjacent and vicinity properties which do not represent material evidence of the potential to represent environmental concern to the subject site. The factors and considerations utilized in deriving the above-referenced conclusion for each of the sites are summarized in the following Table VII.

TABLE VII
Proximate Property CUPA Listings

Site Name/Address	Orientation to Subject Site/ Groundwater Flow Direction	Regulatory Status/ Potential to Impact Subject Site
Wilson Development Property 4767 E. Shepherd Avenue	Adjacent to the south of subject site/ Southwest – Down/Cross-gradient of subject site	UST Removal/ Closure w/1 Tank/ Low
P-R Farms 4650 E. Shepherd Avenue	158 feet to the southwest of subject site / Southwest – Downgradient of subject site	Hazardous Materials Handler Farm Exemption/ Low
PG&E Shepherd Substation N. Sunnyside Avenue	1,089 feet to the north/ northwest of subject site / Southwest – Cross-gradient of subject site	Small Hazardous Materials Handler / Low

City of Clovis Fire Department

The City of Clovis Fire Department (CCFD) has jurisdiction for the fire protection for the subject site and the immediate vicinity. According to representatives of the CCFD, records of hazardous materials incidents are kept by the FCEHS. Additionally, hazardous/flammable incidents are filed according to the date of occurrence and by the location of occurrence with the FCEHS.

State of California Regional Water Quality Control Board – Geotracker

Krazan's January 9, 2019, review of the State of California Regional Water Quality Control Board (RWQCB) Geotracker database available via the RWQCB Internet Website indicated that no sites including LUST sites, cleanup program sites, land disposal sites, or military sites are listed for the subject site, the adjacent properties, or properties located within the subject site vicinity. Additionally, no permitted UST sites were determined to be located on or adjacent to the subject site.

State of California Department of Toxic Substances Control – Envirostor

Krazan's January 9, 2019, review of the State of California Department of Toxic Substances Control (DTSC) Envirostor database available via the DTSC's Internet Website indicated that no sites including State response sites, voluntary cleanup sites, school cleanup sites, or military or school evaluation sites are listed for the subject site, the adjacent properties, or properties located within 1,000 feet of the subject site. Additionally, no Federal Superfund – National Priorities List (NPL) sites were determined to be located within a one-mile radius of the subject site.

California Department of Conservation, Division of Oil, Gas & Geothermal Resources - DOMS

Krazan's January 9, 2019, review of the State of California Department of Conservation, Division of Oil, Gas and Geothermal Resources (DOGGR) Online Mapping System (DOMS) indicated that no plugged and abandoned or producing oil wells are located on or adjacent to the subject site.

Local Area Tribal Records

No Indian reservations, USTs on Indian land, or LUSTs on Indian land were reported on the subject site, adjacent properties, or vicinity properties in the EDR-provided government database report.

6.5 Regulatory Agency Lists Review

Several agencies have published documents that list businesses or properties which have handled hazardous materials or waste or may have experienced site contamination. The lists consulted in the course of our assessment were compiled by EDR and Krazan and represent reasonably ascertainable

current listings. Krazan did not verify the locations and distances of every property listed by EDR. Krazan verified the location and distances of the properties Krazan deemed as having the potential to adversely impact the subject site. The actual location of the listed properties may differ from the EDR listing. Refer to the following Table VIII for a summary of the listed properties considered to have the potential to impact the subject site located within the specified ASTM Search Radii. The actual distances of the listed properties (which are summarized below) are based on observations during Krazan's site reconnaissance. No EDR-listed unmapped (non geocoded) sites were determined to be located on or adjacent to the subject site. Please refer to Appendix D in the Table of Contents for a copy of the EDR Radius Map Report.

TABLE VIII
Summary of Findings

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Federal NPL site list								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	0.001		0	NR	NR	NR	NR	0
Federal Delisted NPL site list								
Delisted NPL	1.000		0	0	0	0	NR	0
Federal CERCLIS list								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
Federal CERCLIS NFRAP site list								
SEMS-ARCHIVE	0.500		0	0	0	NR	NR	0
Federal RCRA CORRACTS facilities list								
CORRACTS	1.000		0	0	0	0	NR	0
Federal RCRA non-CORRACTS TSD facilities list								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Federal RCRA generators list								
RCRA-LQG	0.250		0	0	NR	NR	NR	0
RCRA-SQG	0.250		0	0	NR	NR	NR	0
RCRA-CESQG	0.250		0	0	NR	NR	NR	0
Federal institutional controls / engineering controls registries								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROL	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	0.001		0	NR	NR	NR	NR	0
State- and tribal - equivalent NPL								
RESPONSE	1.000		0	0	0	0	NR	0
State- and tribal - equivalent CERCLIS								
ENVIROSTOR	1.000		0	0	0	1	NR	1
State and tribal landfill and/or solid waste disposal site lists								
SWF/LF	0.500		0	0	0	NR	NR	0
State and tribal leaking storage tank lists								
LUST	0.500		0	0	0	NR	NR	0

TABLE VIII (continued)
Summary of Findings

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
INDIAN LUST	0.500		0	0	0	NR	NR	0
CPS-SLIC	0.500		0	0	0	NR	NR	0
State and tribal registered storage tank lists								
FEMA UST	0.250		0	0	NR	NR	NR	0
UST	0.250		0	0	NR	NR	NR	0
AST	0.250		0	0	NR	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
State and tribal voluntary cleanup sites								
INDIAN VCP	0.500		0	0	0	NR	NR	0
VCP	0.500		0	0	0	NR	NR	0
State and tribal Brownfields sites								
BROWNFIELDS	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
WMUDS/SWAT	0.500		0	0	0	NR	NR	0
SWRCY	0.500		0	0	0	NR	NR	0
HAULERS	0.001		0	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
IHS OPEN DUMPS	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US HIST CDL	0.001		0	NR	NR	NR	NR	0
HIST Cal-Sites	1.000		0	0	0	0	NR	0
SCH	0.250		0	0	NR	NR	NR	0
CDL	0.001		0	NR	NR	NR	NR	0
CERS HAZ WASTE	0.250		0	0	NR	NR	NR	0
Toxic Pits	1.000		0	0	0	0	NR	0
US CDL	0.001		0	NR	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
SWEEPS UST	0.250		2	0	NR	NR	NR	2
HIST UST	0.250		2	0	NR	NR	NR	2
CERS TANKS	0.250		0	0	NR	NR	NR	0
CA FID UST	0.250		2	0	NR	NR	NR	2
Local Land Records								
LIENS	0.001		0	NR	NR	NR	NR	0
LIENS 2	0.001		0	NR	NR	NR	NR	0

TABLE VIII (continued)
Summary of Findings

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
DEED	0.500		0	0	0	NR	NR	0
Records of Emergency Release Reports								
HMIRS	0.001		0	NR	NR	NR	NR	0
CHMIRS	0.001		0	NR	NR	NR	NR	0
LDS	0.001		0	NR	NR	NR	NR	0
MCS	0.001		0	NR	NR	NR	NR	0
SPILLS 90	0.001		0	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		0	0	NR	NR	NR	0
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	0.001		0	NR	NR	NR	NR	0
EPA WATCH LIST	0.001		0	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	0.001		0	NR	NR	NR	NR	0
TRIS	0.001		0	NR	NR	NR	NR	0
SSTS	0.001		0	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	0.001		0	NR	NR	NR	NR	0
RAATS	0.001		0	NR	NR	NR	NR	0
PRP	0.001		0	NR	NR	NR	NR	0
PADS	0.001		0	NR	NR	NR	NR	0
ICIS	0.001		0	NR	NR	NR	NR	0
FTTS	0.001		0	NR	NR	NR	NR	0
MLTS	0.001		0	NR	NR	NR	NR	0
COAL ASH DOE	0.001		0	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	0.001		0	NR	NR	NR	NR	0
RADINFO	0.001		0	NR	NR	NR	NR	0
HIST FTTS	0.001		0	NR	NR	NR	NR	0
DOT OPS	0.001		0	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	0.001		0	NR	NR	NR	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	0.001		0	NR	NR	NR	NR	0
US AIRS	0.001		0	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	0.001		0	NR	NR	NR	NR	0
FINDS	0.001		0	NR	NR	NR	NR	0
DOCKET HWC	0.001		0	NR	NR	NR	NR	0
UXO	1.000		0	0	0	0	NR	0
ECHO	0.001		0	NR	NR	NR	NR	0
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
Cortese	0.500		0	0	0	NR	NR	0
CUPA Listings	0.250		2	1	NR	NR	NR	3
DRYCLEANERS	0.250		0	0	NR	NR	NR	0

TABLE VIII (continued)
Summary of Findings

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
EMI	0.001		0	NR	NR	NR	NR	0
ENF	0.001		0	NR	NR	NR	NR	0
Financial Assurance	0.001		0	NR	NR	NR	NR	0
HAZNET	0.001		0	NR	NR	NR	NR	0
ICE	0.001		0	NR	NR	NR	NR	0
HIST CORTESE	0.500		0	0	0	NR	NR	0
HWP	1.000		0	0	0	0	NR	0
HWT	0.250		0	0	NR	NR	NR	0
MINES	0.001		0	NR	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
NPDES	0.001		0	NR	NR	NR	NR	0
PEST LIC	0.001		0	NR	NR	NR	NR	0
PROC	0.500		0	0	0	NR	NR	0
Notify 65	1.000		0	0	0	0	NR	0
UIC	0.001		0	NR	NR	NR	NR	0
WASTEWATER PITS	0.500		0	0	0	NR	NR	0
WDS	0.001		0	NR	NR	NR	NR	0
CERS	0.001		0	NR	NR	NR	NR	0
WIP	0.250		0	0	NR	NR	NR	0
NON-CASE INFO	0.001		0	NR	NR	NR	NR	0
MILITARY PRIV SITES	0.001		0	NR	NR	NR	NR	0
WDR	0.001		0	NR	NR	NR	NR	0
PROD WATER PONDS	0.001		0	NR	NR	NR	NR	0
CIWQS	0.001		0	NR	NR	NR	NR	0
SAMPLING POINT	0.001		0	NR	NR	NR	NR	0
OTHER OIL GAS	0.001		0	NR	NR	NR	NR	0
PROJECT	0.001		0	NR	NR	NR	NR	0
WELL STIM PROJ	0.001		0	NR	NR	NR	NR	0
UIC GEO	0.001		0	NR	NR	NR	NR	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	0	0	NR	0
EDR Hist Auto	0.125		0	NR	NR	NR	NR	0
EDR Hist Cleaner	0.125		0	NR	NR	NR	NR	0
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
RGA LF	0.001		0	NR	NR	NR	NR	0
RGA LUST	0.001		0	NR	NR	NR	NR	0
- Totals --		0	8	1	0	1	0	10

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

There were no listings for the subject site or adjacent properties.

The following property was listed in the vicinity of the subject site:

P-R Farms, Inc. approximately 158-173 feet to the southwest
4648-4650 East Shepherd Avenue
According to EDR, this facility is listed a CUPA Listings, SWEEPS UST, CA FID UST, and HIST UST site including a 500-gallon gasoline tank and a 2,000-gallon diesel tank on a farm property installed in at least 1985. No records for releases or removal were found on file with the FCEHS, RWQCB or DTSC. Based on Krazan's review of available regulatory records and its hydraulically cross-gradient location from the subject site, there is no evidence to suggest that this facility represents an environmental concern in connection with the subject site.

The remaining properties within the specified search radius of the subject site which appeared on local, state, or federally published lists of sites that use or have had releases of hazardous materials or petroleum products are of sufficient distance and/or situated hydraulically cross- or downgradient from the subject site such that impact to the subject site via groundwater migration is unlikely. In general, potentially hazardous materials released from facilities located approximately hydraulically upgradient within the subject site vicinity, or in a hydraulically cross-gradient direction in proximity to the site, may have a reasonable potential of migrating to the subject site via groundwater flow. This opinion is based on the assumption that non-vaporous hazardous materials generally do not migrate large distances laterally within the soil, but rather tend to migrate with groundwater in the general direction of groundwater flow. However, the potential for migration of volatile hazardous materials may include movement within soils, groundwater flow or potentially omni-directionally if present in a vaporous state.

Hazardous Materials Migration in Vapor

Hazardous materials or petroleum product vapors which may have the potential to migrate into the subsurface of the subject site may be caused by the release of vapors from contaminated soil or groundwater either on or in the vicinity of the subject site from current or historical uses of the subject site and/or adjacent or vicinity properties. Current or past land uses such as gasoline stations (using petroleum hydrocarbons), dry cleaning establishments (using chlorinated volatile organic compounds), former manufactured gas plant sites (using volatile and semi-volatile organic compounds), and former industrial sites such as those that had vapor degreasing or other parts-cleaning operations (using chlorinated volatile organic compounds) are of particular concern. Constituent of concern vapors are capable of migrating great distances omni-directionally along subsurface conduits such as pipelines, utility lines, sewer and stormwater lines, and building foundations.

Based on Krazan's observations and review of the EDR regulatory database report, no listings of concern were determined to be associated with the subject site, adjacent properties, or properties located within the subject site vicinity. However, the screening process for vapor migration in connection with the subject site is described in the ASTM E 2600-10 *Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions,* an industry consensus methodology to assess vapor migration which is not included in the scope of work of this Phase I ESA.

No engineering control sites, sites with institutional controls, or sites with deed restrictions were listed for the subject site, adjacent sites or vicinity properties in the EDR Report.

7.0 DISCUSSION OF FINDINGS

TABLE IX
Summary of Conclusions

Apparent Evidence of RECs/PAOCs From:	Not Noted	Noted
Historical Uses		X
Current Uses		X
Adjacent or Vicinity Property Uses	X	

Historical Uses

Based on Krazan's review of historical aerial photographs, a site reconnaissance, and contacts with the local regulatory agencies, there is evidence that PAOCs exist in connection with the historical uses of the subject site.

Current Uses

Based on Krazan's site reconnaissance and contacts with local regulatory agencies, there is evidence that PAOCs exist in connection with the current uses of the subject site.

Adjacent or Vicinity Property Uses

Based on Krazan's review of historical research of the subject site, a site reconnaissance, contacts with the State and local regulatory agencies, and review of the EDR regulatory database report, there is no evidence that RECs or PAOCs exist in connection with the subject site from adjacent or vicinity properties.

7.1 Evaluation of Data Gaps/Data Failure

In accordance with ASTM E 1527-13 guidance, data gaps represent a lack of or inability to obtain information required by this practice despite good faith efforts by the environmental professional to gather such information. Data gaps may result from incompleteness in any of the activities required by this practice. Data failure represents the failure to achieve the historical research objectives of this practice even after reviewing the standard historical sources that are reasonably ascertainable and likely to be useful. Data failure is one type of data gap. The following is a summary of data gaps encountered in the process of preparing this report including an observation as to the presumed significance of that data gap to the conclusions of this assessment.

- Inaccessibility (Section 4.1)

  A small residential structure was observed to be located in the central-eastern portion of the subject site. Access was not granted to the structure at the time of the site reconnaissance because a trailer was parked up against the building, blocking the only entrance to the structure. Additionally, the three windows observed were all too frosted to allow observation of the interior. The absence of interior site inspection represents a data gap. However, given the apparent residential nature of the structure taken in consideration with the available information obtained in the course of preparing this report in conjunction with professional experience, there is no material evidence that this data gap might alter the conclusions of this assessment. However, the contents and condition of the interior of the unobservable structure are unknown.

- Absence of Final Title Report or Environmental Lien Search (Section 5.1)

  A Final Title Report or Environmental Lien Search were not provided by the Phase I ESA user, therefore a data gap exists. Taken in consideration with the available information obtained in the course of preparing this report in conjunction with professional experience, there is no evidence to suggest that this data gap might alter the conclusions of this assessment. However, the contents of a Final Title Report or Environmental Lien Search are unknown.

- Absence of User Questionnaire (Section 5.2)

  A completed User Questionnaire was not provided by the Phase I ESA user; therefore, a data gap exists. Taken in consideration with the available information obtained in the course of preparing this report in conjunction with professional experience, there is no material evidence

that this data gap might alter the conclusions of this assessment. However, the contents of a completed User Questionnaire are unknown.

- Unknown Date of First Development (Section 6.1)

  Site history prior to 1937 was not reasonably ascertainable based upon review of standard historical sources. Consequently, data failure was encountered relative to date of first development of the subject site. Taken in consideration with the available information obtained in the course of preparing this report in conjunction with professional experience, there is no evidence to suggest that this data gap might alter the conclusions of this assessment. However, the date of first development of the subject site is unknown.

- Absence of Interview with Current or Previous Property Owners/Occupants (Section 6.2)

  A Phase I ESA interview with the current or previous owners/occupants of the subject site was not reasonably ascertainable. Consequently, information regarding the history and historical uses of the subject site obtained from an interview of a current or previous owner and/or occupant constitutes a data gap. Taken in consideration with the available information obtained in the course of preparing this report in conjunction with professional experience, there is no material evidence that this data gap might alter the conclusions of this assessment. However, the contents of an interview with a current/previous property owner are unknown.

8.0 CONCLUSIONS/OPINIONS

We have conducted a Phase I ESA of the subject site in conformance with the scope and limitations of the ASTM E 1527-13 *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process* guidance documents. Any deviations from this practice were previously described in this report. During the course of this assessment, Krazan identified no evidence of recognized environmental conditions (RECs), controlled RECs (CRECs) and historical RECs (HRECs) in conjunction with the subject site as defined by ASTM E 1527-13. However, the following potential areas of concern (PAOCs), non-scope issues and site development issues are presented:

PAOCs

- Adjacent to the north of the on-site warehouse and lined against its back wall, three approximately 250-gallon aboveground storage (AST) tanks were observed. Two ASTs contained diesel fuel and the third contained gasoline. Additionally, four 55-gallon drums containing motor oil were observed to be located to the west of the ASTs which exhibited *de*

minimis staining. The site reconnaissance was completed a day following a heavy rain event and it was not clear if the ground surface below the ASTs and/or drums exhibited any significant petroleum product staining because the ground remained saturated with rainwater precluding visual observations. Consequently, the specific condition of the ground surface underlying the ASTs and drums is unknown.

- Krazan's review of aerial photographs indicates that the subject site was utilized for agricultural purposes from at least 1937 to the present and that residential structures and associated outbuildings occupied the property from at least 1937, 1979 and 1987 to the present. No records of USTs for the subject site are on file with the local regulatory agencies; however, USTs on rural or agricultural properties historically have been exempt from requirements for registration with regulatory agencies. Furthermore, Krazan's experience with such properties has shown that it was not uncommon for property owners/operators to install USTs for their convenience, especially in the vicinity of structures, which are undocumented and whose presence would remain unknown in spite of the standard data research conducted in the course of this Phase I ESA. It is therefore possible that subsurface features such as unregistered fuel USTs may exist within the structure-related portions of the subject site which remain unknown based on the absence of any regulatory, municipality, and/or interview data, or other evidence indicating their presence or location. Consequently, despite an absence of data suggesting their presence, the presence or absence of USTs associated with on-site structures in a historical agricultural setting on the subject site is unknown.

NON-SCOPE ISSUES

- The residential dwellings/structures located on the subject site appears to have been originally constructed in at least 1937, 1979 and 1987. It is unknown if the on-site dwellings/structures contain asbestos-containing materials (ACMs) or lead-based paint (LBP). An asbestos and/or LBP survey and sampling of the on-site dwellings/structures was not included within the scope of this assessment. However, based upon the approximate apparent dates of construction, ACMs and LBP may be present at the subject site. During Krazan's site reconnaissance, no damaged building materials which appeared to be posing a health hazard were noted within those areas of the on-site residential dwellings/structures observed. Prior to the disturbance of any of the suspect ACMs or LBP at the subject site via renovation or demolition, a comprehensive asbestos and LBP survey designed to determine if the suspect ACM and LBP are regulated materials is recommended. If such materials are identified and need to be disturbed, repaired, or removed, a licensed abatement contractor should be consulted.

SITE DEVELOPMENT ISSUES

- Based on Krazan's historical research and interviews, two domestic water wells and five agricultural water wells were observed to be associated with the subject site. If the on-site water wells are not to be used in the future, they should be properly abandoned/destroyed in accordance with state and local guidelines.

9.0 RELIANCE

This report was prepared solely for use by Client and should not be provided to any other person or entity without Krazan & Associates' prior written consent. No party other than Client may rely on this report without Krazan & Associates' express prior written consent. Reliance rights for third parties will only be in effect once requested by Client and authorized by Krazan & Associates with authorization granted by way of a Reliance Letter. The Reliance Letter will require that the relying party(ies) agree to be bound to the terms and conditions of the agreement between Client and Krazan & Associates as if originally issued to the relying party(ies), or as so stipulated in the Reliance Letter.

10.0 LIMITATIONS

The site reconnaissance and research of the subject site has been limited in scope. This type of assessment is undertaken with the calculated risk that the presence, full nature, and extent of contamination would not be revealed by visual observation alone. Although a thorough site reconnaissance was conducted in accordance with ASTM Guidelines and employing a professional standard of care, no warranty is given, either expressed or implied, that hazardous material contamination or buried structures, which would not have been disclosed through this investigation, do not exist at the subject site. Therefore, the data obtained are clear and accurate only to the degree implied by the sources and methods used.

The findings presented in this report were based upon field observations during a single property visit, review of available data, and discussions with local regulatory and advisory agencies. Observations describe only the conditions present at the time of this investigation. The data reviewed and observations made are limited to accessible areas and currently available records searched. Krazan cannot guarantee the completeness or accuracy of the regulatory agency records reviewed. Additionally, in evaluating the property, Krazan has relied in good faith upon representations and information provided by individuals noted in the report with respect to present operations and existing property conditions, and the historical uses of the property. It must also be understood that changing circumstances in the property usage, proposed property usage, subject site zoning, and changes in the environmental status of the other nearby properties can alter the validity of conclusions and information contained in this report. Therefore, the data obtained are clear and accurate only to the degree implied by the sources and methods used.

This report is provided for the exclusive use of the client noted on the cover page and shall be subject to the terms and conditions in the applicable contract between the client and Krazan. Any third party use of this report, including use by Client's lender, shall also be subject to the terms and conditions governing the work in the contract between the client and Krazan. The unauthorized use of, reliance on, or release of the information contained in this report without the express written consent of Krazan is strictly prohibited and will be without risk or liability to Krazan. Conclusions and recommendations contained in this report are based on the evaluation of information made available during the course of this assessment. It is not warranted that such data cannot be superseded by future environmental, legal, geotechnical or technical developments. Consequently, given the possibility for unanticipated hazardous conditions to exist on a subject site which may not have been discovered, this Phase I ESA is not intended as the basis for a buyer or developer of real property to waive their rights of recovery based upon environmental unknowns. Parties that choose to waive rights of recovery prior to site development do so at their own risk.

Parties who seek to rely upon Phase I Environmental Site Assessment reports dated more than 180 days prior to the date of reliance do so at their own risk. This limitation in reliance is based on the potential for physical changes at the site, changes in circumstances, technological and professional advances, and guidance related to the continued viability of Environmental Site Assessment reports, user's responsibilities, and requirements for updating of components of the inquiry as stated in the ASTM Standard E 1527-13.

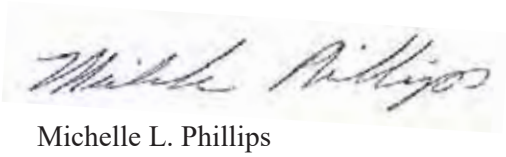
11.0 QUALIFICATIONS

This Phase I ESA was conducted under the supervision or responsible charge of Krazan's undersigned environmental assessor with oversight from the undersigned environmental professional. The work was conducted in accordance with ASTM E 1527-13 guidance, generally accepted industry standards for environmental due diligence in place at the time of the preparation of this report, and Krazan's quality-control policies.

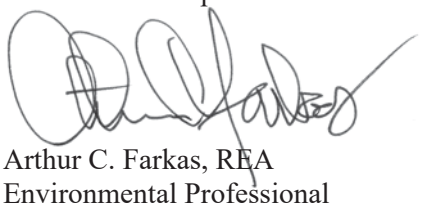
We declare that, to the best of our professional knowledge and belief, we meet the definition of environmental professional as defined in §312.10 of 40 CFR 312 and we have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property.

We have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.

Respectfully submitted,
KRAZAN & ASSOCIATES, INC.



Michelle L. Phillips
Environmental Specialist



Arthur C. Farkas, REA
Environmental Professional

MLP/ACF/mlt

REFERENCES

Aerial photographs obtained from the Environmental Data Resources, Inc. (EDR).

American Society for Testing and Materials (ASTM), *Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment (ESA) Process*, ASTM Designation: E 1527-13.

ASTM, *Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions,* ASTM Designation E 2600-10.

City of Clovis Planning and Development Department (CCPDD).

Environmental Data Resources, Inc. (EDR), City Directory Report.

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Fresno County Department of Community Health, Environmental Health System, Environmental Health Document Portal Website: http://www.fresnohealthinspections.org

Fresno County Department of Community Health, Environmental Health System, Master Hazardous Materials Handling Facilities List, January 2019.

Fresno County Public Works and Development Department (FCPWDD)

Harris, Mr. Jeffrey, with Wilson Homes, the Phase I user and owner representative.

State of California Department of Conservation, Division of Oil, Gas and Geothermal Resources (DOGGR) Maps Website: http://www.conservation.ca.gov/dog/maps/Pages/index_map.aspx

State of California Department of Toxic Substances Control, Envirostor Website: http://www.envirostor.dtsc.ca.gov/public

State of California Regional Water Quality Control Board, Geotracker Website: http://geotracker.swrcb.ca.gov

State of California, Department of Water Resources, *Lines of Equal Elevation of Water in Wells Unconfined Aquifer, San Joaquin Valley, Spring 2010.*

U.S. Environmental Protection Agency (EPA) *Map of Radon Zones*.

U.S. Fish & Wildlife Service National Wetland Inventory *Wetlands Mapper:* http://www.fws.gov/wetlands/Data/Mapper.html

U.S. Geological Survey, 7.5 minute Clovis, California topographic quadrangle map, dated 1964, photorevised 1981.

GLOSSARY OF TERMS

Subject Site: The real property being investigated under this Phase I ESA.

Adjacent Properties: Properties which are contiguous with the subject site, or would be contiguous except for a street, road, or other public thoroughfare.

Subject Site Vicinity: Properties located within a 500-foot radius of the subject site.

Environmental Professional: A person meeting the education, training, and experience requirements as set forth in 40 CFR §312.10(b). The EP may be an independent contractor or an employee of the user.

User: The party seeking to use Practice E 1527 to complete an environmental site assessment of the subject site. A user may include, without limitation, a potential purchaser of the subject site, a potential tenant of the subject site, an owner of the subject site, a lender, or a property manager.

Recognized Environmental Condition (REC): In defining a standard of good commercial and customary practice for conducting an environmental site assessment of a parcel of property, the goal of the processes established by this practice is to identify recognized environmental conditions. The term recognized environmental conditions means the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. *De minimis* conditions are not recognized environmental conditions.

Controlled Recognized Environmental Condition (CREC): A recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls). For example, if a leaking underground storage tank has been cleaned up to a commercial use standard, but does not meet unrestricted residential cleanup criteria, this would be considered a CREC. The "control" is represented by the restriction that the property use remain commercial. A condition considered by the environmental professional to be a CREC shall be listed in the findings section of the Phase I ESA report and as an REC in the conclusions section. A condition identified as a CREC does not imply that the environmental professional has evaluated or confirmed the adequacy, implementation, or continued effectiveness of the required control that has been, or is intended to be, implemented.

Historical Recognized Environmental Condition (HREC): A past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (for example, property use restrictions, activity and use limitations, institutional controls, or engineering controls). Before calling the past release an HREC, the environmental professional must determine whether the past release is an REC at the time the Phase I ESA is conducted (for example, if there has been change in the regulatory criteria). If the EP considers the past release to be an REC at the time the Phase I ESA is conducted, the condition shall be included in the conclusions section of the report as an REC.

GLOSSARY OF TERMS (continued)

Potential Area of Concern (PAOC): A term adopted to provide an alternative designation to the REC and HREC for a range of environmental issues related to current subject site uses, historical subject site uses, or from adjacent and/or vicinity property uses. The PAOC is utilized to emphasize full disclosure and provide the User with conclusions and recommendations related to potential environmental issues in connection with the subject site based on Krazan's professional experience in cases where official documentation or other evidence may be absent in order to identify an REC or HREC, thereby aiding the User's considerations of environmental due diligence risk tolerance.

Migrate/migration: For the purposes of this practice, "migrate" and "migration" refer to the movement of hazardous substances or petroleum products in any form, including, for example, solid and liquid at the surface or subsurface, and vapor in the subsurface. Vapor migration in the subsurface is described in ASTM E 2600-10 guidance; however, nothing in the E 1527-13 practice should be construed to require application of the E 2600-10 standard to achieve compliance with AAI.

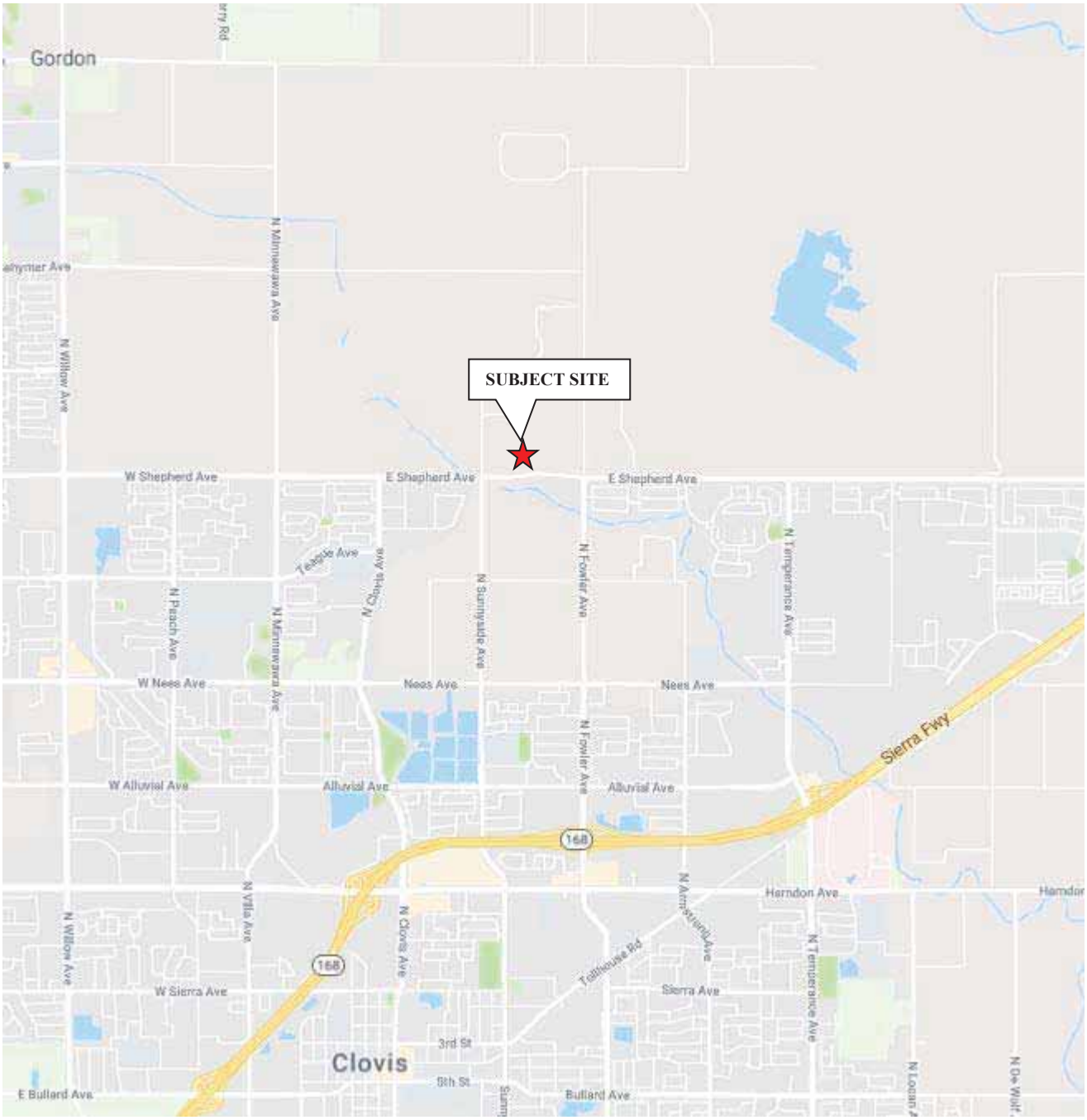
De minimis condition: A condition that generally does not present a threat to human health or the environment and that generally would not be the subject of an enforcement action if brought to the attention of appropriate governmental agencies. Condition determined to be *de minimis conditions* are not RECS or CRECs.

Data Gap: A lack of or inability to obtain information required by this practice despite good faith efforts by the Environmental Professional to gather such information. Data gaps may result from incompleteness in any of the activities required by this practice, including, but not limited to the site reconnaissance and interviews.

Data Failure: A failure to achieve the historical research objectives even after reviewing the standard historical sources that are reasonably ascertainable and likely to be useful. Data failure is one type of data gap.

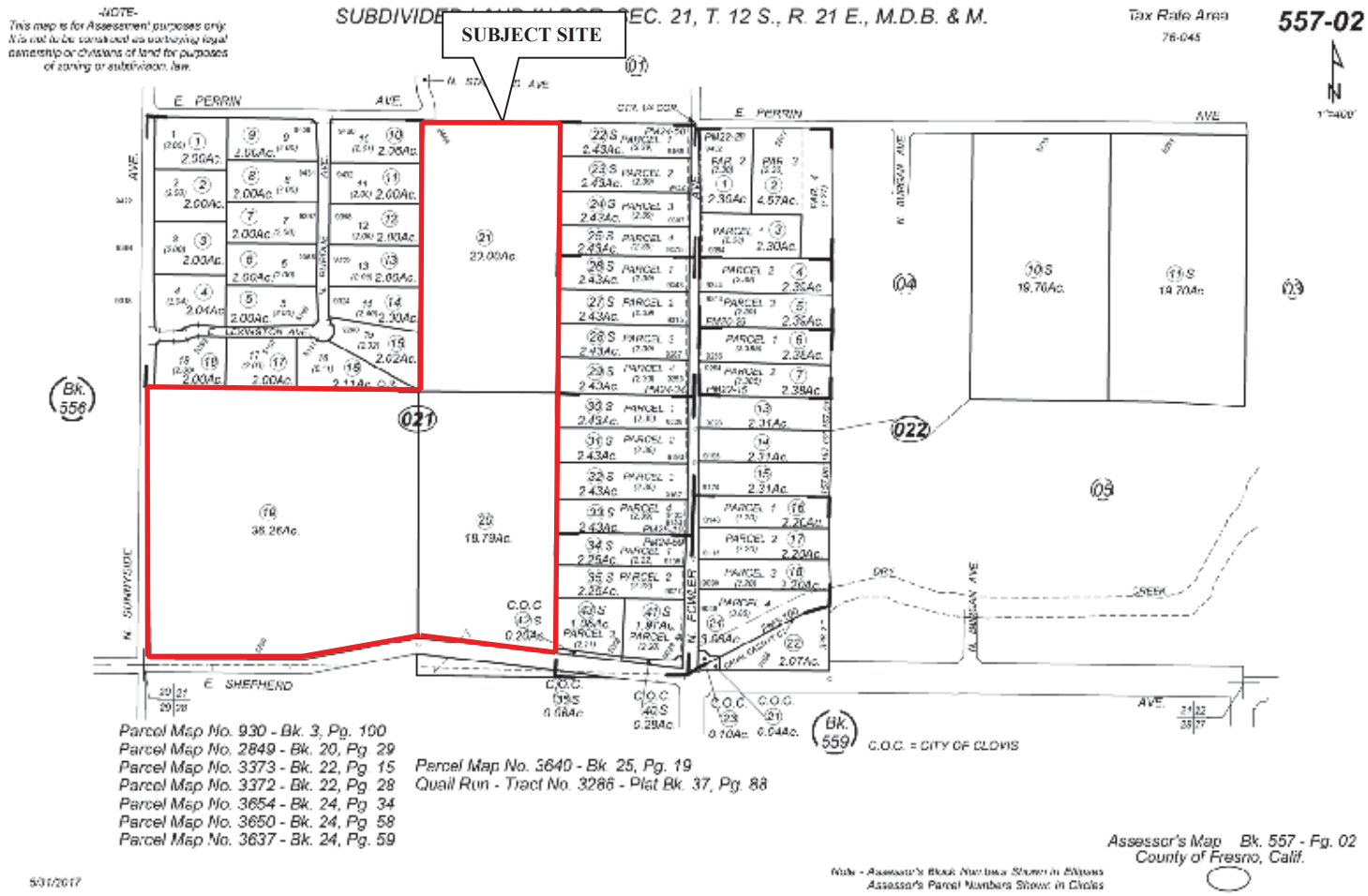
GLOSSARY OF TERMS (continued)

AAI	All Appropriate Inquiries
AC	Asphalt Concrete
ACM	Asbestos-Containing Materials
AOC	Area of Concern
APN	Assessor's Parcel Number
AST	Aboveground Storage Tank
ASTM	American Society for Testing and Materials
AS	Air Sparging
AUL	Activity & Use Limitations
bgs	Below Ground Surface
BTEX	Benzene, Toluene, Ethylbenzene, Xylenes
CERCLA	Comprehensive Environmental Response Compensation and Liability Act
CESQG	Conditionally Exempt Small Quantity Generator
CFR	Code of Federal Regulations
CMU	Concrete Masonry Unit
COCs	Constituents of Concern
DEULs	Declaration of Environmental Use Restrictions
DOGGR	Division of Oil, Gas & Geothermal Resources (CA)
DTSC	Department of Toxic Substances Control (CA)
EC	Engineering Control
EDR	Environmental Data Resources, Inc.
EP	Environmental Professional
EPA	United States Environmental Protection Agency
ERP	Emergency Response Plan
ESA	Environmental Site Assessment
ESL	Environmental Screening Level
FOIA	Freedom of Information Act
GPR	Ground Penetrating Radar
HCCD	Haines Criss-Cross Directory
HFIM	Historical Fire Insurance Map
HMBP	Hazardous Materials Business Plan
HREC	Historical Recognized Environmental Condition
HVAC	Heating, Ventilation, Air Conditioning
IC	Institutional Control
LBP	Lead-Based Paint
LLP	Landowner Liability Protection
LQG	Large Quantity Generator
LUC	Land Use Control
LUST	Leaking Underground Storage Tank
MCL	Maximum Contaminant Level
µg/L	Micrograms Per Liter
mg/kg	Milligrams Per Kilogram
mg/L	Milligrams Per Liter
MSDS	Material Safety Data Sheet
MTBE	Methyl Tertiary Butyl Ether
MFR	Multi-Family Residential
ND	Nondetectable
NFA	No Further Action (letter)
NPDES	National Pollution Discharge Elimination System
NPL	National Priorities List
O&M	Operations & Maintenance Plan
PAOC	Potential Area of Concern
PCB	Polychlorinated Biphenyl
PCC	Portland Cement Concrete
PCE	Perchloroethylene
PEC	Potential Environmental Concern (TS)
PGD	Polk Guide Directory
PG&E	Pacific Gas & Electric
PHCs	Petroleum Hydrocarbon Constituents
PID	Photoionization Detector
ppb	Parts Per Billion
ppm	Parts Per Million
PRG	Preliminary Remediation Goal
PRP	Potentially Responsible Party
RAP	Remedial Action Plan
RCRA	Resource Conservation and Recovery Act
REC	Recognized Environmental Condition
RP	Responsible Party
RWQCB	Regional Water Quality Control Board (CA)
SBA	Small Business Administration
SFR	Single-Family Residential
SPCC	Spill Prevention Control and Countermeasure Plan
SQG	Small Quantity Generator
SCE	Southern California Edison
SVE	Soil Vapor Extraction
SVOC	Semi-Volatile Organic Compound
SWRCB	State Water Resources Control Board
TCE	Trichloroethylene
TPH	Total Petroleum Hydrocarbons
TPH-D	Total Petroleum Hydrocarbons as Diesel
TPH-G	Total Petroleum Hydrocarbons as Gasoline
TPH-MO	Total Petroleum Hydrocarbons as Motor Oil
TS	Transaction Screen
USGS	United States Geological Survey
USFWS	United States Fish & Wildlife Service
UST	Underground Storage Tank
VEC	Vapor Encroachment Condition
VES	Vapor Encroachment Screening
VOCs	Volatile Organic Compounds



VICINITY MAP	Scale: NTS	Date: January 2019
TRACT 6205 PROPERTY NEC OF N. SUNNYSIDE AND E. SHEPHERD AVENUES CLOVIS, CA 93619	Drawn By: MP	Approved by: AF
	Project No. 014-18235	Figure No. 1

Krazan
SITE DEVELOPMENT ENGINEERS
With Offices Serving the Western United States



PARCEL MAP	Scale: NTS	Date: January 2019
TRACT 6205 PROPERTY **NEC OF N. SUNNYSIDE AND** **E. SHEPHERD AVENUES** **CLOVIS, CA 93619**	**Drawn By:** MP	**Approved by:** AF
	Project No. 014-18235	**Figure No.** 2

Krazan

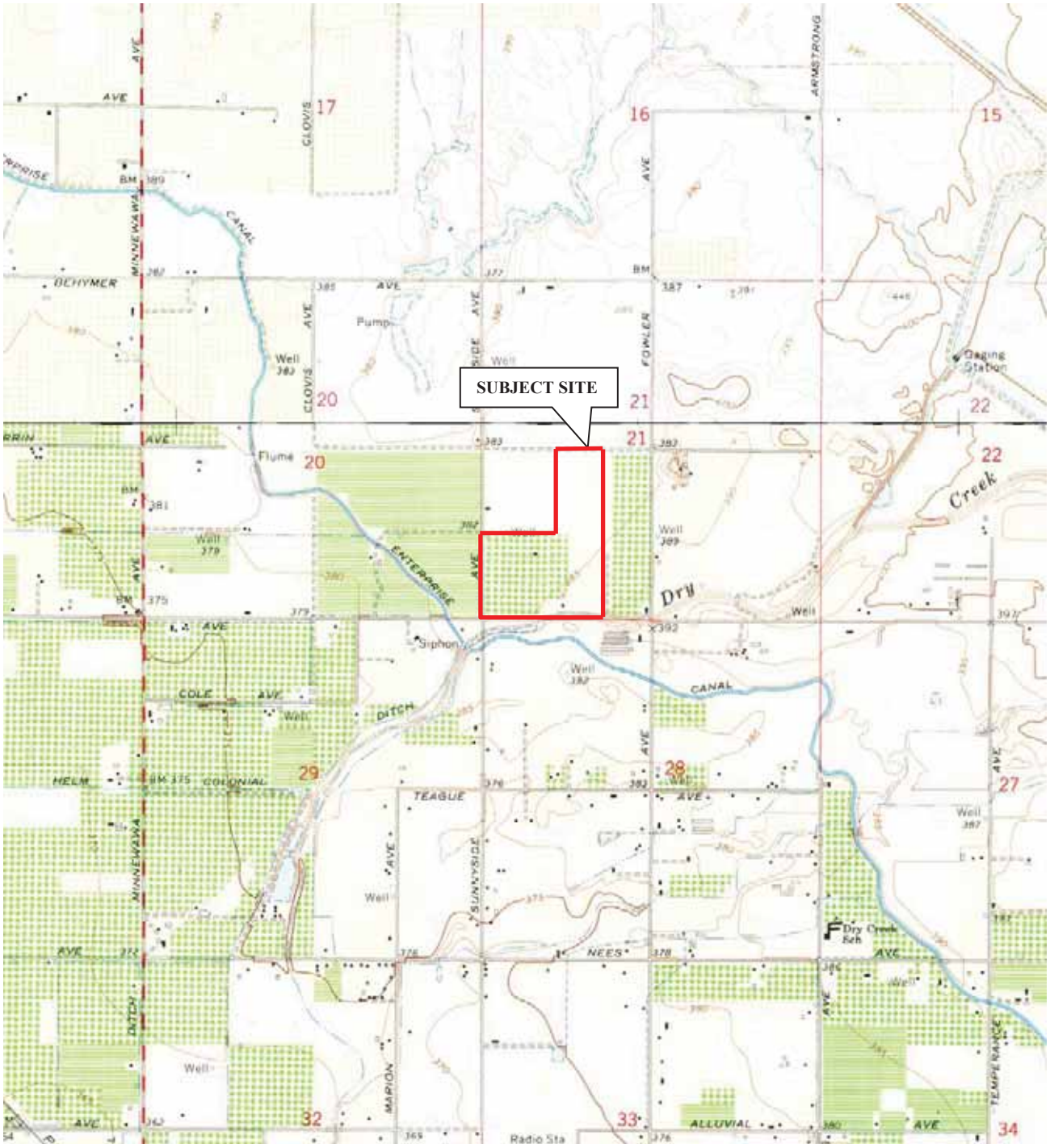
SITE DEVELOPMENT ENGINEERS

With Offices Serving the Western United States



= SUBJECT SITE BOUNDARY
= AGRICULTURAL WATER WELL
= DOMESTIC WATER WELL
= POLE-MOUNTED TRANSFORMERS
= ASTS
= 55-GALLON DRUMS
= RESIDENTIAL DWELLING
= WAREHOUSE
= UTILITY VAULT

SITE MAP **TRACT 6205 PROPERTY NEC OF N. SUNNYSIDE AND E. SHEPHERD AVENUES CLOVIS, CA 93619**	**Scale:** NTS	**Date:** January 2019	Krazan **SITE DEVELOPMENT ENGINEERS** ***With Offices Serving the Western United States***
	Drawn By: MP	**Approved by:** AF	
	Project No. 014-18235	**Figure No.** 3	



7.5-MINUTE SERIES
USGS TOPOGRAPHIC MAP
CLOVIS, CALIFORNIA
DATED 1964
PHOTOREVISED 1981

TOPOGRAPHIC MAP	Scale: NTS	Date: January 2019	Krazan
TRACT 6205 PROPERTY NEC OF N. SUNNYSIDE AND E. SHEPHERD AVENUES CLOVIS, CA 93619	**Drawn By:** MP	**Approved by:** AF	**SITE DEVELOPMENT ENGINEERS** *With Offices Serving the Western United States*
	Project No. 014-18235	**Figure No.** 4	



Photo 1: Eastern-facing view of the southern boundary along E. Shepherd Avenue, from the southwestern corner of the subject site.



Photo 2: Northern-facing view of the western boundary along N. Sunnyside Avenue, from the southwestern corner of the subject site.



Photo 3: Southern-facing view of the western boundary along N. Sunnyside Avenue from the westernmost northwestern corner of the subject site.



Photo 4: Eastern-facing view of the northern boundary of the western portion, from the westernmost northwestern corner of the subject site.



Photo 5: Northern-facing view of the western boundary of the eastern portion of the subject site.



Photo 6: Eastern-facing view of the northern boundary of the eastern portion of the subject site from the northernmost northwestern corner. Visible are a domestic water well and associated tank.



Photo 7: Western-facing view of the northern boundary from the northeastern corner of the subject site.



Photo 8: Southern-facing view of the eastern boundary from the northeastern corner of the subject site.



Photo 9: Northern-facing view of the eastern boundary from the southeastern corner of the subject site. Visible are two pole-mounted transformers.

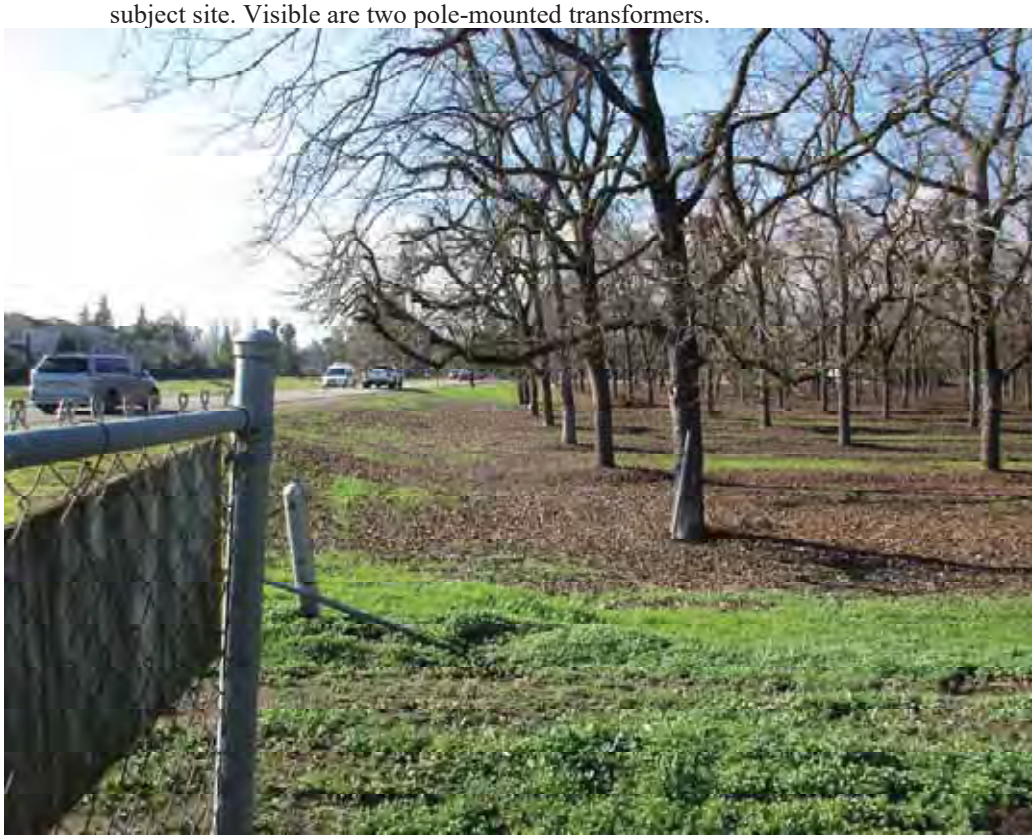


Photo 10: Western-facing view of the southern boundary along E. Shepherd Avenue, from the southeastern corner of the subject site.



Photo 11: Northeastern-facing view of the rural residential structure located along the southern boundary of the subject site. Visible is a water well and utility vault.



Photo 12: Close up view of the water well observed to be located adjacent to the west of the rural residential structure located along the southern boundary of the subject site.



Photo 13: Southern-facing view of the rural residential structure located along the southern boundary of the subject site.



Photo 14: Interior view of the kitchen observed to be located in the rural residential structure located along the southern boundary of the subject site.

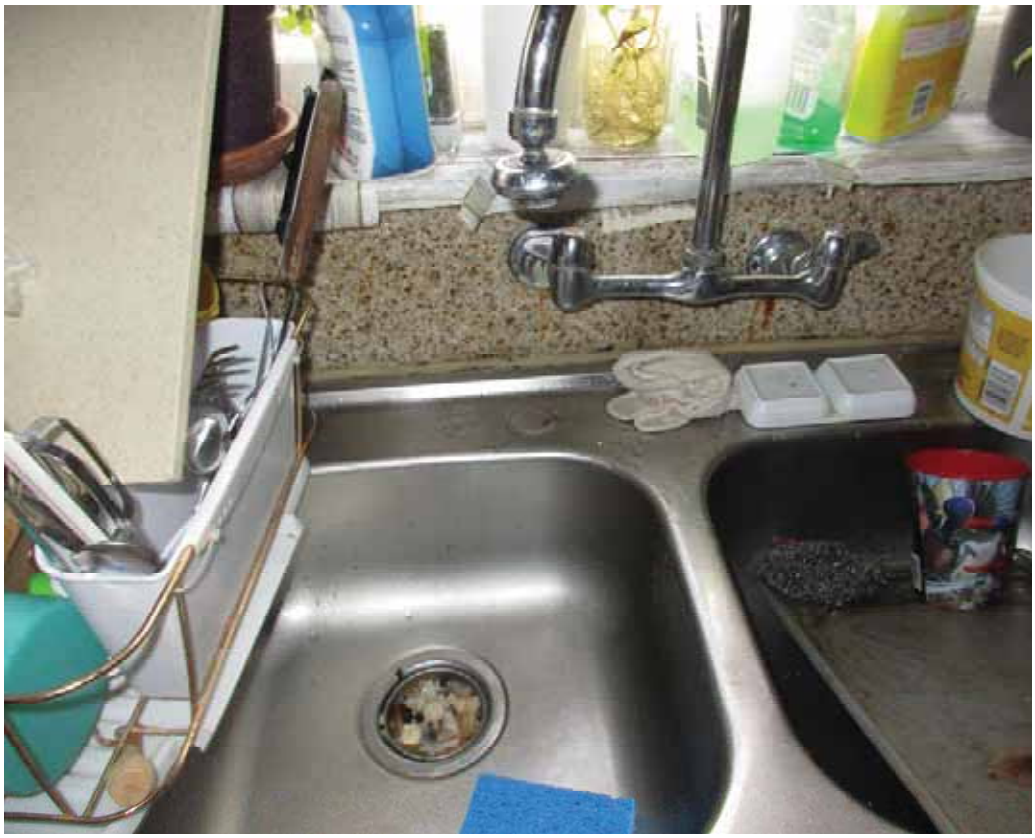


Photo 15: Close up view of the kitchen sink located in the rural residential structure located along the southern boundary of the subject site.



Photo 16: Interior view of the bathroom located in the rural residential structure located along the southern boundary of the subject site.



Photo 17: Interior view of the living room located in the rural residential structure located along the southern boundary of the subject site.



Photo 18: Interior view of the warehouse located adjacent to the north of the rural residential structure located in the southern portion of the subject site. Visible are pallets, a ladder and several refrigerators.



Photo 19: Interior view of the men's restroom observed to be located in the warehouse in the southern portion of the subject site.



Photo 20: Interior view of the warehouse located in the southern portion of the subject site. Visible are pallets of bagged product, a forklift, a large crack in the concrete foundation, and *de minimis* staining.



Photo 21: Interior view of a small storage room located inside the warehouse located in the southern portion of the subject site. Visible is a generator, Roundup herbicide, and Zinc Sulfate fertilizer.



Photo 22: Southern-facing view of three ASTs located adjacent to the north of the warehouse located in the southern portion of the subject site. Two ASTs contain diesel and the third AST contains gasoline.



Photo 23: Close up view of the two diesel ASTs observed adjacent to the warehouse. *De minimis* staining was observed on the bottoms of the tanks.



Photo 24: Close up view of the gasoline AST observed adjacent to the warehouse. *De minimis* staining was observed on the bottom of the tank.



Photo 25: Close up view of the ground below the ASTs, observed to be located adjacent to the north of the warehouse. Also visible are 55-gallon drums.



Photo 26: Northern-facing view of an electric-powered heater observed to be located in the bay of the warehouse located in the southern portion of the subject site. *De minimis* staining was observed around the motor.



Photo 27: Close up view of a subsurface concrete pit observed to be located in the bay of the warehouse located in the southern portion of the subject site. The pit is utilized for drying pecans.



Photo 28: Close up view of access panels to a subsurface concrete pit, observed to be located in the bay of the warehouse located in the southern portion of the subject site.



Photo 29: Interior view of a shop room observed to be located in the warehouse located in the southern portion of the subject site. Visible are compressed gas cylinders.

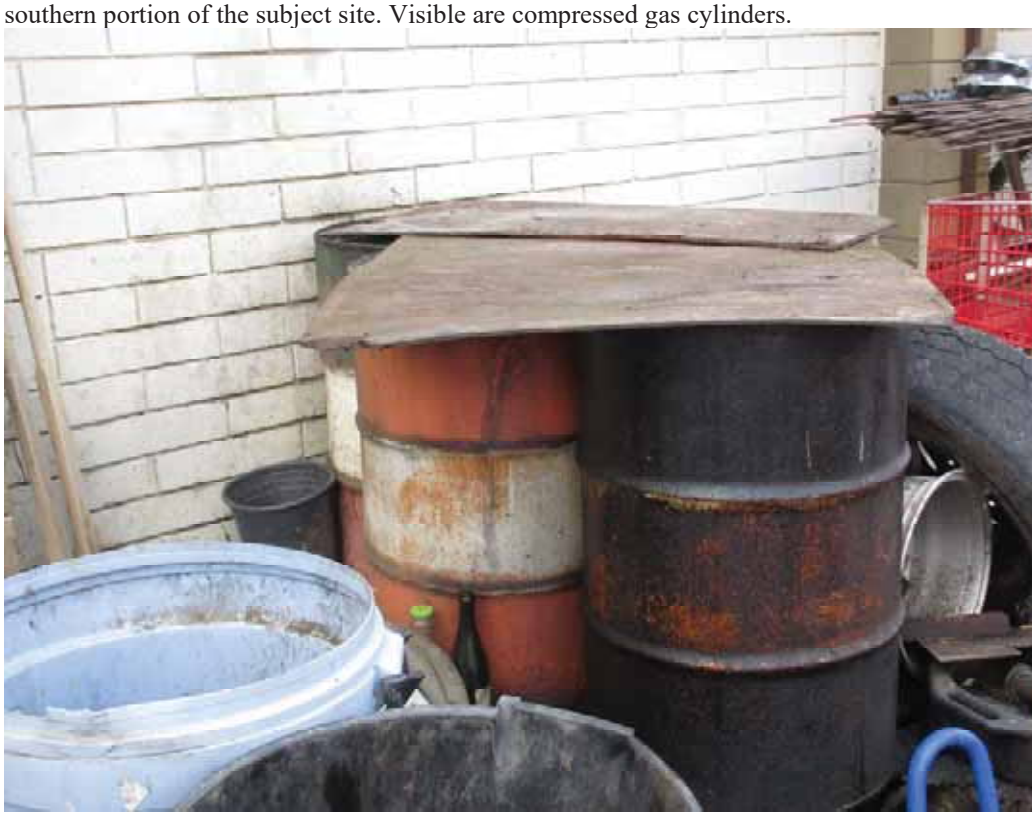


Photo 30: Close up southern-facing view of three 55-gallon drums containing motor oil observed to be located adjacent to the north of the warehouse. *De minimis* staining was observed on the drums. Also visible are trash bins.



Photo 31: Northern-facing view of a petroleum tank observed to be located adjacent to the north of the warehouse located in the southern portion of the subject site.



Photo 32: Southern-facing view of the warehouse observed to be located in the southern portion of the subject site. Visible are three ASTS and a petroleum tank.



Photo 33: Northeastern-facing view of a water well and standpipe observed to be located in the southwestern corner of the subject site.



Photo 34: Eastern-facing view of a small residential dwelling and water well observed to be located in the central-eastern portion of the subject site.



Photo 35: Eastern-facing view of a small residential dwelling observed to be located in the central-eastern portion of the subject site. Visible is concrete debris, a trailer, a satellite dish and farming equipment.



Photo 36: Northwestern-facing view of a small residential dwelling observed to be located in the central-eastern portion of the subject site. Visible are stacks of tires, a portable water tank and a trailer.



Photo 37: Close up western-facing view of a water well observed to be located adjacent to the east of the small residential dwelling.



Photo 38: Eastern-facing view of a water well and two pole-mounted transformers observed to be located in the central-eastern portion of the subject site.



Photo 39: Close up view of the water well observed to be located in the central-eastern portion of the subject site.



Photo 40: Close up view of the two pole-mounted transformers observed to be located in the central-eastern portion of the subject site.



Photo 41: Northwestern-facing view of a water well observed to be located in the northwestern portion of the subject site.



Photo 42: Western-facing view of a water well and associated water tank observed to be located in the northwestern portion of the subject site.



Photo 43: Eastern-facing view of a rural residential dwelling observed to be located in the northwestern portion of the subject site.



Photo 44: Interior view of the kitchen observed to be located in the rural residential structure located in the northwestern portion of the subject site.



Photo 45: Interior view of the living room located in the rural residential structure observed to be located in the northwestern portion of the subject site.



Photo 46: Interior view of the bathroom located in the rural residential structure observed to be located in the northwestern portion of the subject site.



Photo 47: Close up Interior view of the bathroom located in the rural residential structure observed to be located in the northwestern portion of the subject site.



Photo 48: Southern-facing view of the backyard of the rural residential structure observed to be located in the northwestern portion of the subject site.



Photo 49: Northern-facing view of the backyard of the rural residential structure observed to be located in the northwestern portion of the subject site.



Photo 50: Southwestern-facing view of the larger of two berms of tree branches and debris observed to be located along the eastern boundary of the subject site.



Photo 51: Southeastern-facing view of the larger of two berms of tree branches and debris observed to be located along the eastern boundary of the subject site.



Photo 52: Western-facing view of two utility vaults observed to be located on the southern boundary, along E. Shepherd Avenue, of the subject site.



Photo 53: Northwestern-facing view of a water well and stand pipe observed to be located in the eastern portion of the subject site.



Photo 54: Southeastern-facing view of the smaller of two berms of tree branches and debris observed to be located along the eastern boundary of the subject site.



Photo 55: Northeastern-facing view of the larger of two berms of tree branches and debris observed to be located along the eastern boundary of the subject site.



Photo 56: Northwestern-facing view of the larger of two berms of tree branches and debris observed to be located along the eastern boundary of the subject site.

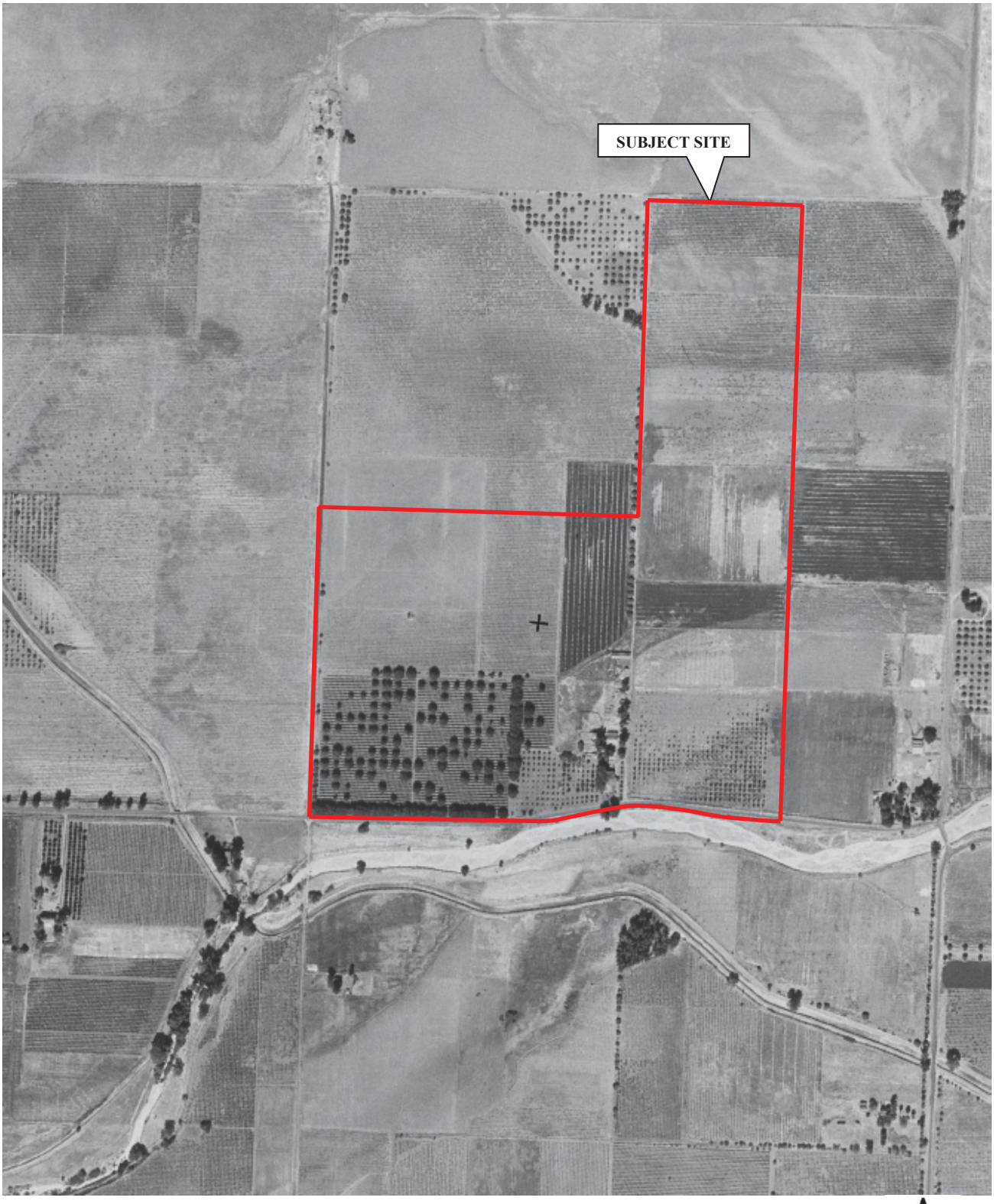


Photo 57: Northern-facing view of the smaller of two berms of tree branches and debris observed to be located along the eastern boundary of the subject site. Also visible are three trailers.

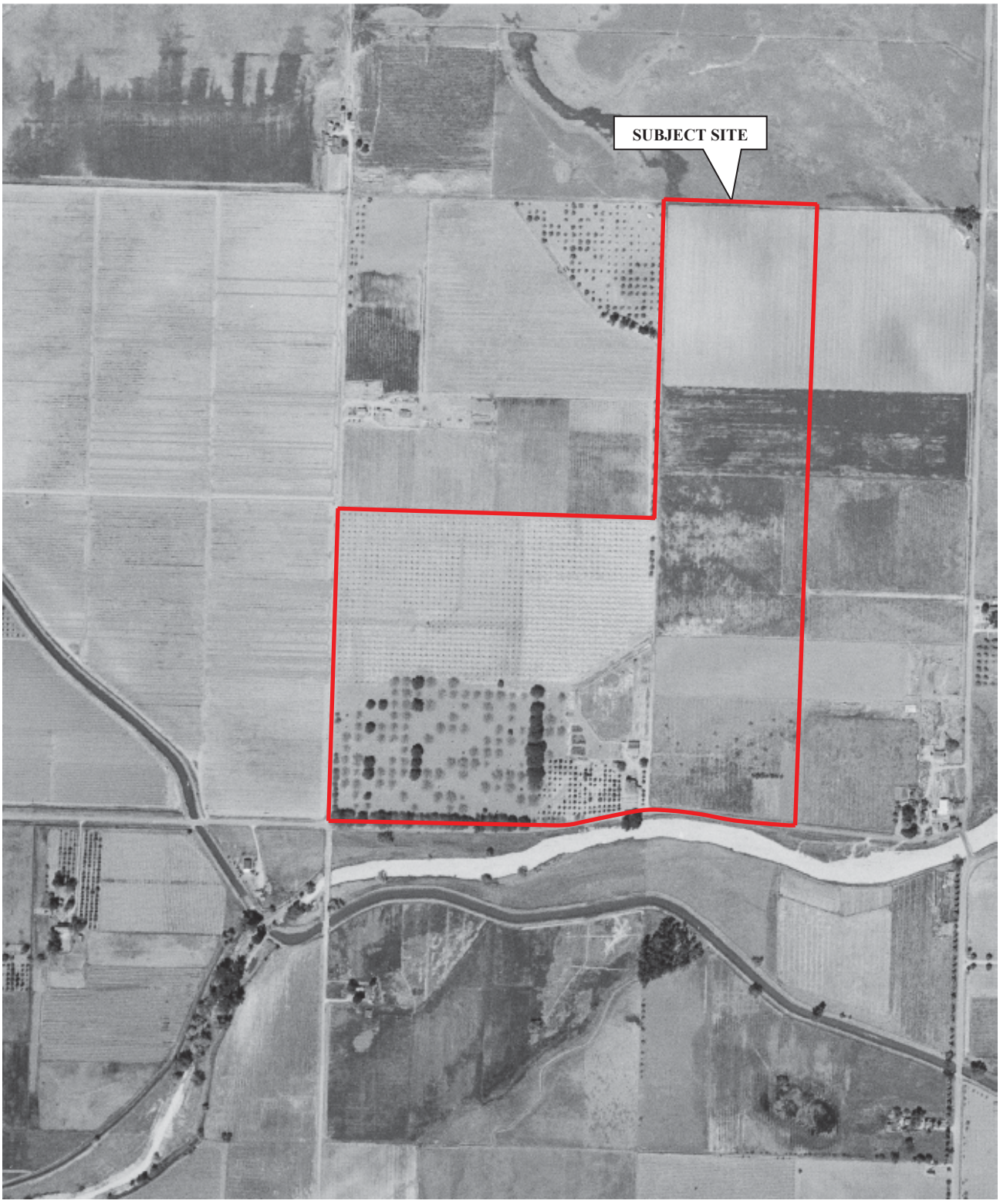


Photo 58: Northern-facing view of two pole-mounted transformers observed to be located on the eastern boundary of the subject site.

Appendix A



1937 AERIAL PHOTOGRAPH **TRACT 6205 PROPERTY** **NEC OF N. SUNNYSIDE AND** **E. SHEPHERD AVENUES** **CLOVIS, CALIFORNIA 93619**	**Scale:** 1" = 500'	**Date:** January 2019	Krazan **SITE DEVELOPMENT ENGINEERS** ***With Offices Serving the Western United States***
	Drawn By: MP	**Approved by:** AF	
	Project No. 014-18235	**Source:** EDR	



1946 AERIAL PHOTOGRAPH **TRACT 6205 PROPERTY** **NEC OF N. SUNNYSIDE AND** **E. SHEPHERD AVENUES** **CLOVIS, CALIFORNIA 93619**	**Scale:** 1" = 500'	**Date:** January 2019	Krazan **SITE DEVELOPMENT ENGINEERS** ***With Offices Serving the Western United States***
	Drawn By: MP	**Approved by:** AF	
	Project No. 014-18235	**Source:** EDR	



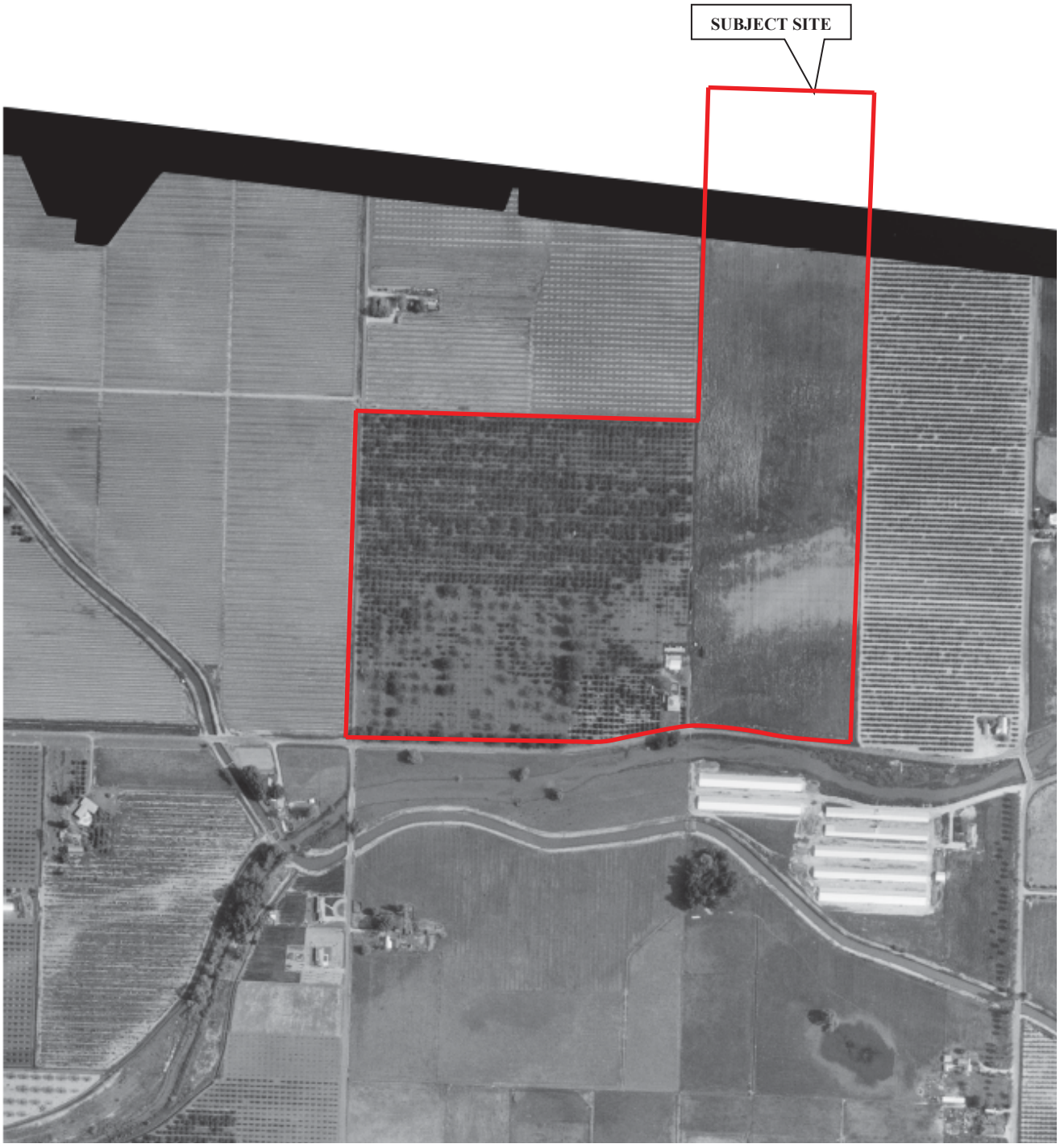
1950 AERIAL PHOTOGRAPH	**Scale:** 1" = 500'	**Date:** January 2019	Krazan **SITE DEVELOPMENT ENGINEERS** *With Offices Serving the Western United States*
TRACT 6205 PROPERTY **NEC OF N. SUNNYSIDE AND** **E. SHEPHERD AVENUES** **CLOVIS, CALIFORNIA 93619**	**Drawn By:** MP	**Approved by:** AF	
	Project No. 014-18235	**Source:** EDR	



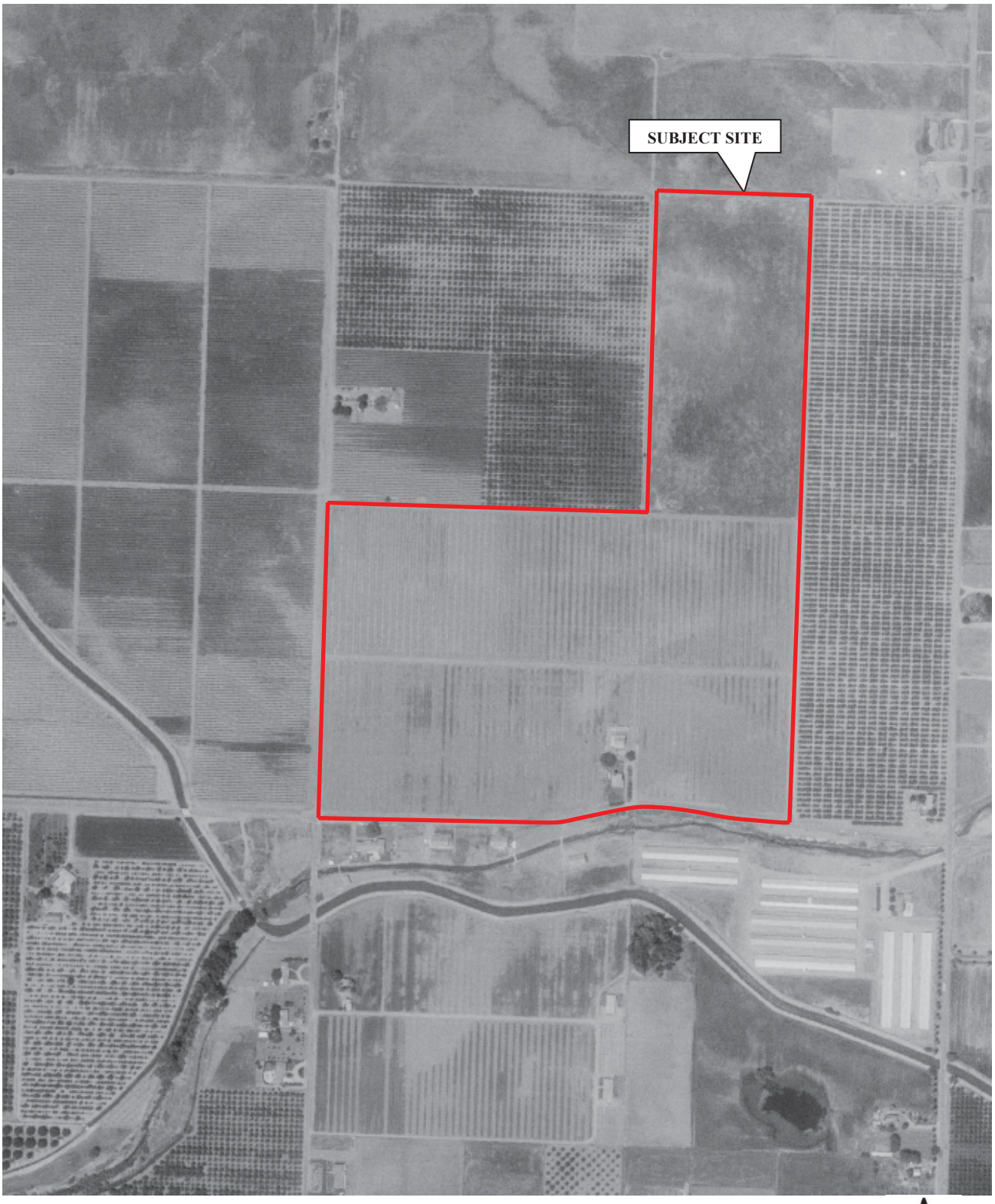
1957 AERIAL PHOTOGRAPH	**Scale:** 1" = 500'	**Date:** January 2019	Krazan SITE DEVELOPMENT ENGINEERS *With Offices Serving the Western United States*
TRACT 6205 PROPERTY NEC OF N. SUNNYSIDE AND E. SHEPHERD AVENUES CLOVIS, CALIFORNIA 93619	**Drawn By:** MP	**Approved by:** AF	
	Project No. 014-18235	**Source:** EDR	



1962 AERIAL PHOTOGRAPH	**Scale:** 1" = 500'	**Date:** January 2019	Krazan **SITE DEVELOPMENT ENGINEERS** *With Offices Serving the Western United States*
TRACT 6205 PROPERTY **NEC OF N. SUNNYSIDE AND** **E. SHEPHERD AVENUES** **CLOVIS, CALIFORNIA 93619**	**Drawn By:** MP	**Approved by:** AF	
	Project No. 014-18235	**Source:** EDR	



1967 AERIAL PHOTOGRAPH	**Scale:** 1" = 500'	**Date:** January 2019	Krazan SITE DEVELOPMENT ENGINEERS *With Offices Serving the Western United States*
TRACT 6205 PROPERTY NEC OF N. SUNNYSIDE AND E. SHEPHERD AVENUES CLOVIS, CALIFORNIA 93619	**Drawn By:** MP	**Approved by:** AF	
	Project No. 014-18235	**Source:** EDR	



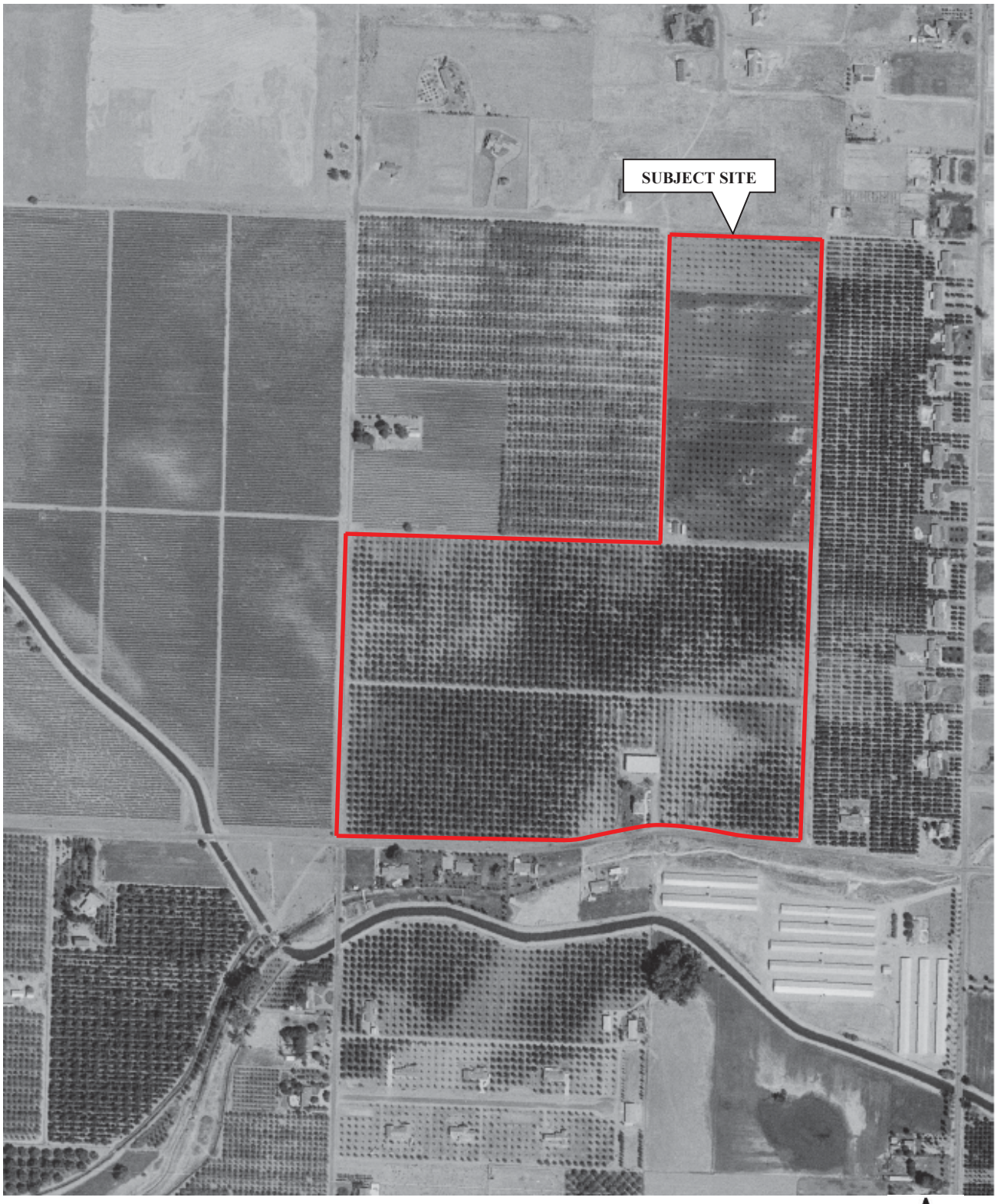
1973 AERIAL PHOTOGRAPH

TRACT 6205 PROPERTY
NEC OF N. SUNNYSIDE AND
E. SHEPHERD AVENUES
CLOVIS, CALIFORNIA 93619

Scale: 1" = 500'	**Date:** January 2019
Drawn By: MP	**Approved by:** AF
Project No. 014-18235	**Source:** EDR

Krazan

SITE DEVELOPMENT ENGINEERS
With Offices Serving the Western United States



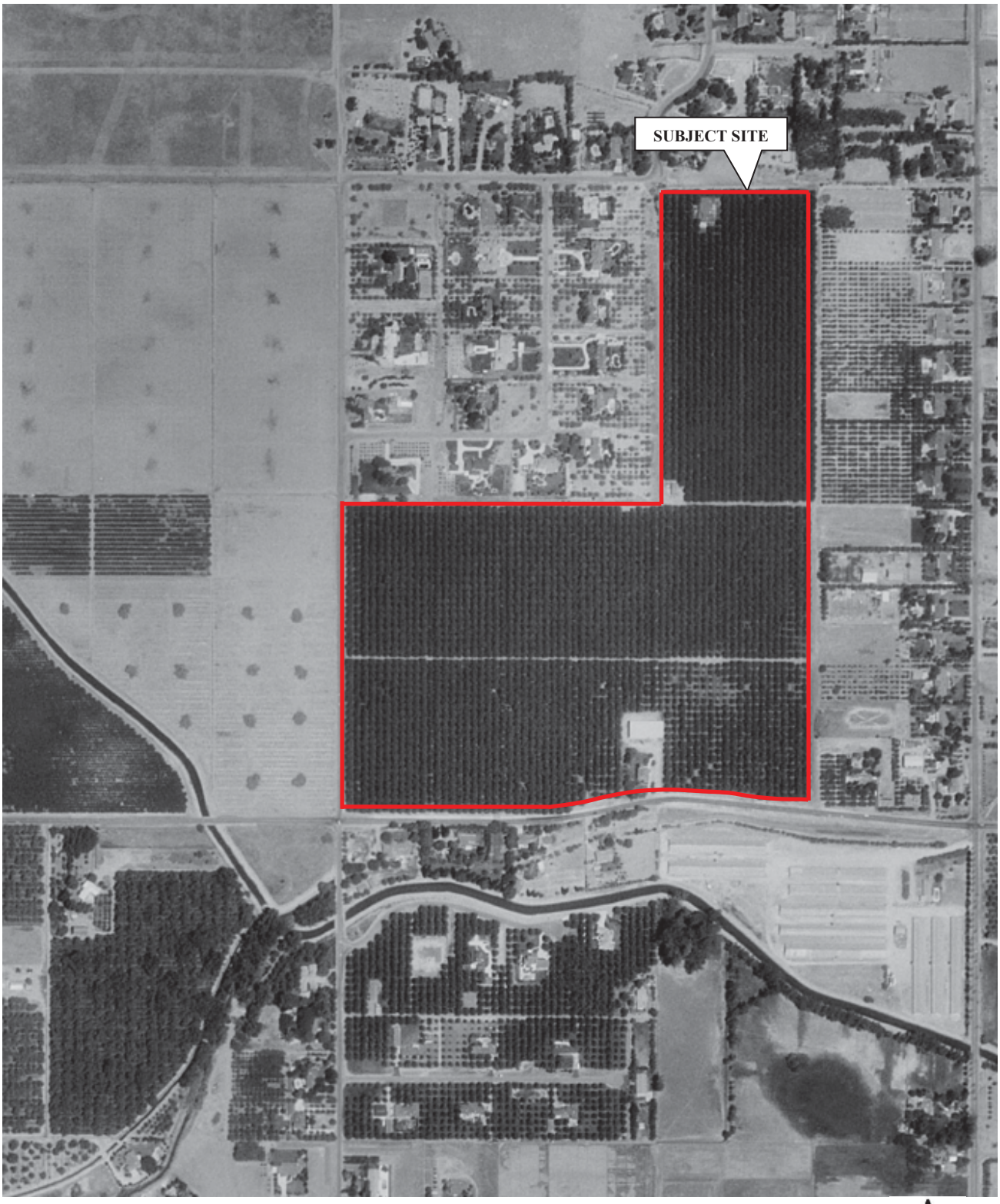
1979 AERIAL PHOTOGRAPH	**Scale:** 1" = 500'	**Date:** January 2019	Krazan **SITE DEVELOPMENT ENGINEERS** *With Offices Serving the Western United States*
TRACT 6205 PROPERTY **NEC OF N. SUNNYSIDE AND** **E. SHEPHERD AVENUES** **CLOVIS, CALIFORNIA 93619**	**Drawn By:** MP	**Approved by:** AF	
	Project No. 014-18235	**Source:** EDR	



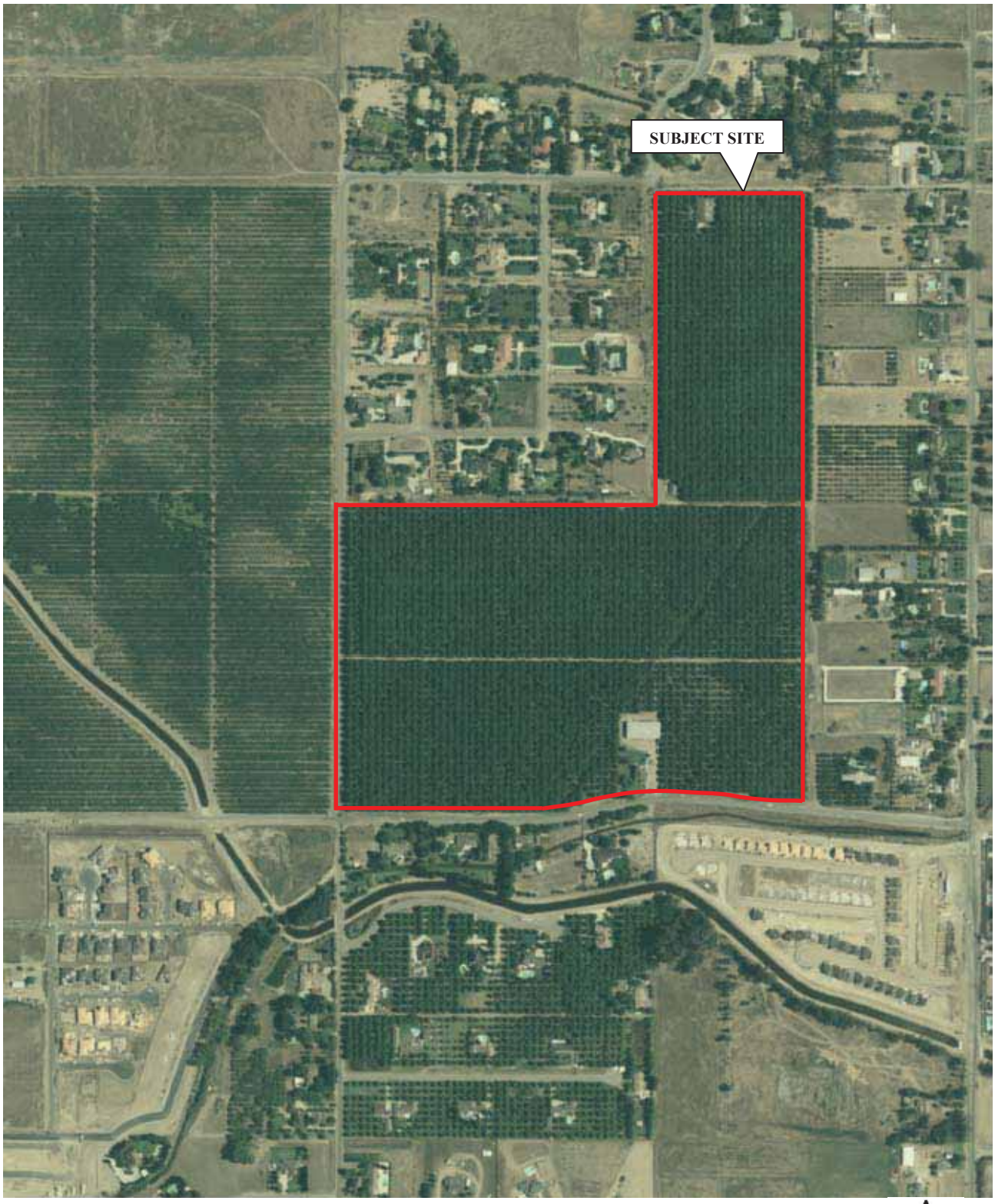
1984 AERIAL PHOTOGRAPH	**Scale:** 1" = 500'	**Date:** January 2019	Krazan **SITE DEVELOPMENT ENGINEERS** *With Offices Serving the Western United States*
TRACT 6205 PROPERTY NEC OF N. SUNNYSIDE AND E. SHEPHERD AVENUES CLOVIS, CALIFORNIA 93619	**Drawn By:** MP	**Approved by:** AF	
	Project No. 014-18235	**Source:** EDR	



1987 AERIAL PHOTOGRAPH	**Scale:** 1" = 500'	**Date:** January 2019	Krazan **SITE DEVELOPMENT ENGINEERS** *With Offices Serving the Western United States*
TRACT 6205 PROPERTY **NEC OF N. SUNNYSIDE AND** **E. SHEPHERD AVENUES** **CLOVIS, CALIFORNIA 93619**	**Drawn By:** MP	**Approved by:** AF	
	Project No. 014-18235	**Source:** EDR	



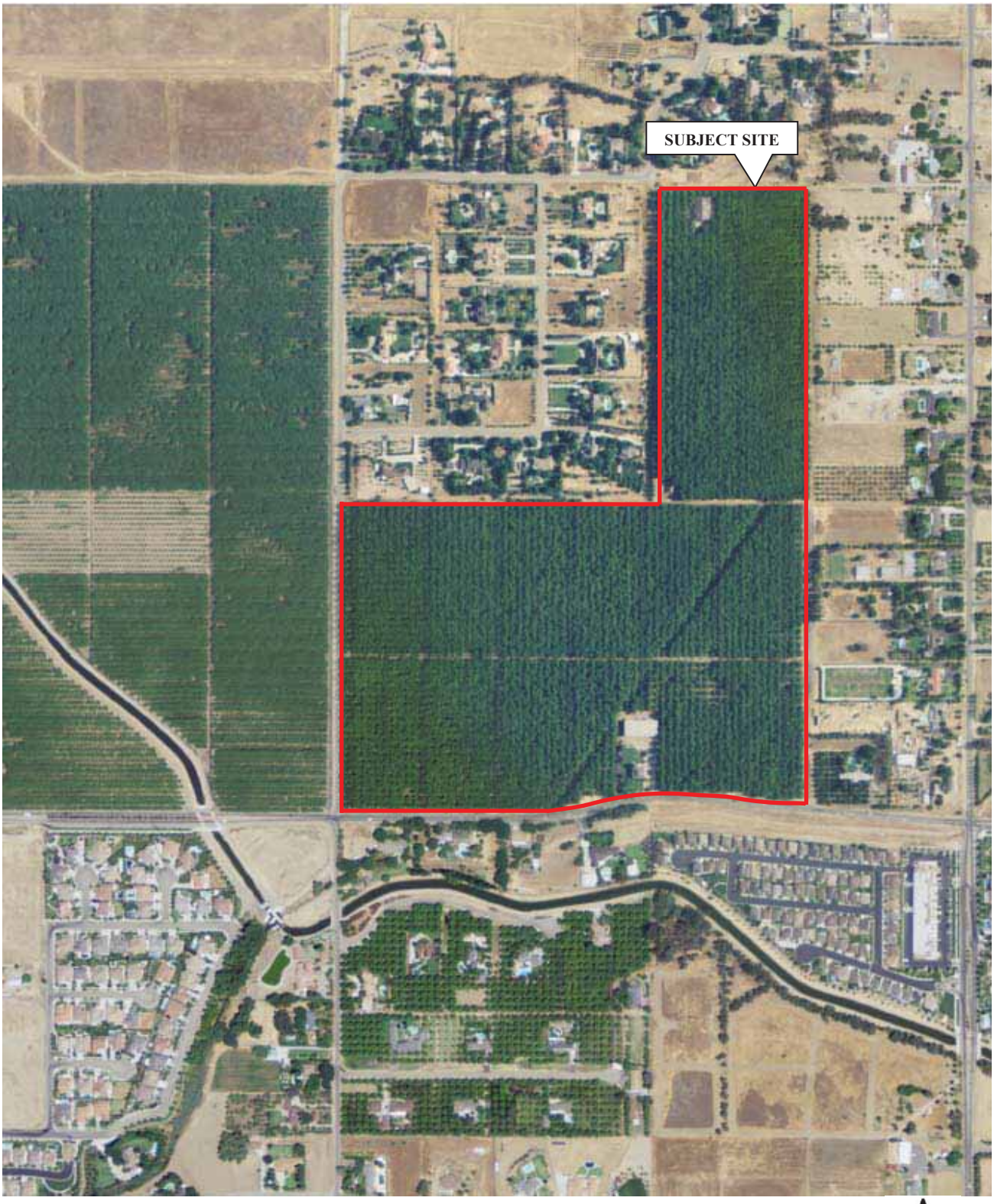
1998 AERIAL PHOTOGRAPH **TRACT 6205 PROPERTY** **NEC OF N. SUNNYSIDE AND** **E. SHEPHERD AVENUES** **CLOVIS, CALIFORNIA 93619**	**Scale:** 1" = 500'	**Date:** January 2019	Krazan **SITE DEVELOPMENT ENGINEERS** ***With Offices Serving the Western United States***
	Drawn By: MP	**Approved by:** AF	
	Project No. 014-18235	**Source:** EDR	



2005 AERIAL PHOTOGRAPH **TRACT 6205 PROPERTY** **NEC OF N. SUNNYSIDE AND** **E. SHEPHERD AVENUES** **CLOVIS, CALIFORNIA 93619**	**Scale:** 1" = 500'	**Date:** January 2019	Krazan **SITE DEVELOPMENT ENGINEERS** ***With Offices Serving the Western United States***
	Drawn By: MP	**Approved by:** AF	
	Project No. 014-18235	**Source:** EDR	



2009 AERIAL PHOTOGRAPH **TRACT 6205 PROPERTY** **NEC OF N. SUNNYSIDE AND** **E. SHEPHERD AVENUES** **CLOVIS, CALIFORNIA 93619**	**Scale:** 1" = 500'	**Date:** January 2019	Krazan **SITE DEVELOPMENT ENGINEERS** ***With Offices Serving the Western United States***
	Drawn By: MP	**Approved by:** AF	
	Project No. 014-18235	**Source:** EDR	



2012 AERIAL PHOTOGRAPH

TRACT 6205 PROPERTY
NEC OF N. SUNNYSIDE AND
E. SHEPHERD AVENUES
CLOVIS, CALIFORNIA 93619

Scale: 1" = 500'	**Date:** January 2019
Drawn By: MP	**Approved by:** AF
Project No. 014-18235	**Source:** EDR

Krazan

SITE DEVELOPMENT ENGINEERS
With Offices Serving the Western United States



2016 AERIAL PHOTOGRAPH **TRACT 6205 PROPERTY** **NEC OF N. SUNNYSIDE AND** **E. SHEPHERD AVENUES** **CLOVIS, CALIFORNIA 93619**	**Scale:** 1" = 500'	**Date:** January 2019	Krazan **SITE DEVELOPMENT ENGINEERS** ***With Offices Serving the Western United States***
	Drawn By: MP	**Approved by:** AF	
	Project No. 014-18235	**Source:** EDR	

Appendix B

Tract No. 6205 Property
5230 E Shepherd Ave
Clovis, CA 93619

Inquiry Number: 5516721.5
December 19, 2018

The EDR-City Directory Abstract

Environmental Data Resources Inc

6 Armstrong Road
Shelton, CT 06484
800.352.0050
www.edrnet.com

TABLE OF CONTENTS

SECTION

Executive Summary

Findings

City Directory Images

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

Disclaimer - Copyright and Trademark Notice

This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. **NO WARRANTY EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OR DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT.** Purchaser accepts this Report "AS IS". Any analyses, estimates, ratings, environmental risk levels or risk codes provided in this Report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction orforecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

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EXECUTIVE SUMMARY

DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Abstract is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Abstract includes a search and abstract of available city directory data. For each address, the directory lists the name of the corresponding occupant at five year intervals.

Business directories including city, cross reference and telephone directories were reviewed, if available, at approximately five year intervals for the years spanning 1922 through 2014. This report compiles information gathered in this review by geocoding the latitude and longitude of properties identified and gathering information about properties within 660 feet of the target property.

A summary of the information obtained is provided in the text of this report.

RECORD SOURCES

EDR's Digital Archive combines historical directory listings from sources such as Cole Information and Dun & Bradstreet. These standard sources of property information complement and enhance each other to provide a more comprehensive report.

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RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. An "X" indicates where information was identified in the source and provided in this report.

Year	Source	TP	Adjoining	Text Abstract	Source Image
2014	EDR Digital Archive	-	-	-	-
2010	EDR Digital Archive	-	-	-	-
2005	EDR Digital Archive	-	-	-	-
2002	R.L. Polk & Co Publishers	-	X	X	-
	R.L. Polk & Co Publishers	X	X	X	-
1996	R.L. Polk & Co Publishers	-	X	X	-
	R.L. Polk & Co Publishers	X	X	X	-
1990	R.L. Polk & Co Publishers	-	-	-	-
1986	R.L. Polk & Co Publishers	-	-	-	-
1980	R.L. Polk & Co Publishers	-	-	-	-
1975	R.L. Polk & Co Publishers	-	-	-	-
1970	R.L. Polk & Co Publisher	-	-	-	-

EXECUTIVE SUMMARY

Year	Source	TP	Adjoining	Text Abstract	Source Image
1965	R.L. Polk & Co Publisher	-	-	-	-
1962	Pacific Telephone	-	-	-	-
1958	R.L. Polk & Co Publishers	-	-	-	-
1952	R.L. Polk & Co Publishers	-	-	-	-
1947	R.L. Polk & Co Publishers	-	-	-	-
1942	R.L. Polk & Co Publishers	-	-	-	-
1937	R.L. Polk & Co Publishers	-	-	-	-
1932	R.L. Polk & Co Publishers	-	-	-	-
1927	R.L. Polk & Co Publishers	-	-	-	-
1922	Polk: Husted Directory Co.	-	-	-	-

FINDINGS

TARGET PROPERTY INFORMATION

ADDRESS

5230 E Shepherd Ave
Clovis, CA 93619

FINDINGS DETAIL

Target Property research detail.

E SHEPHERD AVE

5230 E SHEPHERD AVE

Year	*Uses*	*Source*
2002	CAL PECAN nuts edible	R.L. Polk & Co Publishers
1996	CAL PECAN 9526 R	R.L. Polk & Co Publishers

FINDINGS

ADJOINING PROPERTY DETAIL

The following Adjoining Property addresses were researched for this report. Detailed findings are provided for each address.

E SHEPHERD AVE

5157 E SHEPHERD AVE

Year	Uses	Source
2002	Turl Grace E	R.L. Polk & Co Publishers
	Turf Paul D B 3+ A	R.L. Polk & Co Publishers

5211 E SHEPHERD AVE

Year	Uses	Source
2002	Bogle Darren D 82 A	R.L. Polk & Co Publishers
	Bogle Aime L	R.L. Polk & Co Publishers
1996	Barry Marilyn 8861 R	R.L. Polk & Co Publishers
	Barry Wesley 8661 R	R.L. Polk & Co Publishers

N FOWLER AVE

8860 N FOWLER AVE

Year	Uses	Source
2002	N FOWLER AVE	R.L. Polk & Co Publishers
	FONTANA TRAINING STABLES horse training	R.L. Polk & Co Publishers

8870 N FOWLER AVE

Year	Uses	Source
2002	Hoffman Dale F & Janna 81 A	R.L. Polk & Co Publishers

8876 N FOWLER AVE

Year	Uses	Source
2002	Cotfman John E	R.L. Polk & Co Publishers

8878 N FOWLER AVE

Year	Uses	Source
2002	Not Verified	R.L. Polk & Co Publishers

8901 N FOWLER AVE

Year	Uses	Source
2002	Gallinetti Jake J & Kathryn 81+ A	R.L. Polk & Co Publishers

FINDINGS

Year	Uses	Source
1996	Gallinetli Jake 8652 R	R.L. Polk & Co Publishers

9029 N FOWLER AVE

Year	Uses	Source
2002	Nelson Daryl R	R.L. Polk & Co Publishers
	Nelson Yu G 11+ A	R.L. Polk & Co Publishers

9048 N FOWLER AVE

Year	Uses	Source
2002	Kenneth Roger L & Linda 81+ a	R.L. Polk & Co Publishers

9077 N FOWLER AVE

Year	Uses	Source
2002	Russell Dana S Eh 1 A	R.L. Polk & Co Publishers
	Russell Sydnee A	R.L. Polk & Co Publishers

9090 N FOWLER AVE

Year	Uses	Source
2002	Not Verified	R.L. Polk & Co Publishers

9105 N FOWLER AVE

Year	Uses	Source
2002	Aguilar Graciela E	R.L. Polk & Co Publishers
	Aguilar Luis E	R.L. Polk & Co Publishers
1996	Aguilar Luis 8826 R	R.L. Polk & Co Publishers

9118 N FOWLER AVE

Year	Uses	Source
2002	Garcia Rae S	R.L. Polk & Co Publishers
	Garcia Ted M 81 A	R.L. Polk & Co Publishers

FINDINGS

ADJOINING PROPERTY: ADDRESSES NOT IDENTIFIED IN RESEARCH SOURCE

The following Adjoining Property addresses were researched for this report, and the addresses were not identified in research source.

Address Researched	Address Not Identified in Research Source
5157 E SHEPHERD AVE	2014, 2010, 2005, 1996, 1990, 1986, 1980, 1975, 1970, 1965, 1962, 1958, 1952, 1947, 1942, 1937, 1932, 1927, 1922
5211 E SHEPHERD AVE	2014, 2010, 2005, 1990, 1986, 1980, 1975, 1970, 1965, 1962, 1958, 1952, 1947, 1942, 1937, 1932, 1927, 1922
8860 N FOWLER AVE	2014, 2010, 2005, 1996, 1990, 1986, 1980, 1975, 1970, 1965, 1962, 1958, 1952, 1947, 1942, 1937, 1932, 1927, 1922
8870 N FOWLER AVE	2014, 2010, 2005, 1996, 1990, 1986, 1980, 1975, 1970, 1965, 1962, 1958, 1952, 1947, 1942, 1937, 1932, 1927, 1922
8876 N FOWLER AVE	2014, 2010, 2005, 1996, 1990, 1986, 1980, 1975, 1970, 1965, 1962, 1958, 1952, 1947, 1942, 1937, 1932, 1927, 1922
8878 N FOWLER AVE	2014, 2010, 2005, 1996, 1990, 1986, 1980, 1975, 1970, 1965, 1962, 1958, 1952, 1947, 1942, 1937, 1932, 1927, 1922
8901 N FOWLER AVE	2014, 2010, 2005, 1990, 1986, 1980, 1975, 1970, 1965, 1962, 1958, 1952, 1947, 1942, 1937, 1932, 1927, 1922
9029 N FOWLER AVE	2014, 2010, 2005, 1996, 1990, 1986, 1980, 1975, 1970, 1965, 1962, 1958, 1952, 1947, 1942, 1937, 1932, 1927, 1922
9048 N FOWLER AVE	2014, 2010, 2005, 1996, 1990, 1986, 1980, 1975, 1970, 1965, 1962, 1958, 1952, 1947, 1942, 1937, 1932, 1927, 1922
9077 N FOWLER AVE	2014, 2010, 2005, 1996, 1990, 1986, 1980, 1975, 1970, 1965, 1962, 1958, 1952, 1947, 1942, 1937, 1932, 1927, 1922
9090 N FOWLER AVE	2014, 2010, 2005, 1996, 1990, 1986, 1980, 1975, 1970, 1965, 1962, 1958, 1952, 1947, 1942, 1937, 1932, 1927, 1922
9105 N FOWLER AVE	2014, 2010, 2005, 1990, 1986, 1980, 1975, 1970, 1965, 1962, 1958, 1952, 1947, 1942, 1937, 1932, 1927, 1922
9118 N FOWLER AVE	2014, 2010, 2005, 1996, 1990, 1986, 1980, 1975, 1970, 1965, 1962, 1958, 1952, 1947, 1942, 1937, 1932, 1927, 1922

TARGET PROPERTY: ADDRESS NOT IDENTIFIED IN RESEARCH SOURCE

The following Target Property addresses were researched for this report, and the addresses were not identified in the research source.

Address Researched	Address Not Identified in Research Source
5230 E Shepherd Ave	2014, 2010, 2005, 1990, 1986, 1980, 1975, 1970, 1965, 1962, 1958, 1952, 1947, 1942, 1937, 1932, 1927, 1922

Appendix C

Tract No. 6205 Property
5230 E Shepherd Ave
Clovis, CA 93619

Inquiry Number: 5516721.3
December 19, 2018

Certified Sanborn® Map Report

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

Certified Sanborn® Map Report

12/19/18

Site Name:

Tract No. 6205 Property
5230 E Shepherd Ave
Clovis, CA 93619
EDR Inquiry # 5516721.3

Client Name:

Krazan & Associates, Inc.
215 West Dakota
Clovis, CA 93612
Contact: Michelle Phillips

The Sanborn Library has been searched by EDR and maps covering the target property location as provided by Krazan & Associates, Inc. were identified for the years listed below. The Sanborn Library is the largest, most complete collection of fire insurance maps. The collection includes maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow, and others. Only Environmental Data Resources Inc. (EDR) is authorized to grant rights for commercial reproduction of maps by the Sanborn Library LLC, the copyright holder for the collection. Results can be authenticated by visiting www.edrnet.com/sanborn.

The Sanborn Library is continually enhanced with newly identified map archives. This report accesses all maps in the collection as of the day this report was generated.

Certified Sanborn Results:

Certification # 3956-4D4B-8352

PO # 014-18235 MLP

Project Tract No. 6205 Property

UNMAPPED PROPERTY

This report certifies that the complete holdings of the Sanborn Library, LLC collection have been searched based on client supplied target property information, and fire insurance maps covering the target property were not found.

Sanborn® Library search results

Certification #: 3956-4D4B-8352

The Sanborn Library includes more than 1.2 million fire insurance maps from Sanborn, Bromley, Perris & Browne, Hopkins, Barlow and others which track historical property usage in approximately 12,000 American cities and towns. Collections searched:

- ✔ Library of Congress
- ✔ University Publications of America
- ✔ EDR Private Collection

The Sanborn Library LLC Since 1866™

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Appendix D

Tract No. 6205 Property
5230 E Shepherd Ave
Clovis, CA 93619

Inquiry Number: 5516721.2s
December 19, 2018

The EDR Radius Map™ Report with GeoCheck®

6 Armstrong Road, 4th floor
Shelton, CT 06484
Toll Free: 800.352.0050
www.edrnet.com

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Detail Map	3
Map Findings Summary	4
Map Findings	8
Orphan Summary	16
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GEOCHECK ADDENDUM

Physical Setting Source Addendum	A-1
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Physical Setting SSURGO Soil Map	A-5
Physical Setting Source Map	A-14
Physical Setting Source Map Findings	A-16
Physical Setting Source Records Searched	PSGR-1

Thank you for your business.
Please contact EDR at 1-800-352-0050
with any questions or comments.

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EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E 2247-16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E 1528-14) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

TARGET PROPERTY INFORMATION

ADDRESS

5230 E SHEPHERD AVE
CLOVIS, CA 93619

COORDINATES

Latitude (North):	36.8685000 - 36° 52' 6.60''
Longitude (West):	119.6907520 - 119° 41' 26.70''
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	260145.1
UTM Y (Meters):	4083462.5
Elevation:	388 ft. above sea level

USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map:	5603160 CLOVIS, CA
Version Date:	2012
North Map:	5603174 FRIANT, CA
Version Date:	2012

AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from:	20140618, 20140619
Source:	USDA

MAPPED SITES SUMMARY

Target Property Address:
5230 E SHEPHERD AVE
CLOVIS, CA 93619

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
1	WILSON DEVELOPMENT P	4767 E SHEPHERD	CUPA Listings	Higher	62, 0.012, SSW
A2	P-R FARMS	4650 E SHEPHERD AVE	CUPA Listings	Higher	158, 0.030, SW
A3	P-R FARMS INC.	4650 E SHEPHERD	SWEEPS UST, CA FID UST	Higher	158, 0.030, SW
A4	P-R FARMS INC	4650 E SHEPHERD	HIST UST	Higher	158, 0.030, SW
A5	P-R FARMS INC.	4648 E SHEPHERD	SWEEPS UST, CA FID UST	Higher	173, 0.033, SW
A6	P-R FARMS INC	4648 E SHEPHERD	HIST UST	Higher	173, 0.033, SW
7	PG&E SHEPHERD SUBSTA	N SUNNYSIDE AVE	CUPA Listings	Lower	1089, 0.206, NNW
8	NORTH CLOVIS AVENUE	CLOVIS AVENUE/TEAGUE	ENVIROSTOR, SCH	Lower	3349, 0.634, SW

EXECUTIVE SUMMARY

TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL ---------- National Priority List
Proposed NPL ---------- Proposed National Priority List Sites
NPL LIENS ---------- Federal Superfund Liens

Federal Delisted NPL site list

Delisted NPL ---------- National Priority List Deletions

Federal CERCLIS list

FEDERAL FACILITY ---------- Federal Facility Site Information listing
SEMS ---------- Superfund Enterprise Management System

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE ---------- Superfund Enterprise Management System Archive

Federal RCRA CORRACTS facilities list

CORRACTS ---------- Corrective Action Report

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF ---------- RCRA - Treatment, Storage and Disposal

Federal RCRA generators list

RCRA-LQG ---------- RCRA - Large Quantity Generators
RCRA-SQG ---------- RCRA - Small Quantity Generators
RCRA-CESQG ---------- RCRA - Conditionally Exempt Small Quantity Generator

Federal institutional controls / engineering controls registries

LUCIS ---------- Land Use Control Information System
US ENG CONTROLS ---------- Engineering Controls Sites List

US INST CONTROL---------- Sites with Institutional Controls

Federal ERNS list

ERNS---------- Emergency Response Notification System

State- and tribal - equivalent NPL

RESPONSE---------- State Response Sites

State and tribal landfill and/or solid waste disposal site lists

SWF/LF---------- Solid Waste Information System

State and tribal leaking storage tank lists

LUST---------- Geotracker's Leaking Underground Fuel Tank Report
INDIAN LUST---------- Leaking Underground Storage Tanks on Indian Land
CPS-SLIC---------- Statewide SLIC Cases

State and tribal registered storage tank lists

FEMA UST---------- Underground Storage Tank Listing
UST---------- Active UST Facilities
AST---------- Aboveground Petroleum Storage Tank Facilities
INDIAN UST---------- Underground Storage Tanks on Indian Land

State and tribal voluntary cleanup sites

INDIAN VCP---------- Voluntary Cleanup Priority Listing
VCP---------- Voluntary Cleanup Program Properties

State and tribal Brownfields sites

BROWNFIELDS---------- Considered Brownfieds Sites Listing

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS---------- A Listing of Brownfields Sites

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT---------- Waste Management Unit Database
SWRCY---------- Recycler Database
HAULERS---------- Registered Waste Tire Haulers Listing
INDIAN ODI---------- Report on the Status of Open Dumps on Indian Lands
ODI---------- Open Dump Inventory
DEBRIS REGION 9---------- Torres Martinez Reservation Illegal Dump Site Locations
IHS OPEN DUMPS---------- Open Dumps on Indian Land

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL---------- Delisted National Clandestine Laboratory Register

HIST Cal-Sites	Historical Calsites Database
SCH	School Property Evaluation Program
CDL	Clandestine Drug Labs
CERS HAZ WASTE	CERS HAZ WASTE
Toxic Pits	Toxic Pits Cleanup Act Sites
US CDL	National Clandestine Laboratory Register

Local Lists of Registered Storage Tanks

CERS TANKS	California Environmental Reporting System (CERS) Tanks

Local Land Records

LIENS	Environmental Liens Listing
LIENS 2	CERCLA Lien Information
DEED	Deed Restriction Listing

Records of Emergency Release Reports

HMIRS	Hazardous Materials Information Reporting System
CHMIRS	California Hazardous Material Incident Report System
LDS	Land Disposal Sites Listing
MCS	Military Cleanup Sites Listing
SPILLS 90	SPILLS 90 data from FirstSearch

Other Ascertainable Records

RCRA NonGen / NLR	RCRA - Non Generators / No Longer Regulated
FUDS	Formerly Used Defense Sites
DOD	Department of Defense Sites
SCRD DRYCLEANERS	State Coalition for Remediation of Drycleaners Listing
US FIN ASSUR	Financial Assurance Information
EPA WATCH LIST	EPA WATCH LIST
2020 COR ACTION	2020 Corrective Action Program List
TSCA	Toxic Substances Control Act
TRIS	Toxic Chemical Release Inventory System
SSTS	Section 7 Tracking Systems
ROD	Records Of Decision
RMP	Risk Management Plans
RAATS	RCRA Administrative Action Tracking System
PRP	Potentially Responsible Parties
PADS	PCB Activity Database System
ICIS	Integrated Compliance Information System
FTTS	FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
MLTS	Material Licensing Tracking System
COAL ASH DOE	Steam-Electric Plant Operation Data
COAL ASH EPA	Coal Combustion Residues Surface Impoundments List
PCB TRANSFORMER	PCB Transformer Registration Database
RADINFO	Radiation Information Database
HIST FTTS	FIFRA/TSCA Tracking System Administrative Case Listing
DOT OPS	Incident and Accident Data
CONSENT	Superfund (CERCLA) Consent Decrees
INDIAN RESERV	Indian Reservations
FUSRAP	Formerly Utilized Sites Remedial Action Program

UMTRA - Uranium Mill Tailings Sites
LEAD SMELTERS - Lead Smelter Sites
US AIRS - Aerometric Information Retrieval System Facility Subsystem
US MINES - Mines Master Index File
ABANDONED MINES - Abandoned Mines
FINDS - Facility Index System/Facility Registry System
DOCKET HWC - Hazardous Waste Compliance Docket Listing
UXO - Unexploded Ordnance Sites
ECHO - Enforcement & Compliance History Information
FUELS PROGRAM - EPA Fuels Program Registered Listing
CA BOND EXP. PLAN - Bond Expenditure Plan
Cortese - "Cortese" Hazardous Waste & Substances Sites List
DRYCLEANERS - Cleaner Facilities
EMI - Emissions Inventory Data
ENF - Enforcement Action Listing
Financial Assurance - Financial Assurance Information Listing
HAZNET - Facility and Manifest Data
ICE - ICE
HIST CORTESE - Hazardous Waste & Substance Site List
HWP - EnviroStor Permitted Facilities Listing
HWT - Registered Hazardous Waste Transporter Database
MINES - Mines Site Location Listing
MWMP - Medical Waste Management Program Listing
NPDES - NPDES Permits Listing
PEST LIC - Pesticide Regulation Licenses Listing
PROC - Certified Processors Database
Notify 65 - Proposition 65 Records
UIC - UIC Listing
WASTEWATER PITS - Oil Wastewater Pits Listing
WDS - Waste Discharge System
CERS - CERS
WIP - Well Investigation Program Case List
NON-CASE INFO - NON-CASE INFO (GEOTRACKER)
MILITARY PRIV SITES - MILITARY PRIV SITES (GEOTRACKER)
WDR - Waste Discharge Requirements Listing
PROD WATER PONDS - PROD WATER PONDS (GEOTRACKER)
CIWQS - California Integrated Water Quality System
SAMPLING POINT - SAMPLING POINT (GEOTRACKER)
OTHER OIL GAS - OTHER OIL & GAS (GEOTRACKER)
PROJECT - PROJECT (GEOTRACKER)
WELL STIM PROJ - Well Stimulation Project (GEOTRACKER)
UIC GEO - UIC GEO (GEOTRACKER)

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP - EDR Proprietary Manufactured Gas Plants
EDR Hist Auto - EDR Exclusive Historical Auto Stations
EDR Hist Cleaner - EDR Exclusive Historical Cleaners

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF - Recovered Government Archive Solid Waste Facilities List

EXECUTIVE SUMMARY

RGA LUST..... Recovered Government Archive Leaking Underground Storage Tank

SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.
Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

STANDARD ENVIRONMENTAL RECORDS

State- and tribal - equivalent CERCLIS

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 10/29/2018 has revealed that there is 1 ENVIROSTOR site within approximately 1 mile of the target property.

Lower Elevation	Address	Direction / Distance	Map ID	Page
NORTH CLOVIS AVENUE	***CLOVIS AVENUE/TEAGUE***	***SW 1/2 - 1 (0.634 mi.)***	***8***	***12***
Facility Id: 10010017				
Status: No Further Action				

ADDITIONAL ENVIRONMENTAL RECORDS

Local Lists of Registered Storage Tanks

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are

2 SWEEPS UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
P-R FARMS INC.	***4650 E SHEPHERD***	***SW 0 - 1/8 (0.030 mi.)***	***A3***	***8***
Status: A Tank Status: A Comp Number: 31021				
P-R FARMS INC.	***4648 E SHEPHERD***	***SW 0 - 1/8 (0.033 mi.)***	***A5***	***10***
Status: A Tank Status: A Comp Number: 31016				

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there are 2 HIST UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
P-R FARMS INC Facility Id: 00000031021	4650 E SHEPHERD	SW 0 - 1/8 (0.030 mi.)	A4	9
P-R FARMS INC Facility Id: 00000031016	4648 E SHEPHERD	SW 0 - 1/8 (0.033 mi.)	A6	11

CA FID UST: The Facility Inventory Database contains active and inactive underground storage tank locations. The source is the State Water Resource Control Board.

A review of the CA FID UST list, as provided by EDR, and dated 10/31/1994 has revealed that there are 2 CA FID UST sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
P-R FARMS INC. Facility Id: 10006298 Status: A	***4650 E SHEPHERD***	***SW 0 - 1/8 (0.030 mi.)***	***A3***	***8***
P-R FARMS INC. Facility Id: 10006294 Status: A	***4648 E SHEPHERD***	***SW 0 - 1/8 (0.033 mi.)***	***A5***	***10***

Other Ascertainable Records

CUPA Listings: A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

A review of the CUPA Listings list, as provided by EDR, has revealed that there are 3 CUPA Listings sites within approximately 0.25 miles of the target property.

Equal/Higher Elevation	Address	Direction / Distance	Map ID	Page
WILSON DEVELOPMENT P Database: CUPA FRESNO, Date of Government Version: 10/16/2018	4767 E SHEPHERD	SSW 0 - 1/8 (0.012 mi.)	1	8

Facility Id: FA0276751

P-R FARMS	4650 E SHEPHERD AVE	SW 0 - 1/8 (0.030 mi.)	A2	8

Database: CUPA FRESNO, Date of Government Version: 10/16/2018
Facility Id: FA0271888

Lower Elevation	Address	Direction / Distance	Map ID	Page
PG&E SHEPHERD SUBSTA	N SUNNYSIDE AVE	NNW 1/8 - 1/4 (0.206 mi.)	7	12

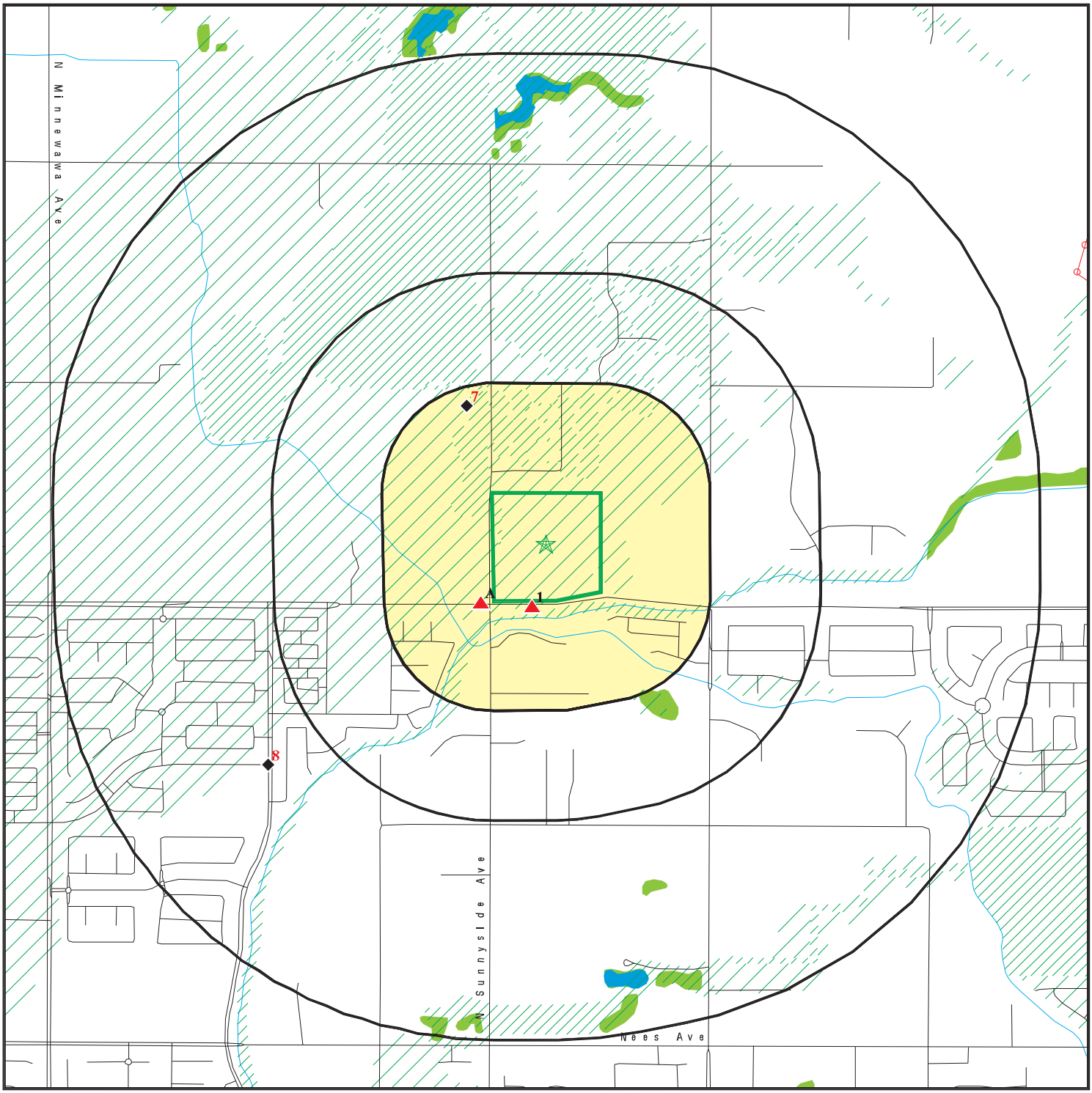
Database: CUPA FRESNO, Date of Government Version: 10/16/2018
Facility Id: FA0284459

EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 1 records.

Site Name	Database(s)
TRACT NO 5045	CIWQS

OVERVIEW MAP - 5516721.2S



0 1/4 1/2 1 Miles

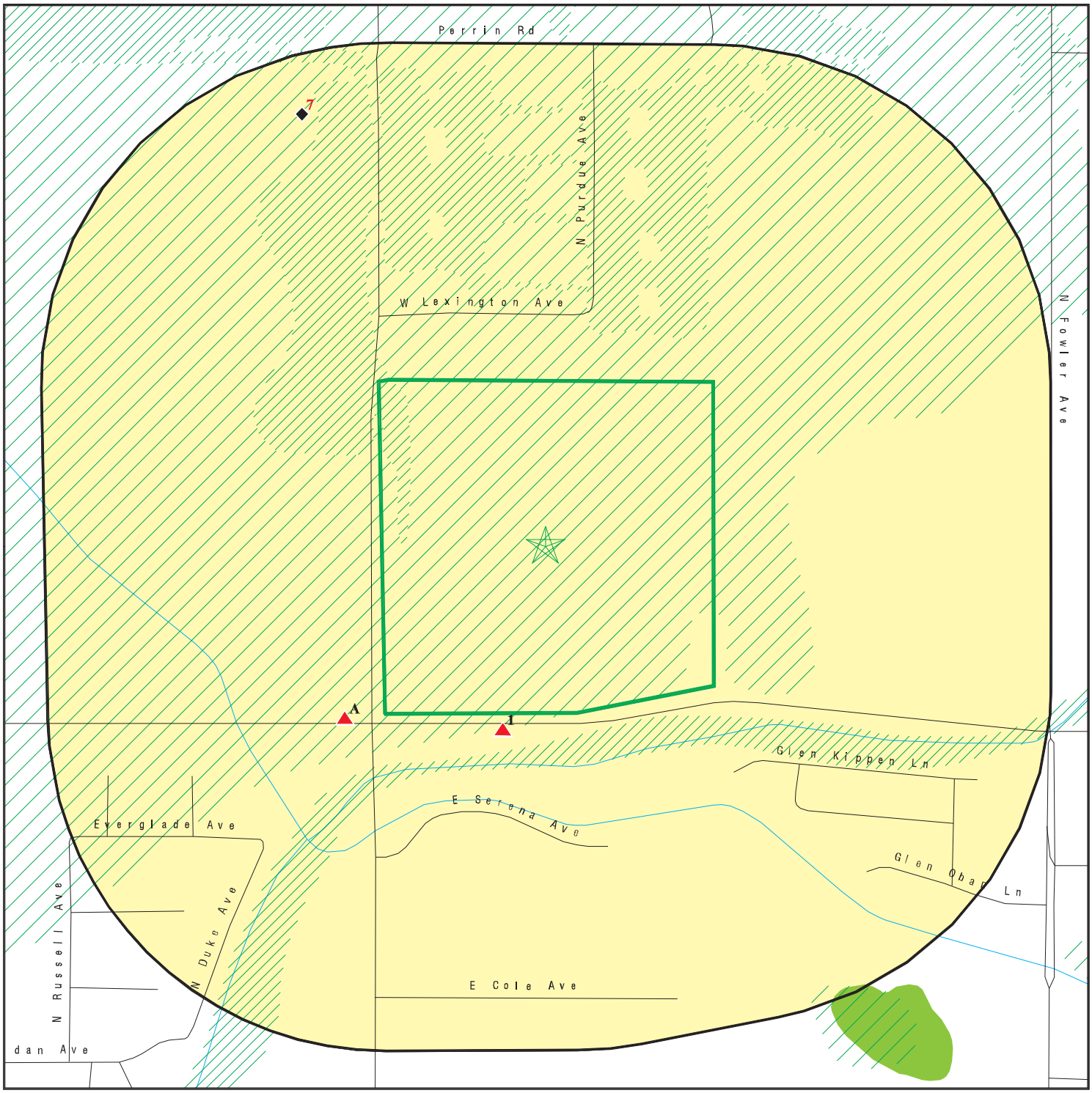
- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- National Priority List Sites
- Dept. Defense Sites
- Indian Reservations BIA
- Power transmission lines
- 100-year flood zone
- 500-year flood zone
- National Wetland Inventory
- State Wetlands
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: Tract No. 6205 Property ADDRESS: 5230 E Shepherd Ave Clovis CA 93619 LAT/LONG: 36.8685 / 119.690752	CLIENT: Krazan & Associates, Inc. CONTACT: Michelle Phillips INQUIRY #: 5516721.2s DATE: December 19, 2018 3:02 pm

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DETAIL MAP - 5516721.2S



- Target Property
- Sites at elevations higher than or equal to the target property
- Sites at elevations lower than the target property
- Manufactured Gas Plants
- Sensitive Receptors
- National Priority List Sites
- Dept. Defense Sites

0 1/16 1/8 1/4 Miles

- Indian Reservations BIA
- 100-year flood zone
- 500-year flood zone
- National Wetland Inventory
- State Wetlands
- Areas of Concern

This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME:	Tract No. 6205 Property	CLIENT:	Krazan & Associates, Inc.
ADDRESS:	5230 E Shepherd Ave Clovis CA 93619	CONTACT:	Michelle Phillips
LAT/LONG:	36.8685 / 119.690752	INQUIRY #:	5516721.2s
		DATE:	December 19, 2018 3:05 pm

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MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
STANDARD ENVIRONMENTAL RECORDS								
Federal NPL site list								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	0.001		0	NR	NR	NR	NR	0
Federal Delisted NPL site list								
Delisted NPL	1.000		0	0	0	0	NR	0
Federal CERCLIS list								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
Federal CERCLIS NFRAP site list								
SEMS-ARCHIVE	0.500		0	0	0	NR	NR	0
Federal RCRA CORRACTS facilities list								
CORRACTS	1.000		0	0	0	0	NR	0
Federal RCRA non-CORRACTS TSD facilities list								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
Federal RCRA generators list								
RCRA-LQG	0.250		0	0	NR	NR	NR	0
RCRA-SQG	0.250		0	0	NR	NR	NR	0
RCRA-CESQG	0.250		0	0	NR	NR	NR	0
Federal institutional controls / engineering controls registries								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROL	0.500		0	0	0	NR	NR	0
Federal ERNS list								
ERNS	0.001		0	NR	NR	NR	NR	0
State- and tribal - equivalent NPL								
RESPONSE	1.000		0	0	0	0	NR	0
State- and tribal - equivalent CERCLIS								
ENVIROSTOR	1.000		0	0	0	1	NR	1
State and tribal landfill and/or solid waste disposal site lists								
SWF/LF	0.500		0	0	0	NR	NR	0
State and tribal leaking storage tank lists								
LUST	0.500		0	0	0	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
INDIAN LUST	0.500		0	0	0	NR	NR	0
CPS-SLIC	0.500		0	0	0	NR	NR	0
State and tribal registered storage tank lists								
FEMA UST	0.250		0	0	NR	NR	NR	0
UST	0.250		0	0	NR	NR	NR	0
AST	0.250		0	0	NR	NR	NR	0
INDIAN UST	0.250		0	0	NR	NR	NR	0
State and tribal voluntary cleanup sites								
INDIAN VCP	0.500		0	0	0	NR	NR	0
VCP	0.500		0	0	0	NR	NR	0
State and tribal Brownfields sites								
BROWNFIELDS	0.500		0	0	0	NR	NR	0
ADDITIONAL ENVIRONMENTAL RECORDS								
Local Brownfield lists								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
Local Lists of Landfill / Solid Waste Disposal Sites								
WMUDS/SWAT	0.500		0	0	0	NR	NR	0
SWRCY	0.500		0	0	0	NR	NR	0
HAULERS	0.001		0	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
IHS OPEN DUMPS	0.500		0	0	0	NR	NR	0
Local Lists of Hazardous waste / Contaminated Sites								
US HIST CDL	0.001		0	NR	NR	NR	NR	0
HIST Cal-Sites	1.000		0	0	0	0	NR	0
SCH	0.250		0	0	NR	NR	NR	0
CDL	0.001		0	NR	NR	NR	NR	0
CERS HAZ WASTE	0.250		0	0	NR	NR	NR	0
Toxic Pits	1.000		0	0	0	0	NR	0
US CDL	0.001		0	NR	NR	NR	NR	0
Local Lists of Registered Storage Tanks								
SWEEPS UST	0.250		2	0	NR	NR	NR	2
HIST UST	0.250		2	0	NR	NR	NR	2
CERS TANKS	0.250		0	0	NR	NR	NR	0
CA FID UST	0.250		2	0	NR	NR	NR	2
Local Land Records								
LIENS	0.001		0	NR	NR	NR	NR	0
LIENS 2	0.001		0	NR	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
DEED	0.500		0	0	0	NR	NR	0
Records of Emergency Release Reports								
HMIRS	0.001		0	NR	NR	NR	NR	0
CHMIRS	0.001		0	NR	NR	NR	NR	0
LDS	0.001		0	NR	NR	NR	NR	0
MCS	0.001		0	NR	NR	NR	NR	0
SPILLS 90	0.001		0	NR	NR	NR	NR	0
Other Ascertainable Records								
RCRA NonGen / NLR	0.250		0	0	NR	NR	NR	0
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	0.001		0	NR	NR	NR	NR	0
EPA WATCH LIST	0.001		0	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	0.001		0	NR	NR	NR	NR	0
TRIS	0.001		0	NR	NR	NR	NR	0
SSTS	0.001		0	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	0.001		0	NR	NR	NR	NR	0
RAATS	0.001		0	NR	NR	NR	NR	0
PRP	0.001		0	NR	NR	NR	NR	0
PADS	0.001		0	NR	NR	NR	NR	0
ICIS	0.001		0	NR	NR	NR	NR	0
FTTS	0.001		0	NR	NR	NR	NR	0
MLTS	0.001		0	NR	NR	NR	NR	0
COAL ASH DOE	0.001		0	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	0.001		0	NR	NR	NR	NR	0
RADINFO	0.001		0	NR	NR	NR	NR	0
HIST FTTS	0.001		0	NR	NR	NR	NR	0
DOT OPS	0.001		0	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	0.001		0	NR	NR	NR	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	0.001		0	NR	NR	NR	NR	0
US AIRS	0.001		0	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	0.001		0	NR	NR	NR	NR	0
FINDS	0.001		0	NR	NR	NR	NR	0
DOCKET HWC	0.001		0	NR	NR	NR	NR	0
UXO	1.000		0	0	0	0	NR	0
ECHO	0.001		0	NR	NR	NR	NR	0
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
Cortese	0.500		0	0	0	NR	NR	0
CUPA Listings	0.250		2	1	NR	NR	NR	3
DRYCLEANERS	0.250		0	0	NR	NR	NR	0

MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
EMI	0.001		0	NR	NR	NR	NR	0
ENF	0.001		0	NR	NR	NR	NR	0
Financial Assurance	0.001		0	NR	NR	NR	NR	0
HAZNET	0.001		0	NR	NR	NR	NR	0
ICE	0.001		0	NR	NR	NR	NR	0
HIST CORTESE	0.500		0	0	0	NR	NR	0
HWP	1.000		0	0	0	0	NR	0
HWT	0.250		0	0	NR	NR	NR	0
MINES	0.001		0	NR	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
NPDES	0.001		0	NR	NR	NR	NR	0
PEST LIC	0.001		0	NR	NR	NR	NR	0
PROC	0.500		0	0	0	NR	NR	0
Notify 65	1.000		0	0	0	0	NR	0
UIC	0.001		0	NR	NR	NR	NR	0
WASTEWATER PITS	0.500		0	0	0	NR	NR	0
WDS	0.001		0	NR	NR	NR	NR	0
CERS	0.001		0	NR	NR	NR	NR	0
WIP	0.250		0	0	NR	NR	NR	0
NON-CASE INFO	0.001		0	NR	NR	NR	NR	0
MILITARY PRIV SITES	0.001		0	NR	NR	NR	NR	0
WDR	0.001		0	NR	NR	NR	NR	0
PROD WATER PONDS	0.001		0	NR	NR	NR	NR	0
CIWQS	0.001		0	NR	NR	NR	NR	0
SAMPLING POINT	0.001		0	NR	NR	NR	NR	0
OTHER OIL GAS	0.001		0	NR	NR	NR	NR	0
PROJECT	0.001		0	NR	NR	NR	NR	0
WELL STIM PROJ	0.001		0	NR	NR	NR	NR	0
UIC GEO	0.001		0	NR	NR	NR	NR	0
EDR HIGH RISK HISTORICAL RECORDS								
EDR Exclusive Records								
EDR MGP	1.000		0	0	0	0	NR	0
EDR Hist Auto	0.125		0	NR	NR	NR	NR	0
EDR Hist Cleaner	0.125		0	NR	NR	NR	NR	0
EDR RECOVERED GOVERNMENT ARCHIVES								
Exclusive Recovered Govt. Archives								
RGA LF	0.001		0	NR	NR	NR	NR	0
RGA LUST	0.001		0	NR	NR	NR	NR	0
- Totals --		0	8	1	0	1	0	10

NOTES:

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

1
SSW
< 1/8
0.012 mi.
62 ft.

WILSON DEVELOPMENT PROPERTY
4767 E SHEPHERD
CLOVIS, CA 93611

CUPA Listings

S106112709
N/A

Relative:
Higher

Actual:
388 ft.

CUPA FRESNO:

Facility ID:	FA0276751
Cross Street:	Not reported
APM Number:	56003109
CERS Id:	Not reported
SWIS Number:	Not reported
GIS Latitude:	Not reported
GIS Longitude:	Not reported
Program Element:	UST REMOVAL/CLOSURE W/1 TANK

A2
SW
< 1/8
0.030 mi.
158 ft.

P-R FARMS
4650 E SHEPHERD AVE
CLOVIS, CA 93612

Site 1 of 5 in cluster A

CUPA Listings

S118671879
N/A

Relative:
Higher

Actual:
388 ft.

CUPA FRESNO:

Facility ID:	FA0271888
Cross Street:	Not reported
APM Number:	Not reported
CERS Id:	10701280
SWIS Number:	Not reported
GIS Latitude:	Not reported
GIS Longitude:	Not reported
Program Element:	HAZARDOUS MATERIALS HANDLER FARM EXEMPTION

A3
SW
< 1/8
0.030 mi.
158 ft.

P-R FARMS INC.
4650 E SHEPHERD
CLOVIS, CA 93612

Site 2 of 5 in cluster A

SWEEPS UST
CA FID UST

S101629488
N/A

Relative:
Higher

Actual:
388 ft.

SWEEPS UST:

Status:	Active
Comp Number:	31021
Number:	9
Board Of Equalization:	Not reported
Referral Date:	07-01-85
Action Date:	Not reported
Created Date:	02-29-88
Owner Tank Id:	1
SWRCB Tank Id:	10-000-031021-000001
Tank Status:	A
Capacity:	500
Active Date:	07-01-85
Tank Use:	M.V. FUEL
STG:	P
Content:	DIESEL
Number Of Tanks:	2
Status:	Active
Comp Number:	31021

P-R FARMS INC. (Continued) **S101629488**

Number: 9
Board Of Equalization: Not reported
Referral Date: 07-01-85
Action Date: Not reported
Created Date: 02-29-88
Owner Tank Id: 2
SWRCB Tank Id: 10-000-031021-000002
Tank Status: A
Capacity: 500
Active Date: 07-01-85
Tank Use: M.V. FUEL
STG: P
Content: DIESEL
Number Of Tanks: Not reported

CA FID UST:
Facility ID: 10006298
Regulated By: UTNKA
Regulated ID: 00031021
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2092990201
Mail To: Not reported
Mailing Address: 2917 E SHEPHERD
Mailing Address 2: Not reported
Mailing City,St,Zip: CLOVIS 93612
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

A4 **P-R FARMS INC** **HIST UST** **U001587651**
SW **4650 E SHEPHERD** **N/A**
< 1/8 **CLOVIS, CA 93612**
0.030 mi.
158 ft. **Site 3 of 5 in cluster A**

Relative:
Higher

Actual:
388 ft.

HIST UST:
File Number: 00024E9B
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00024E9B.pdf
Region: STATE
Facility ID: 00000031021
Facility Type: Other
Other Type: FRM
Contact Name: PAT RICCHIUTI
Telephone: 2092990201
Owner Name: P-R FARMS INC.
Owner Address: 2917 E. SHEPHERD
Owner City,St,Zip: CLOVIS, CA 93612
Total Tanks: 0002

Tank Num: 001
Container Num: 1
Year Installed: Not reported

P-R FARMS INC (Continued) **U001587651**

Tank Capacity:	00000500
Tank Used for:	Not reported
Type of Fuel:	DIESEL
Container Construction Thickness:	Not reported
Leak Detection:	Visual, Stock Inventor

Tank Num:	002
Container Num:	2
Year Installed:	Not reported
Tank Capacity:	00000500
Tank Used for:	Not reported
Type of Fuel:	DIESEL
Container Construction Thickness:	Not reported
Leak Detection:	Visual, Stock Inventor

Click here for Geo Tracker PDF:

A5 **P-R FARMS INC.** **SWEEPS UST** **S101621112**
SW **4648 E SHEPHERD** **CA FID UST** **N/A**
< 1/8 **CLOVIS, CA 93612**
0.033 mi.
173 ft. **Site 4 of 5 in cluster A**

Relative: **Higher**
Actual: **388 ft.**

SWEEPS UST:

Status:	Active
Comp Number:	31016
Number:	9
Board Of Equalization:	Not reported
Referral Date:	07-01-85
Action Date:	Not reported
Created Date:	02-29-88
Owner Tank Id:	1
SWRCB Tank Id:	10-000-031016-000001
Tank Status:	A
Capacity:	2000
Active Date:	07-01-85
Tank Use:	M.V. FUEL
STG:	P
Content:	DIESEL
Number Of Tanks:	2

Status:	Active
Comp Number:	31016
Number:	9
Board Of Equalization:	Not reported
Referral Date:	07-01-85
Action Date:	Not reported
Created Date:	02-29-88
Owner Tank Id:	1
SWRCB Tank Id:	10-000-031016-000002
Tank Status:	A
Capacity:	500
Active Date:	07-01-85
Tank Use:	M.V. FUEL
STG:	P
Content:	LEADED
Number Of Tanks:	Not reported

P-R FARMS INC. (Continued) **S101621112**

CA FID UST:
Facility ID: 10006294
Regulated By: UTNKA
Regulated ID: 00031016
Cortese Code: Not reported
SIC Code: Not reported
Facility Phone: 2092990201
Mail To: Not reported
Mailing Address: 2917 E SHEPHERD
Mailing Address 2: Not reported
Mailing City,St,Zip: CLOVIS 93612
Contact: Not reported
Contact Phone: Not reported
DUNs Number: Not reported
NPDES Number: Not reported
EPA ID: Not reported
Comments: Not reported
Status: Active

A6 **P-R FARMS INC** **HIST UST** **U001587650**
SW **4648 E SHEPHERD** **N/A**
< 1/8 **CLOVIS, CA 93612**
0.033 mi.
173 ft. **Site 5 of 5 in cluster A**

Relative:
Higher

Actual:
388 ft.

HIST UST:
File Number: 00024F10
URL: http://geotracker.waterboards.ca.gov/ustpdfs/pdf/00024F10.pdf
Region: STATE
Facility ID: 00000031016
Facility Type: Other
Other Type: FARM
Contact Name: PAT RICCHIUTI
Telephone: 2092990201
Owner Name: PAT RICCHIUTI
Owner Address: 2917 E. SHEPHERD
Owner City,St,Zip: CLOVIS, CA 93612
Total Tanks: 0002

Tank Num: 001
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00002000
Tank Used for: PRODUCT
Type of Fuel: DIESEL
Container Construction Thickness: Not reported
Leak Detection: Visual, Stock Inventor

Tank Num: 002
Container Num: 1
Year Installed: Not reported
Tank Capacity: 00000500
Tank Used for: Not reported
Type of Fuel: REGULAR
Container Construction Thickness: Not reported
Leak Detection: Visual, Stock Inventor

P-R FARMS INC (Continued) **U001587650**

Click here for Geo Tracker PDF:

7
NNW
1/8-1/4
0.206 mi.
1089 ft.

PG&E SHEPHERD SUBSTATION **CUPA Listings** **S118191049**
N SUNNYSIDE AVE **N/A**
CLOVIS, CA 93619

Relative:
Lower

Actual:
387 ft.

CUPA FRESNO:

Facility ID:	FA0284459
Cross Street:	PERRIN
APM Number:	55605015SU
CERS Id:	10636330
SWIS Number:	Not reported
GIS Latitude:	36.873118
GIS Longitude:	-119.694008
Program Element:	SMALL HAZARDOUS MATERIALS HANDLER

8
SW
1/2-1
0.634 mi.
3349 ft.

NORTH CLOVIS AVENUE SCHOOL **ENVIROSTOR** **S105840718**
CLOVIS AVENUE/TEAGUE AVENUE **SCH** **N/A**
CLOVIS, CA 93611

Relative:
Lower

Actual:
381 ft.

ENVIROSTOR:

Facility ID:	10010017
Status:	No Further Action
Status Date:	12/11/2003
Site Code:	104331
Site Type:	School Investigation
Site Type Detailed:	School
Acres:	16.5
NPL:	NO
Regulatory Agencies:	DTSC
Lead Agency:	DTSC
Program Manager:	Not reported
Supervisor:	Jose Salcedo
Division Branch:	Northern California Schools & Santa Susana
Assembly:	23
Senate:	08
Special Program:	Not reported
Restricted Use:	NO
Site Mgmt Req:	NONE SPECIFIED
Funding:	School District
Latitude:	36.8595
Longitude:	-119.7072
APN:	NONE SPECIFIED
Past Use:	AGRICULTURAL - ORCHARD, AGRICULTURAL - ROW CROPS
Potential COC:	Arsenic DDD DDE DDT Toxaphene
Confirmed COC:	30023-NO 30001-NO 30006-NO 30007-NO 30008-NO No Contaminants found
Potential Description:	SOIL
Alias Name:	CLOVIS UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	CLOVIS USD-PROPOSED CLOVIS STREET SCHOOL
Alias Type:	Alternate Name
Alias Name:	NORTH CLOVIS AVENUE SCHOOL

NORTH CLOVIS AVENUE SCHOOL (Continued) **S105840718**

Alias Type: Alternate Name
Alias Name: 104331
Alias Type: Project Code (Site Code)
Alias Name: 10010017
Alias Type: Envirostor ID Number

Completed Info:
Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Environmental Oversight Agreement
Completed Date: 03/27/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Cost Recovery Closeout Memo
Completed Date: 12/19/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Site Inspections/Visit (Non LUR)
Completed Date: 07/15/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: Preliminary Endangerment Assessment Report
Completed Date: 12/11/2003
Comments: Not reported

Completed Area Name: PROJECT WIDE
Completed Sub Area Name: Not reported
Completed Document Type: * Workplan
Completed Date: 07/22/2003
Comments: Not reported

Future Area Name: Not reported
Future Sub Area Name: Not reported
Future Document Type: Not reported
Future Due Date: Not reported
Schedule Area Name: Not reported
Schedule Sub Area Name: Not reported
Schedule Document Type: Not reported
Schedule Due Date: Not reported
Schedule Revised Date: Not reported

SCH:

Facility ID: 10010017
Site Type: School Investigation
Site Type Detail: School
Site Mgmt. Req.: NONE SPECIFIED
Acres: 16.5
National Priorities List: NO
Cleanup Oversight Agencies: DTSC
Lead Agency: DTSC

NORTH CLOVIS AVENUE SCHOOL (Continued) **S105840718**

Lead Agency Description:	* DTSC
Project Manager:	Not reported
Supervisor:	Jose Salcedo
Division Branch:	Northern California Schools & Santa Susana
Site Code:	104331
Assembly:	23
Senate:	08
Special Program Status:	Not reported
Status:	No Further Action
Status Date:	12/11/2003
Restricted Use:	NO
Funding:	School District
Latitude:	36.8595
Longitude:	-119.7072
APN:	NONE SPECIFIED
Past Use:	AGRICULTURAL - ORCHARD, AGRICULTURAL - ROW CROPS
Potential COC:	Arsenic, Arsenic, DDD, DDE, DDT, Toxaphene
Confirmed COC:	30023-NO, 30001-NO, 30006-NO, 30007-NO, 30008-NO, No Contaminants found
Potential Description:	SOIL
Alias Name:	CLOVIS UNIFIED SCHOOL DISTRICT
Alias Type:	Alternate Name
Alias Name:	CLOVIS USD-PROPOSED CLOVIS STREET SCHOOL
Alias Type:	Alternate Name
Alias Name:	NORTH CLOVIS AVENUE SCHOOL
Alias Type:	Alternate Name
Alias Name:	104331
Alias Type:	Project Code (Site Code)
Alias Name:	10010017
Alias Type:	Envirostor ID Number

Completed Info:

Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Environmental Oversight Agreement
Completed Date:	03/27/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Cost Recovery Closeout Memo
Completed Date:	12/19/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Site Inspections/Visit (Non LUR)
Completed Date:	07/15/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported
Completed Document Type:	Preliminary Endangerment Assessment Report
Completed Date:	12/11/2003
Comments:	Not reported
Completed Area Name:	PROJECT WIDE
Completed Sub Area Name:	Not reported

NORTH CLOVIS AVENUE SCHOOL (Continued) **S105840718**

Completed Document Type:	* Workplan
Completed Date:	07/22/2003
Comments:	Not reported
Future Area Name:	Not reported
Future Sub Area Name:	Not reported
Future Document Type:	Not reported
Future Due Date:	Not reported
Schedule Area Name:	Not reported
Schedule Sub Area Name:	Not reported
Schedule Document Type:	Not reported
Schedule Due Date:	Not reported
Schedule Revised Date:	Not reported

Count: 1 records.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
CLOVIS	S121685278	TRACT NO 5045	SEC OF PEACH AND SHEPHERD		CIWQS

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

Number of Days to Update: Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

STANDARD ENVIRONMENTAL RECORDS

Federal NPL site list

NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 11/14/2018
Date Data Arrived at EDR: 11/27/2018
Date Made Active in Reports: 12/07/2018
Number of Days to Update: 10

Source: EPA
Telephone: N/A
Last EDR Contact: 11/27/2018
Next Scheduled EDR Contact: 01/14/2019
Data Release Frequency: Quarterly

NPL Site Boundaries

Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)
Telephone: 202-564-7333

EPA Region 1
Telephone 617-918-1143

EPA Region 6
Telephone: 214-655-6659

EPA Region 3
Telephone 215-814-5418

EPA Region 7
Telephone: 913-551-7247

EPA Region 4
Telephone 404-562-8033

EPA Region 8
Telephone: 303-312-6774

EPA Region 5
Telephone 312-886-6686

EPA Region 9
Telephone: 415-947-4246

EPA Region 10
Telephone 206-553-8665

Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 11/14/2018
Date Data Arrived at EDR: 11/27/2018
Date Made Active in Reports: 12/07/2018
Number of Days to Update: 10

Source: EPA
Telephone: N/A
Last EDR Contact: 11/27/2018
Next Scheduled EDR Contact: 01/14/2019
Data Release Frequency: Quarterly

NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991
Date Data Arrived at EDR: 02/02/1994
Date Made Active in Reports: 03/30/1994
Number of Days to Update: 56

Source: EPA
Telephone: 202-564-4267
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

Federal Delisted NPL site list

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 11/14/2018
Date Data Arrived at EDR: 11/27/2018
Date Made Active in Reports: 12/07/2018
Number of Days to Update: 10

Source: EPA
Telephone: N/A
Last EDR Contact: 11/27/2018
Next Scheduled EDR Contact: 01/14/2019
Data Release Frequency: Quarterly

Federal CERCLIS list

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 11/07/2016
Date Data Arrived at EDR: 01/05/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 92

Source: Environmental Protection Agency
Telephone: 703-603-8704
Last EDR Contact: 07/06/2018
Next Scheduled EDR Contact: 10/15/2018
Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly know as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 11/14/2018
Date Data Arrived at EDR: 11/27/2018
Date Made Active in Reports: 12/07/2018
Number of Days to Update: 10

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 11/27/2018
Next Scheduled EDR Contact: 01/28/2019
Data Release Frequency: Quarterly

Federal CERCLIS NFRAP site list

SEMS-ARCHIVE: Superfund Enterprise Management System Archive

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that. based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 11/14/2018
Date Data Arrived at EDR: 11/28/2018
Date Made Active in Reports: 12/07/2018
Number of Days to Update: 9

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 11/28/2018
Next Scheduled EDR Contact: 01/28/2019
Data Release Frequency: Quarterly

Federal RCRA CORRACTS facilities list

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: EPA
Telephone: 800-424-9346
Last EDR Contact: 12/03/2018
Next Scheduled EDR Contact: 01/07/2019
Data Release Frequency: Quarterly

Federal RCRA non-CORRACTS TSD facilities list

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/03/2018
Next Scheduled EDR Contact: 01/07/2019
Data Release Frequency: Quarterly

Federal RCRA generators list

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/03/2018
Next Scheduled EDR Contact: 01/07/2019
Data Release Frequency: Quarterly

RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/03/2018
Next Scheduled EDR Contact: 01/07/2019
Data Release Frequency: Quarterly

RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/03/2018
Next Scheduled EDR Contact: 01/07/2019
Data Release Frequency: Quarterly

Federal institutional controls / engineering controls registries

LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 10/17/2018
Date Data Arrived at EDR: 10/25/2018
Date Made Active in Reports: 12/07/2018
Number of Days to Update: 43

Source: Department of the Navy
Telephone: 843-820-7326
Last EDR Contact: 10/15/2018
Next Scheduled EDR Contact: 02/25/2019
Data Release Frequency: Varies

US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 07/31/2018
Date Data Arrived at EDR: 08/28/2018
Date Made Active in Reports: 09/14/2018
Number of Days to Update: 17

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 11/28/2018
Next Scheduled EDR Contact: 03/11/2019
Data Release Frequency: Varies

US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 07/31/2018
Date Data Arrived at EDR: 08/28/2018
Date Made Active in Reports: 09/14/2018
Number of Days to Update: 17

Source: Environmental Protection Agency
Telephone: 703-603-0695
Last EDR Contact: 11/28/2018
Next Scheduled EDR Contact: 03/11/2019
Data Release Frequency: Varies

Federal ERNS list

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 09/24/2018
Date Data Arrived at EDR: 09/25/2018
Date Made Active in Reports: 11/09/2018
Number of Days to Update: 45

Source: National Response Center, United States Coast Guard
Telephone: 202-267-2180
Last EDR Contact: 09/25/2018
Next Scheduled EDR Contact: 01/07/2019
Data Release Frequency: Quarterly

State- and tribal - equivalent NPL

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 10/29/2018
Date Data Arrived at EDR: 10/30/2018
Date Made Active in Reports: 12/13/2018
Number of Days to Update: 44

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 10/30/2018
Next Scheduled EDR Contact: 02/11/2019
Data Release Frequency: Quarterly

State- and tribal - equivalent CERCLIS

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifes sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 10/29/2018
Date Data Arrived at EDR: 10/30/2018
Date Made Active in Reports: 12/13/2018
Number of Days to Update: 44

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 10/30/2018
Next Scheduled EDR Contact: 02/11/2019
Data Release Frequency: Quarterly

State and tribal landfill and/or solid waste disposal site lists

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inve ntory of solid waste disposal facilities or landfills. These may be active or i nactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 11/12/2018
Date Data Arrived at EDR: 11/14/2018
Date Made Active in Reports: 12/13/2018
Number of Days to Update: 29

Source: Department of Resources Recycling and Recovery
Telephone: 916-341-6320
Last EDR Contact: 11/14/2018
Next Scheduled EDR Contact: 02/25/2019
Data Release Frequency: Quarterly

State and tribal leaking storage tank lists

LUST REG 1: Active Toxic Site Investigation

Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001
Date Data Arrived at EDR: 02/28/2001
Date Made Active in Reports: 03/29/2001
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)
Telephone: 707-570-3769
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST REG 7: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004
Date Data Arrived at EDR: 02/26/2004
Date Made Active in Reports: 03/24/2004
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Telephone: 760-776-8943
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

LUST: Leaking Underground Fuel Tank Report (GEOTRACKER)

Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/10/2018
Date Data Arrived at EDR: 09/12/2018
Date Made Active in Reports: 10/08/2018
Number of Days to Update: 26

Source: State Water Resources Control Board
Telephone: see region list
Last EDR Contact: 12/11/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Quarterly

LUST REG 9: Leaking Underground Storage Tank Report

Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001
Date Data Arrived at EDR: 04/23/2001
Date Made Active in Reports: 05/21/2001
Number of Days to Update: 28

Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-637-5595
Last EDR Contact: 09/26/2011
Next Scheduled EDR Contact: 01/09/2012
Data Release Frequency: No Update Planned

LUST REG 6V: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005
Date Data Arrived at EDR: 06/07/2005
Date Made Active in Reports: 06/29/2005
Number of Days to Update: 22

Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Telephone: 760-241-7365
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 6L: Leaking Underground Storage Tank Case Listing

For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003
Date Data Arrived at EDR: 09/10/2003
Date Made Active in Reports: 10/07/2003
Number of Days to Update: 27

Source: California Regional Water Quality Control Board Lahontan Region (6)
Telephone: 530-542-5572
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: No Update Planned

LUST REG 5: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

Date of Government Version: 07/01/2008
Date Data Arrived at EDR: 07/22/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-4834
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: No Update Planned

LUST REG 2: Fuel Leak List

Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-622-2433
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

LUST REG 3: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003
Date Data Arrived at EDR: 05/19/2003
Date Made Active in Reports: 06/02/2003
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-542-4786
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: No Update Planned

LUST REG 4: Underground Storage Tank Leak List

Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6710
Last EDR Contact: 09/06/2011
Next Scheduled EDR Contact: 12/19/2011
Data Release Frequency: No Update Planned

LUST REG 8: Leaking Underground Storage Tanks

California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005
Date Data Arrived at EDR: 02/15/2005
Date Made Active in Reports: 03/28/2005
Number of Days to Update: 41

Source: California Regional Water Quality Control Board Santa Ana Region (8)
Telephone: 909-782-4496
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Varies

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 04/12/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 04/10/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: Environmental Protection Agency
Telephone: 415-972-3372
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 04/25/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63
Source: EPA Region 8
Telephone: 303-312-6271
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 04/24/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63
Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 04/01/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63
Source: EPA Region 6
Telephone: 214-665-6597
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 05/08/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63
Source: EPA Region 4
Telephone: 404-562-8677
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 04/13/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63
Source: EPA Region 1
Telephone: 617-918-1313
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 04/12/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63
Source: EPA, Region 5
Telephone: 312-886-7439
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

CPS-SLIC: Statewide SLIC Cases (GEOTRACKER)
Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/10/2018
Date Data Arrived at EDR: 09/12/2018
Date Made Active in Reports: 10/09/2018
Number of Days to Update: 27
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Varies

SLIC REG 1: Active Toxic Site Investigations
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003
Date Data Arrived at EDR: 04/07/2003
Date Made Active in Reports: 04/25/2003
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)
Telephone: 707-576-2220
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004
Date Data Arrived at EDR: 10/20/2004
Date Made Active in Reports: 11/19/2004
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)
Telephone: 510-286-0457
Last EDR Contact: 09/19/2011
Next Scheduled EDR Contact: 01/02/2012
Data Release Frequency: Quarterly

SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006
Date Data Arrived at EDR: 05/18/2006
Date Made Active in Reports: 06/15/2006
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)
Telephone: 805-549-3147
Last EDR Contact: 07/18/2011
Next Scheduled EDR Contact: 10/31/2011
Data Release Frequency: Semi-Annually

SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004
Date Data Arrived at EDR: 11/18/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)
Telephone: 213-576-6600
Last EDR Contact: 07/01/2011
Next Scheduled EDR Contact: 10/17/2011
Data Release Frequency: Varies

SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005
Date Data Arrived at EDR: 04/05/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)
Telephone: 916-464-3291
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005
Date Data Arrived at EDR: 05/25/2005
Date Made Active in Reports: 06/16/2005
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch
Telephone: 619-241-6583
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: Semi-Annually

SLIC REG 6L: SLIC Sites
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004
Date Data Arrived at EDR: 09/07/2004
Date Made Active in Reports: 10/12/2004
Number of Days to Update: 35
Source: California Regional Water Quality Control Board, Lahontan Region
Telephone: 530-542-5574
Last EDR Contact: 08/15/2011
Next Scheduled EDR Contact: 11/28/2011
Data Release Frequency: No Update Planned

SLIC REG 7: SLIC List
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004
Date Data Arrived at EDR: 11/29/2004
Date Made Active in Reports: 01/04/2005
Number of Days to Update: 36
Source: California Regional Quality Control Board, Colorado River Basin Region
Telephone: 760-346-7491
Last EDR Contact: 08/01/2011
Next Scheduled EDR Contact: 11/14/2011
Data Release Frequency: No Update Planned

SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008
Date Data Arrived at EDR: 04/03/2008
Date Made Active in Reports: 04/14/2008
Number of Days to Update: 11
Source: California Region Water Quality Control Board Santa Ana Region (8)
Telephone: 951-782-3298
Last EDR Contact: 09/12/2011
Next Scheduled EDR Contact: 12/26/2011
Data Release Frequency: Semi-Annually

SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing
The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007
Date Data Arrived at EDR: 09/11/2007
Date Made Active in Reports: 09/28/2007
Number of Days to Update: 17
Source: California Regional Water Quality Control Board San Diego Region (9)
Telephone: 858-467-2980
Last EDR Contact: 08/08/2011
Next Scheduled EDR Contact: 11/21/2011
Data Release Frequency: Annually

State and tribal registered storage tank lists

FEMA UST: Underground Storage Tank Listing
A listing of all FEMA owned underground storage tanks.

Date of Government Version: 05/15/2017
Date Data Arrived at EDR: 05/30/2017
Date Made Active in Reports: 10/13/2017
Number of Days to Update: 136
Source: FEMA
Telephone: 202-646-5797
Last EDR Contact: 10/10/2018
Next Scheduled EDR Contact: 01/21/2019
Data Release Frequency: Varies

UST: Active UST Facilities
Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 09/10/2018
Date Data Arrived at EDR: 09/12/2018
Date Made Active in Reports: 10/03/2018
Number of Days to Update: 21
Source: SWRCB
Telephone: 916-341-5851
Last EDR Contact: 12/11/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Semi-Annually

UST CLOSURE: Proposed Closure of Underground Storage Tank (UST) Cases

UST cases that are being considered for closure by either the State Water Resources Control Board or the Executive Director have been posted for a 60-day public comment period. UST Case Closures being proposed for consideration by the State Water Resources Control Board. These are primarily UST cases that meet closure criteria under the decisional framework in State Water Board Resolution No. 92-49 and other Board orders. UST Case Closures proposed for consideration by the Executive Director pursuant to State Water Board Resolution No. 2012-0061. These are cases that meet the criteria of the Low-Threat UST Case Closure Policy. UST Case Closure Review Denials and Approved Orders.

Date of Government Version: 09/10/2018
Date Data Arrived at EDR: 09/12/2018
Date Made Active in Reports: 10/03/2018
Number of Days to Update: 21

Source: State Water Resources Control Board
Telephone: 916-327-7844
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Varies

MILITARY UST SITES: Military UST Sites (GEOTRACKER)

Military ust sites

Date of Government Version: 09/10/2018
Date Data Arrived at EDR: 09/12/2018
Date Made Active in Reports: 10/09/2018
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Varies

AST: Aboveground Petroleum Storage Tank Facilities

A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 07/06/2016
Date Data Arrived at EDR: 07/12/2016
Date Made Active in Reports: 09/19/2016
Number of Days to Update: 69

Source: California Environmental Protection Agency
Telephone: 916-327-5092
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 04/01/2019
Data Release Frequency: Quarterly

INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 05/08/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 4
Telephone: 404-562-9424
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 04/01/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 6
Telephone: 214-665-7591
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 04/13/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA, Region 1
Telephone: 617-918-1313
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 04/12/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 5
Telephone: 312-886-6136
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 04/24/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 7
Telephone: 913-551-7003
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 04/12/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 10
Telephone: 206-553-2857
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 04/25/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 8
Telephone: 303-312-6137
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 04/10/2018
Date Data Arrived at EDR: 05/18/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 63

Source: EPA Region 9
Telephone: 415-972-3368
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

State and tribal voluntary cleanup sites

INDIAN VCP R7: Voluntary Cleanup Priority Lisitng

A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008
Date Data Arrived at EDR: 04/22/2008
Date Made Active in Reports: 05/19/2008
Number of Days to Update: 27

Source: EPA, Region 7
Telephone: 913-551-7365
Last EDR Contact: 04/20/2009
Next Scheduled EDR Contact: 07/20/2009
Data Release Frequency: Varies

VCP: Voluntary Cleanup Program Properties

Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 10/29/2018
Date Data Arrived at EDR: 10/30/2018
Date Made Active in Reports: 12/13/2018
Number of Days to Update: 44

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 10/30/2018
Next Scheduled EDR Contact: 02/11/2019
Data Release Frequency: Quarterly

INDIAN VCP R1: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015
Date Data Arrived at EDR: 09/29/2015
Date Made Active in Reports: 02/18/2016
Number of Days to Update: 142

Source: EPA, Region 1
Telephone: 617-918-1102
Last EDR Contact: 09/24/2018
Next Scheduled EDR Contact: 01/07/2019
Data Release Frequency: Varies

State and tribal Brownfields sites

BROWNFIELDS: Considered Brownfieds Sites Listing

A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

Date of Government Version: 09/24/2018
Date Data Arrived at EDR: 09/25/2018
Date Made Active in Reports: 10/15/2018
Number of Days to Update: 20

Source: State Water Resources Control Board
Telephone: 916-323-7905
Last EDR Contact: 09/25/2018
Next Scheduled EDR Contact: 01/07/2019
Data Release Frequency: Quarterly

ADDITIONAL ENVIRONMENTAL RECORDS

Local Brownfield lists

US BROWNFIELDS: A Listing of Brownfields Sites

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 09/18/2018
Date Data Arrived at EDR: 09/18/2018
Date Made Active in Reports: 11/09/2018
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 202-566-2777
Last EDR Contact: 12/18/2018
Next Scheduled EDR Contact: 04/01/2019
Data Release Frequency: Semi-Annually

Local Lists of Landfill / Solid Waste Disposal Sites

WMUDS/SWAT: Waste Management Unit Database

Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000
Date Data Arrived at EDR: 04/10/2000
Date Made Active in Reports: 05/10/2000
Number of Days to Update: 30

Source: State Water Resources Control Board
Telephone: 916-227-4448
Last EDR Contact: 10/25/2018
Next Scheduled EDR Contact: 02/11/2019
Data Release Frequency: No Update Planned

SWRCY: Recycler Database

A listing of recycling facilities in California.

Date of Government Version: 09/10/2018
Date Data Arrived at EDR: 09/12/2018
Date Made Active in Reports: 10/15/2018
Number of Days to Update: 33

Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Quarterly

HAULERS: Registered Waste Tire Haulers Listing

A listing of registered waste tire haulers.

Date of Government Version: 09/26/2018
Date Data Arrived at EDR: 09/28/2018
Date Made Active in Reports: 11/01/2018
Number of Days to Update: 34

Source: Integrated Waste Management Board
Telephone: 916-341-6422
Last EDR Contact: 08/07/2018
Next Scheduled EDR Contact: 02/25/2019
Data Release Frequency: Varies

INDIAN ODI: Report on the Status of Open Dumps on Indian Lands

Location of open dumps on Indian land.

Date of Government Version: 12/31/1998
Date Data Arrived at EDR: 12/03/2007
Date Made Active in Reports: 01/24/2008
Number of Days to Update: 52

Source: Environmental Protection Agency
Telephone: 703-308-8245
Last EDR Contact: 10/25/2018
Next Scheduled EDR Contact: 02/11/2019
Data Release Frequency: Varies

ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985
Date Data Arrived at EDR: 08/09/2004
Date Made Active in Reports: 09/17/2004
Number of Days to Update: 39

Source: Environmental Protection Agency
Telephone: 800-424-9346
Last EDR Contact: 06/09/2004
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations

A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009
Date Data Arrived at EDR: 05/07/2009
Date Made Active in Reports: 09/21/2009
Number of Days to Update: 137

Source: EPA, Region 9
Telephone: 415-947-4219
Last EDR Contact: 10/22/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: No Update Planned

IHS OPEN DUMPS: Open Dumps on Indian Land

A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014
Date Data Arrived at EDR: 08/06/2014
Date Made Active in Reports: 01/29/2015
Number of Days to Update: 176

Source: Department of Health & Human Serivces, Indian Health Service
Telephone: 301-443-1452
Last EDR Contact: 11/02/2018
Next Scheduled EDR Contact: 02/11/2019
Data Release Frequency: Varies

Local Lists of Hazardous waste / Contaminated Sites

US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 09/21/2018
Date Data Arrived at EDR: 09/21/2018
Date Made Active in Reports: 11/09/2018
Number of Days to Update: 49

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 11/26/2018
Next Scheduled EDR Contact: 03/11/2019
Data Release Frequency: No Update Planned

HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

Date of Government Version: 08/08/2005
Date Data Arrived at EDR: 08/03/2006
Date Made Active in Reports: 08/24/2006
Number of Days to Update: 21

Source: Department of Toxic Substance Control
Telephone: 916-323-3400
Last EDR Contact: 02/23/2009
Next Scheduled EDR Contact: 05/25/2009
Data Release Frequency: No Update Planned

SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 10/29/2018
Date Data Arrived at EDR: 10/30/2018
Date Made Active in Reports: 12/13/2018
Number of Days to Update: 44

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 10/30/2018
Next Scheduled EDR Contact: 02/11/2019
Data Release Frequency: Quarterly

CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 06/12/2018
Date Made Active in Reports: 08/06/2018
Number of Days to Update: 55

Source: Department of Toxic Substances Control
Telephone: 916-255-6504
Last EDR Contact: 11/01/2018
Next Scheduled EDR Contact: 01/21/2019
Data Release Frequency: Varies

CERS HAZ WASTE: CERS HAZ WASTE

List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Hazardous Chemical Management, Hazardous Waste Onsite Treatment, Household Hazardous Waste Collection, Hazardous Waste Generator, and RCRA LQ HW Generator programs.

Date of Government Version: 10/22/2018
Date Data Arrived at EDR: 10/23/2018
Date Made Active in Reports: 11/30/2018
Number of Days to Update: 38

Source: CalEPA
Telephone: 916-323-2514
Last EDR Contact: 10/23/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Quarterly

TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995
Date Data Arrived at EDR: 08/30/1995
Date Made Active in Reports: 09/26/1995
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 916-227-4364
Last EDR Contact: 01/26/2009
Next Scheduled EDR Contact: 04/27/2009
Data Release Frequency: No Update Planned

US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 09/21/2018
Date Data Arrived at EDR: 09/21/2018
Date Made Active in Reports: 11/09/2018
Number of Days to Update: 49

Source: Drug Enforcement Administration
Telephone: 202-307-1000
Last EDR Contact: 11/26/2018
Next Scheduled EDR Contact: 03/11/2019
Data Release Frequency: Quarterly

Local Lists of Registered Storage Tanks

SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

Date of Government Version: 06/01/1994
Date Data Arrived at EDR: 07/07/2005
Date Made Active in Reports: 08/11/2005
Number of Days to Update: 35

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/03/2005
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 12/04/2018
Date Data Arrived at EDR: 12/06/2018
Date Made Active in Reports: 12/14/2018
Number of Days to Update: 8

Source: Department of Public Health
Telephone: 707-463-4466
Last EDR Contact: 11/26/2018
Next Scheduled EDR Contact: 03/11/2019
Data Release Frequency: Annually

HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990
Date Data Arrived at EDR: 01/25/1991
Date Made Active in Reports: 02/12/1991
Number of Days to Update: 18

Source: State Water Resources Control Board
Telephone: 916-341-5851
Last EDR Contact: 07/26/2001
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

SAN FRANCISCO AST: Aboveground Storage Tank Site Listing
Aboveground storage tank sites

Date of Government Version: 09/11/2018
Date Data Arrived at EDR: 09/12/2018
Date Made Active in Reports: 10/11/2018
Number of Days to Update: 29

Source: San Francisco County Department of Public Health
Telephone: 415-252-3896
Last EDR Contact: 11/01/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Varies

CERS TANKS: California Environmental Reporting System (CERS) Tanks
List of sites in the California Environmental Protection Agency (CalEPA) Regulated Site Portal which fall under the Aboveground Petroleum Storage and Underground Storage Tank regulatory programs.

Date of Government Version: 10/22/2018
Date Data Arrived at EDR: 10/23/2018
Date Made Active in Reports: 11/30/2018
Number of Days to Update: 38

Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 10/23/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Quarterly

CA FID UST: Facility Inventory Database
The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994
Date Data Arrived at EDR: 09/05/1995
Date Made Active in Reports: 09/29/1995
Number of Days to Update: 24

Source: California Environmental Protection Agency
Telephone: 916-341-5851
Last EDR Contact: 12/28/1998
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Local Land Records

LIENS: Environmental Liens Listing
A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 08/29/2018
Date Data Arrived at EDR: 08/30/2018
Date Made Active in Reports: 10/01/2018
Number of Days to Update: 32

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 11/29/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Varies

LIENS 2: CERCLA Lien Information
A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 08/13/2018
Date Data Arrived at EDR: 10/04/2018
Date Made Active in Reports: 11/16/2018
Number of Days to Update: 43

Source: Environmental Protection Agency
Telephone: 202-564-6023
Last EDR Contact: 11/27/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Semi-Annually

DEED: Deed Restriction Listing

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 09/04/2018
Date Data Arrived at EDR: 09/05/2018
Date Made Active in Reports: 10/02/2018
Number of Days to Update: 27

Source: DTSC and SWRCB
Telephone: 916-323-3400
Last EDR Contact: 12/05/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Semi-Annually

Records of Emergency Release Reports

HMIRS: Hazardous Materials Information Reporting System

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 03/26/2018
Date Data Arrived at EDR: 03/27/2018
Date Made Active in Reports: 06/08/2018
Number of Days to Update: 73

Source: U.S. Department of Transportation
Telephone: 202-366-4555
Last EDR Contact: 09/25/2018
Next Scheduled EDR Contact: 01/07/2019
Data Release Frequency: Quarterly

CHMIRS: California Hazardous Material Incident Report System

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 04/06/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 51

Source: Office of Emergency Services
Telephone: 916-845-8400
Last EDR Contact: 07/27/2018
Next Scheduled EDR Contact: 11/05/2018
Data Release Frequency: Semi-Annually

LDS: Land Disposal Sites Listing (GEOTRACKER)

Land Disposal sites (Landfills) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/10/2018
Date Data Arrived at EDR: 09/12/2018
Date Made Active in Reports: 10/08/2018
Number of Days to Update: 26

Source: State Water Qualilty Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Quarterly

MCS: Military Cleanup Sites Listing (GEOTRACKER)

Military sites (consisting of: Military UST sites; Military Privatized sites; and Military Cleanup sites [formerly known as DoD non UST]) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 09/10/2018
Date Data Arrived at EDR: 09/12/2018
Date Made Active in Reports: 10/09/2018
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Quarterly

SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012
Date Data Arrived at EDR: 01/03/2013
Date Made Active in Reports: 02/22/2013
Number of Days to Update: 50

Source: FirstSearch
Telephone: N/A
Last EDR Contact: 01/03/2013
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

Other Ascertainable Records

RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 03/01/2018
Date Data Arrived at EDR: 03/28/2018
Date Made Active in Reports: 06/22/2018
Number of Days to Update: 86

Source: Environmental Protection Agency
Telephone: (415) 495-8895
Last EDR Contact: 12/03/2018
Next Scheduled EDR Contact: 01/07/2019
Data Release Frequency: Quarterly

FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 01/31/2015
Date Data Arrived at EDR: 07/08/2015
Date Made Active in Reports: 10/13/2015
Number of Days to Update: 97

Source: U.S. Army Corps of Engineers
Telephone: 202-528-4285
Last EDR Contact: 11/19/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Varies

DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 11/10/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 62

Source: USGS
Telephone: 888-275-8747
Last EDR Contact: 10/12/2018
Next Scheduled EDR Contact: 01/21/2019
Data Release Frequency: Semi-Annually

FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 02/06/2006
Date Made Active in Reports: 01/11/2007
Number of Days to Update: 339

Source: U.S. Geological Survey
Telephone: 888-275-8747
Last EDR Contact: 10/12/2018
Next Scheduled EDR Contact: 01/21/2019
Data Release Frequency: N/A

SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.

Date of Government Version: 01/01/2017
Date Data Arrived at EDR: 02/03/2017
Date Made Active in Reports: 04/07/2017
Number of Days to Update: 63

Source: Environmental Protection Agency
Telephone: 615-532-8599
Last EDR Contact: 11/16/2018
Next Scheduled EDR Contact: 02/25/2019
Data Release Frequency: Varies

US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 08/31/2018
Date Data Arrived at EDR: 09/25/2018
Date Made Active in Reports: 11/09/2018
Number of Days to Update: 45

Source: Environmental Protection Agency
Telephone: 202-566-1917
Last EDR Contact: 09/25/2018
Next Scheduled EDR Contact: 01/07/2019
Data Release Frequency: Quarterly

EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013
Date Data Arrived at EDR: 03/21/2014
Date Made Active in Reports: 06/17/2014
Number of Days to Update: 88

Source: Environmental Protection Agency
Telephone: 617-520-3000
Last EDR Contact: 11/05/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Quarterly

2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 05/08/2018
Date Made Active in Reports: 07/20/2018
Number of Days to Update: 73

Source: Environmental Protection Agency
Telephone: 703-308-4044
Last EDR Contact: 11/09/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Varies

TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 06/21/2017
Date Made Active in Reports: 01/05/2018
Number of Days to Update: 198

Source: EPA
Telephone: 202-260-5521
Last EDR Contact: 09/21/2018
Next Scheduled EDR Contact: 12/31/2018
Data Release Frequency: Every 4 Years

TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Date of Government Version: 12/31/2016
Date Data Arrived at EDR: 01/10/2018
Date Made Active in Reports: 01/12/2018
Number of Days to Update: 2

Source: EPA
Telephone: 202-566-0250
Last EDR Contact: 11/16/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Annually

SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2009
Date Data Arrived at EDR: 12/10/2010
Date Made Active in Reports: 02/25/2011
Number of Days to Update: 77

Source: EPA
Telephone: 202-564-4203
Last EDR Contact: 10/24/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Annually

ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 08/13/2018
Date Data Arrived at EDR: 10/04/2018
Date Made Active in Reports: 11/16/2018
Number of Days to Update: 43

Source: EPA
Telephone: 703-416-0223
Last EDR Contact: 11/27/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Annually

RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 08/01/2018
Date Data Arrived at EDR: 08/22/2018
Date Made Active in Reports: 10/05/2018
Number of Days to Update: 44

Source: Environmental Protection Agency
Telephone: 202-564-8600
Last EDR Contact: 10/23/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995
Date Data Arrived at EDR: 07/03/1995
Date Made Active in Reports: 08/07/1995
Number of Days to Update: 35

Source: EPA
Telephone: 202-564-4104
Last EDR Contact: 06/02/2008
Next Scheduled EDR Contact: 09/01/2008
Data Release Frequency: No Update Planned

PRP: Potentially Responsible Parties
A listing of verified Potentially Responsible Parties

Date of Government Version: 08/13/2018
Date Data Arrived at EDR: 10/04/2018
Date Made Active in Reports: 11/09/2018
Number of Days to Update: 36

Source: EPA
Telephone: 202-564-6023
Last EDR Contact: 10/04/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Quarterly

PADS: PCB Activity Database System
PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 09/14/2018
Date Data Arrived at EDR: 10/11/2018
Date Made Active in Reports: 12/07/2018
Number of Days to Update: 57

Source: EPA
Telephone: 202-566-0500
Last EDR Contact: 10/11/2018
Next Scheduled EDR Contact: 01/21/2019
Data Release Frequency: Annually

ICIS: Integrated Compliance Information System
The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016
Date Data Arrived at EDR: 11/23/2016
Date Made Active in Reports: 02/10/2017
Number of Days to Update: 79

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 10/09/2018
Next Scheduled EDR Contact: 01/21/2019
Data Release Frequency: Quarterly

FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: Quarterly

FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)
A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009
Date Data Arrived at EDR: 04/16/2009
Date Made Active in Reports: 05/11/2009
Number of Days to Update: 25

Source: EPA
Telephone: 202-566-1667
Last EDR Contact: 08/18/2017
Next Scheduled EDR Contact: 12/04/2017
Data Release Frequency: Quarterly

MLTS: Material Licensing Tracking System
MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 08/30/2016
Date Data Arrived at EDR: 09/08/2016
Date Made Active in Reports: 10/21/2016
Number of Days to Update: 43

Source: Nuclear Regulatory Commission
Telephone: 301-415-7169
Last EDR Contact: 10/11/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Quarterly

COAL ASH DOE: Steam-Electric Plant Operation Data
A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005
Date Data Arrived at EDR: 08/07/2009
Date Made Active in Reports: 10/22/2009
Number of Days to Update: 76
Source: Department of Energy
Telephone: 202-586-8719
Last EDR Contact: 12/05/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Varies

COAL ASH EPA: Coal Combustion Residues Surface Impoundments List
A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 07/01/2014
Date Data Arrived at EDR: 09/10/2014
Date Made Active in Reports: 10/20/2014
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: N/A
Last EDR Contact: 12/03/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Varies

PCB TRANSFORMER: PCB Transformer Registration Database
The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 05/24/2017
Date Data Arrived at EDR: 11/30/2017
Date Made Active in Reports: 12/15/2017
Number of Days to Update: 15
Source: Environmental Protection Agency
Telephone: 202-566-0517
Last EDR Contact: 10/26/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

RADINFO: Radiation Information Database
The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 10/02/2018
Date Data Arrived at EDR: 10/03/2018
Date Made Active in Reports: 11/09/2018
Number of Days to Update: 37
Source: Environmental Protection Agency
Telephone: 202-343-9775
Last EDR Contact: 10/03/2018
Next Scheduled EDR Contact: 01/14/2019
Data Release Frequency: Quarterly

HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing
A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40
Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2007
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing
A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006
Date Data Arrived at EDR: 03/01/2007
Date Made Active in Reports: 04/10/2007
Number of Days to Update: 40

Source: Environmental Protection Agency
Telephone: 202-564-2501
Last EDR Contact: 12/17/2008
Next Scheduled EDR Contact: 03/17/2008
Data Release Frequency: No Update Planned

DOT OPS: Incident and Accident Data

Department of Transporation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 07/31/2012
Date Data Arrived at EDR: 08/07/2012
Date Made Active in Reports: 09/18/2012
Number of Days to Update: 42

Source: Department of Transporation, Office of Pipeline Safety
Telephone: 202-366-4595
Last EDR Contact: 10/30/2018
Next Scheduled EDR Contact: 02/11/2019
Data Release Frequency: Varies

CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 09/30/2018
Date Data Arrived at EDR: 10/12/2018
Date Made Active in Reports: 12/07/2018
Number of Days to Update: 56

Source: Department of Justice, Consent Decree Library
Telephone: Varies
Last EDR Contact: 12/17/2018
Next Scheduled EDR Contact: 04/01/2019
Data Release Frequency: Varies

BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2015
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 09/28/2017
Number of Days to Update: 218

Source: EPA/NTIS
Telephone: 800-424-9346
Last EDR Contact: 11/21/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Biennially

INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014
Date Data Arrived at EDR: 07/14/2015
Date Made Active in Reports: 01/10/2017
Number of Days to Update: 546

Source: USGS
Telephone: 202-208-3710
Last EDR Contact: 10/09/2018
Next Scheduled EDR Contact: 01/21/2019
Data Release Frequency: Semi-Annually

FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 08/08/2017
Date Data Arrived at EDR: 09/11/2018
Date Made Active in Reports: 09/14/2018
Number of Days to Update: 3

Source: Department of Energy
Telephone: 202-586-3559
Last EDR Contact: 11/01/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Varies

UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

Date of Government Version: 06/23/2017
Date Data Arrived at EDR: 10/11/2017
Date Made Active in Reports: 11/03/2017
Number of Days to Update: 23

Source: Department of Energy
Telephone: 505-845-0011
Last EDR Contact: 12/14/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Varies

LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 08/13/2018
Date Data Arrived at EDR: 10/04/2018
Date Made Active in Reports: 11/16/2018
Number of Days to Update: 43

Source: Environmental Protection Agency
Telephone: 703-603-8787
Last EDR Contact: 11/27/2018
Next Scheduled EDR Contact: 01/14/2019
Data Release Frequency: Varies

LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001
Date Data Arrived at EDR: 10/27/2010
Date Made Active in Reports: 12/02/2010
Number of Days to Update: 36

Source: American Journal of Public Health
Telephone: 703-305-6451
Last EDR Contact: 12/02/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 10/12/2016
Date Data Arrived at EDR: 10/26/2016
Date Made Active in Reports: 02/03/2017
Number of Days to Update: 100

Source: EPA
Telephone: 202-564-2496
Last EDR Contact: 09/26/2017
Next Scheduled EDR Contact: 01/08/2018
Data Release Frequency: Annually

US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 08/01/2018
Date Data Arrived at EDR: 08/29/2018
Date Made Active in Reports: 10/05/2018
Number of Days to Update: 37

Source: Department of Labor, Mine Safety and Health Administration
Telephone: 303-231-5959
Last EDR Contact: 11/30/2018
Next Scheduled EDR Contact: 03/11/2019
Data Release Frequency: Semi-Annually

US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

Date of Government Version: 12/05/2005
Date Data Arrived at EDR: 02/29/2008
Date Made Active in Reports: 04/18/2008
Number of Days to Update: 49

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 11/30/2018
Next Scheduled EDR Contact: 03/11/2019
Data Release Frequency: Varies

US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011
Date Data Arrived at EDR: 06/08/2011
Date Made Active in Reports: 09/13/2011
Number of Days to Update: 97

Source: USGS
Telephone: 703-648-7709
Last EDR Contact: 11/30/2018
Next Scheduled EDR Contact: 03/11/2019
Data Release Frequency: Varies

ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 09/10/2018
Date Data Arrived at EDR: 09/11/2018
Date Made Active in Reports: 09/14/2018
Number of Days to Update: 3

Source: Department of Interior
Telephone: 202-208-2609
Last EDR Contact: 12/06/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Quarterly

FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 08/07/2018
Date Data Arrived at EDR: 09/05/2018
Date Made Active in Reports: 10/05/2018
Number of Days to Update: 30

Source: EPA
Telephone: (415) 947-8000
Last EDR Contact: 12/05/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Quarterly

UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 09/30/2017
Date Data Arrived at EDR: 06/19/2018
Date Made Active in Reports: 09/14/2018
Number of Days to Update: 87

Source: Department of Defense
Telephone: 703-704-1564
Last EDR Contact: 10/15/2018
Next Scheduled EDR Contact: 01/28/2019
Data Release Frequency: Varies

DOCKET HWC: Hazardous Waste Compliance Docket Listing

A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 05/31/2018
Date Data Arrived at EDR: 07/26/2018
Date Made Active in Reports: 10/05/2018
Number of Days to Update: 71

Source: Environmental Protection Agency
Telephone: 202-564-0527
Last EDR Contact: 11/30/2018
Next Scheduled EDR Contact: 03/11/2019
Data Release Frequency: Varies

ECHO: Enforcement & Compliance History Information

ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 09/02/2018
Date Data Arrived at EDR: 09/05/2018
Date Made Active in Reports: 09/14/2018
Number of Days to Update: 9

Source: Environmental Protection Agency
Telephone: 202-564-2280
Last EDR Contact: 12/31/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Quarterly

FUELS PROGRAM: EPA Fuels Program Registered Listing

This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 08/22/2018
Date Data Arrived at EDR: 08/22/2018
Date Made Active in Reports: 10/05/2018
Number of Days to Update: 44

Source: EPA
Telephone: 800-385-6164
Last EDR Contact: 11/19/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Quarterly

CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989
Date Data Arrived at EDR: 07/27/1994
Date Made Active in Reports: 08/02/1994
Number of Days to Update: 6

Source: Department of Health Services
Telephone: 916-255-2118
Last EDR Contact: 05/31/1994
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

CORTESE: "Cortese" Hazardous Waste & Substances Sites List

The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 09/24/2018
Date Data Arrived at EDR: 09/25/2018
Date Made Active in Reports: 10/16/2018
Number of Days to Update: 21

Source: CAL EPA/Office of Emergency Information
Telephone: 916-323-3400
Last EDR Contact: 09/25/2018
Next Scheduled EDR Contact: 01/07/2019
Data Release Frequency: Quarterly

CUPA LIVERMORE-PLEASANTON: CUPA Facility Listing

list of facilities associated with the various CUPA programs in Livermore-Pleasanton

Date of Government Version: 08/28/2018
Date Data Arrived at EDR: 08/30/2018
Date Made Active in Reports: 11/01/2018
Number of Days to Update: 63

Source: Livermore-Pleasanton Fire Department
Telephone: 925-454-2361
Last EDR Contact: 12/06/2018
Next Scheduled EDR Contact: 02/25/2019
Data Release Frequency: Varies

CUPA SAN FRANCISCO CO: CUPA Facility Listing

Cupa facilities

Date of Government Version: 09/11/2018
Date Data Arrived at EDR: 09/12/2018
Date Made Active in Reports: 09/19/2018
Number of Days to Update: 7

Source: San Francisco County Department of Environmental Health
Telephone: 415-252-3896
Last EDR Contact: 11/01/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Varies

DRYCLEAN AVAQMD: Antelope Valley Air Quality Management District Drycleaner Listing

A listing of dry cleaners in the Antelope Valley Air Quality Management District.

Date of Government Version: 10/15/2018
Date Data Arrived at EDR: 10/16/2018
Date Made Active in Reports: 11/16/2018
Number of Days to Update: 31

Source: Antelope Valley Air Quality Management District
Telephone: 661-723-8070
Last EDR Contact: 11/29/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Varies

DRYCLEANERS: Cleaner Facilities

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 08/30/2018
Date Data Arrived at EDR: 09/27/2018
Date Made Active in Reports: 11/01/2018
Number of Days to Update: 35

Source: Department of Toxic Substance Control
Telephone: 916-327-4498
Last EDR Contact: 11/29/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Annually

DRYCLEAN SOUTH COAST: South Coast Air Quality Management District Drycleaner Listing

A listing of dry cleaners in the South Coast Air Quality Management District

Date of Government Version: 10/04/2018
Date Data Arrived at EDR: 10/05/2018
Date Made Active in Reports: 11/01/2018
Number of Days to Update: 27

Source: South Coast Air Quality Management District
Telephone: 909-396-3211
Last EDR Contact: 11/26/2018
Next Scheduled EDR Contact: 03/11/2019
Data Release Frequency: Varies

EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 06/20/2018
Date Made Active in Reports: 08/06/2018
Number of Days to Update: 47

Source: California Air Resources Board
Telephone: 916-322-2990
Last EDR Contact: 09/21/2018
Next Scheduled EDR Contact: 12/31/2018
Data Release Frequency: Varies

ENF: Enforcement Action Listing

A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 11/01/2018
Date Data Arrived at EDR: 11/02/2018
Date Made Active in Reports: 12/13/2018
Number of Days to Update: 41

Source: State Water Resoruces Control Board
Telephone: 916-445-9379
Last EDR Contact: 11/01/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

Financial Assurance 1: Financial Assurance Information Listing

Financial Assurance information

Date of Government Version: 10/19/2018
Date Data Arrived at EDR: 10/23/2018
Date Made Active in Reports: 11/30/2018
Number of Days to Update: 38

Source: Department of Toxic Substances Control
Telephone: 916-255-3628
Last EDR Contact: 10/22/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

Financial Assurance 2: Financial Assurance Information Listing

A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 08/14/2018
Date Data Arrived at EDR: 08/16/2018
Date Made Active in Reports: 09/10/2018
Number of Days to Update: 25

Source: California Integrated Waste Management Board
Telephone: 916-341-6066
Last EDR Contact: 11/07/2018
Next Scheduled EDR Contact: 02/25/2019
Data Release Frequency: Varies

HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 10/10/2018
Date Made Active in Reports: 11/16/2018
Number of Days to Update: 37

Source: California Environmental Protection Agency
Telephone: 916-255-1136
Last EDR Contact: 10/10/2018
Next Scheduled EDR Contact: 01/21/2019
Data Release Frequency: Annually

ICE: ICE

Contains data pertaining to the Permitted Facilities with Inspections / Enforcements sites tracked in Envirostor.

Date of Government Version: 08/20/2018
Date Data Arrived at EDR: 08/21/2018
Date Made Active in Reports: 09/10/2018
Number of Days to Update: 20

Source: Department of Toxic Subsances Control
Telephone: 877-786-9427
Last EDR Contact: 11/19/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Quarterly

HIST CORTESE: Hazardous Waste & Substance Site List

The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001
Date Data Arrived at EDR: 01/22/2009
Date Made Active in Reports: 04/08/2009
Number of Days to Update: 76

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 01/22/2009
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 08/20/2018
Date Data Arrived at EDR: 08/21/2018
Date Made Active in Reports: 09/10/2018
Number of Days to Update: 20

Source: Department of Toxic Substances Control
Telephone: 916-323-3400
Last EDR Contact: 11/19/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Quarterly

HWT: Registered Hazardous Waste Transporter Database

A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 10/09/2018
Date Data Arrived at EDR: 10/10/2018
Date Made Active in Reports: 11/16/2018
Number of Days to Update: 37

Source: Department of Toxic Substances Control
Telephone: 916-440-7145
Last EDR Contact: 10/10/2018
Next Scheduled EDR Contact: 01/21/2019
Data Release Frequency: Quarterly

MINES: Mines Site Location Listing
A listing of mine site locations from the Office of Mine Reclamation.

Date of Government Version: 09/10/2018
Date Data Arrived at EDR: 09/12/2018
Date Made Active in Reports: 10/09/2018
Number of Days to Update: 27
Source: Department of Conservation
Telephone: 916-322-1080
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Quarterly

MWMP: Medical Waste Management Program Listing
The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 08/28/2018
Date Data Arrived at EDR: 09/05/2018
Date Made Active in Reports: 10/03/2018
Number of Days to Update: 28
Source: Department of Public Health
Telephone: 916-558-1784
Last EDR Contact: 12/05/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Varies

NPDES: NPDES Permits Listing
A listing of NPDES permits, including stormwater.

Date of Government Version: 11/12/2018
Date Data Arrived at EDR: 11/14/2018
Date Made Active in Reports: 12/13/2018
Number of Days to Update: 29
Source: State Water Resources Control Board
Telephone: 916-445-9379
Last EDR Contact: 11/14/2018
Next Scheduled EDR Contact: 02/25/2019
Data Release Frequency: Quarterly

PEST LIC: Pesticide Regulation Licenses Listing
A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

Date of Government Version: 09/04/2018
Date Data Arrived at EDR: 09/05/2018
Date Made Active in Reports: 10/03/2018
Number of Days to Update: 28
Source: Department of Pesticide Regulation
Telephone: 916-445-4038
Last EDR Contact: 12/05/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Quarterly

PROC: Certified Processors Database
A listing of certified processors.

Date of Government Version: 09/10/2018
Date Data Arrived at EDR: 09/12/2018
Date Made Active in Reports: 10/15/2018
Number of Days to Update: 33
Source: Department of Conservation
Telephone: 916-323-3836
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Quarterly

NOTIFY 65: Proposition 65 Records
Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 09/19/2018
Date Data Arrived at EDR: 09/20/2018
Date Made Active in Reports: 10/19/2018
Number of Days to Update: 29
Source: State Water Resources Control Board
Telephone: 916-445-3846
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 04/01/2019
Data Release Frequency: No Update Planned

UIC: UIC Listing
A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 04/27/2018
Date Data Arrived at EDR: 06/13/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 34
Source: Deaprtment of Conservation
Telephone: 916-445-2408
Last EDR Contact: 12/14/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Varies

WASTEWATER PITS: Oil Wastewater Pits Listing
Water officials discovered that oil producers have been dumping chemical-laden wastewater into hundreds of unlined pits that are operating without proper permits. Inspections completed by the Central Valley Regional Water Quality Control Board revealed the existence of previously unidentified waste sites. The water boards review found that more than one-third of the region's active disposal pits are operating without permission.

Date of Government Version: 05/08/2018
Date Data Arrived at EDR: 07/11/2018
Date Made Active in Reports: 09/13/2018
Number of Days to Update: 64
Source: RWQCB, Central Valley Region
Telephone: 559-445-5577
Last EDR Contact: 10/12/2018
Next Scheduled EDR Contact: 01/21/2019
Data Release Frequency: Varies

WDS: Waste Discharge System
Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007
Date Data Arrived at EDR: 06/20/2007
Date Made Active in Reports: 06/29/2007
Number of Days to Update: 9
Source: State Water Resources Control Board
Telephone: 916-341-5227
Last EDR Contact: 11/14/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Quarterly

CERS: CalEPA Regulated Site Portal Data
The CalEPA Regulated Site Portal database combines data about environmentally regulated sites and facilities in California into a single database. It combines data from a variety of state and federal databases, and provides an overview of regulated activities across the spectrum of environmental programs for any given location in California. These activities include hazardous materials and waste, state and federal cleanups, impacted ground and surface waters, and toxic materials

Date of Government Version: 10/22/2018
Date Data Arrived at EDR: 10/23/2018
Date Made Active in Reports: 11/30/2018
Number of Days to Update: 38
Source: California Environmental Protection Agency
Telephone: 916-323-2514
Last EDR Contact: 10/23/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

WIP: Well Investigation Program Case List
Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009
Date Data Arrived at EDR: 07/21/2009
Date Made Active in Reports: 08/03/2009
Number of Days to Update: 13
Source: Los Angeles Water Quality Control Board
Telephone: 213-576-6726
Last EDR Contact: 09/25/2018
Next Scheduled EDR Contact: 01/07/2019
Data Release Frequency: Varies

UIC GEO: Underground Injection Control Sites (GEOTRACKER)
Underground control injection sites

Date of Government Version: 09/10/2018
Date Data Arrived at EDR: 09/12/2018
Date Made Active in Reports: 10/09/2018
Number of Days to Update: 27
Source: State Water Resource Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Varies

OTHER OIL GAS: Other Oil & Gas Projects Sites (GEOTRACKER)
Other Oil & Gas Projects sites

Date of Government Version: 09/10/2018
Date Data Arrived at EDR: 09/12/2018
Date Made Active in Reports: 10/09/2018
Number of Days to Update: 27
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Varies

CIWQS: California Integrated Water Quality System
The California Integrated Water Quality System (CIWQS) is a computer system used by the State and Regional Water Quality Control Boards to track information about places of environmental interest, manage permits and other orders, track inspections, and manage violations and enforcement activities.

Date of Government Version: 09/04/2018
Date Data Arrived at EDR: 09/05/2018
Date Made Active in Reports: 10/02/2018
Number of Days to Update: 27
Source: State Water Resources Control Board
Telephone: 866-794-4977
Last EDR Contact: 12/04/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Varies

WDR: Waste Discharge Requirements Listing
In general, the Waste Discharge Requirements (WDRs) Program (sometimes also referred to as the "Non Chapter 15 (Non 15) Program") regulates point discharges that are exempt pursuant to Subsection 20090 of Title 27 and not subject to the Federal Water Pollution Control Act. Exemptions from Title 27 may be granted for nine categories of discharges (e.g., sewage, wastewater, etc.) that meet, and continue to meet, the preconditions listed for each specific exemption. The scope of the WDRs Program also includes the discharge of wastes classified as inert, pursuant to section 20230 of Title 27.

Date of Government Version: 09/10/2018
Date Data Arrived at EDR: 09/12/2018
Date Made Active in Reports: 10/09/2018
Number of Days to Update: 27
Source: State Water Resources Control Board
Telephone: 916-341-5810
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Quarterly

WELL STIM PROJ: Well Stimulation Project (GEOTRACKER)
Includes areas of groundwater monitoring plans, a depiction of the monitoring network, and the facilities, boundaries, and subsurface characteristics of the oilfield and the features (oil and gas wells, produced water ponds, UIC wells, water supply wells, etc?) being monitored

Date of Government Version: 09/10/2018
Date Data Arrived at EDR: 09/12/2018
Date Made Active in Reports: 10/09/2018
Number of Days to Update: 27
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Varies

PROJECT: Project Sites (GEOTRACKER)
Projects sites

Date of Government Version: 09/10/2018
Date Data Arrived at EDR: 09/12/2018
Date Made Active in Reports: 10/09/2018
Number of Days to Update: 27
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Varies

SAMPLING POINT: Sampling Point ? Public Sites (GEOTRACKER)
Sampling point - public sites

Date of Government Version: 09/10/2018
Date Data Arrived at EDR: 09/12/2018
Date Made Active in Reports: 10/09/2018
Number of Days to Update: 27
Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Varies

NON-CASE INFO: Non-Case Information Sites (GEOTRACKER)
Non-Case Information sites

Date of Government Version: 09/10/2018
Date Data Arrived at EDR: 09/12/2018
Date Made Active in Reports: 10/09/2018
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Varies

MILITARY PRIV SITES: Military Privatized Sites (GEOTRACKER)
Military privatized sites

Date of Government Version: 09/10/2018
Date Data Arrived at EDR: 09/12/2018
Date Made Active in Reports: 10/09/2018
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Varies

PROD WATER PONDS: Produced Water Ponds Sites (GEOTRACKER)
Produced water ponds sites

Date of Government Version: 09/10/2018
Date Data Arrived at EDR: 09/12/2018
Date Made Active in Reports: 10/09/2018
Number of Days to Update: 27

Source: State Water Resources Control Board
Telephone: 866-480-1028
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Varies

EDR HIGH RISK HISTORICAL RECORDS

EDR Exclusive Records

EDR MGP: EDR Proprietary Manufactured Gas Plants
The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: No Update Planned

EDR Hist Auto: EDR Exclusive Historical Auto Stations
EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR Hist Cleaner: EDR Exclusive Historical Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A
Date Data Arrived at EDR: N/A
Date Made Active in Reports: N/A
Number of Days to Update: N/A

Source: EDR, Inc.
Telephone: N/A
Last EDR Contact: N/A
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

EDR RECOVERED GOVERNMENT ARCHIVES

Exclusive Recovered Govt. Archives

RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 01/13/2014
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A
Date Data Arrived at EDR: 07/01/2013
Date Made Active in Reports: 12/30/2013
Number of Days to Update: 182

Source: State Water Resources Control Board
Telephone: N/A
Last EDR Contact: 06/01/2012
Next Scheduled EDR Contact: N/A
Data Release Frequency: Varies

COUNTY RECORDS

ALAMEDA COUNTY:

CS ALAMEDA: Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 10/05/2018
Date Data Arrived at EDR: 10/10/2018
Date Made Active in Reports: 11/01/2018
Number of Days to Update: 22

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 10/05/2018
Next Scheduled EDR Contact: 01/21/2019
Data Release Frequency: Semi-Annually

UST ALAMEDA: Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 10/05/2018
Date Data Arrived at EDR: 10/10/2018
Date Made Active in Reports: 11/02/2018
Number of Days to Update: 23

Source: Alameda County Environmental Health Services
Telephone: 510-567-6700
Last EDR Contact: 10/05/2018
Next Scheduled EDR Contact: 04/24/2047
Data Release Frequency: Semi-Annually

AMADOR COUNTY:

CUPA AMADOR: CUPA Facility List
Cupa Facility List

Date of Government Version: 07/01/2018
Date Data Arrived at EDR: 07/24/2018
Date Made Active in Reports: 08/20/2018
Number of Days to Update: 27

Source: Amador County Environmental Health
Telephone: 209-223-6439
Last EDR Contact: 11/29/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Varies

BUTTE COUNTY:

CUPA BUTTE: CUPA Facility Listing
Cupa facility list.

Date of Government Version: 04/21/2017
Date Data Arrived at EDR: 04/25/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 106

Source: Public Health Department
Telephone: 530-538-7149
Last EDR Contact: 10/05/2018
Next Scheduled EDR Contact: 01/21/2019
Data Release Frequency: No Update Planned

CALVERAS COUNTY:

CUPA CALVERAS: CUPA Facility Listing
Cupa Facility Listing

Date of Government Version: 10/31/2018
Date Data Arrived at EDR: 12/04/2018
Date Made Active in Reports: 12/12/2018
Number of Days to Update: 8

Source: Calveras County Environmental Health
Telephone: 209-754-6399
Last EDR Contact: 09/24/2018
Next Scheduled EDR Contact: 01/07/2019
Data Release Frequency: Quarterly

COLUSA COUNTY:

CUPA COLUSA: CUPA Facility List
Cupa facility list.

Date of Government Version: 05/23/2018
Date Data Arrived at EDR: 05/24/2018
Date Made Active in Reports: 07/13/2018
Number of Days to Update: 50

Source: Health & Human Services
Telephone: 530-458-0396
Last EDR Contact: 11/14/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Semi-Annually

CONTRA COSTA COUNTY:

SL CONTRA COSTA: Site List
List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 08/20/2018
Date Data Arrived at EDR: 08/21/2018
Date Made Active in Reports: 09/11/2018
Number of Days to Update: 21

Source: Contra Costa Health Services Department
Telephone: 925-646-2286
Last EDR Contact: 10/29/2018
Next Scheduled EDR Contact: 02/11/2019
Data Release Frequency: Semi-Annually

DEL NORTE COUNTY:

CUPA DEL NORTE: CUPA Facility List
Cupa Facility list

Date of Government Version: 08/16/2018
Date Data Arrived at EDR: 11/06/2018
Date Made Active in Reports: 11/14/2018
Number of Days to Update: 8

Source: Del Norte County Environmental Health Division
Telephone: 707-465-0426
Last EDR Contact: 10/25/2018
Next Scheduled EDR Contact: 02/11/2019
Data Release Frequency: Varies

EL DORADO COUNTY:

CUPA EL DORADO: CUPA Facility List
CUPA facility list.

Date of Government Version: 09/04/2018
Date Data Arrived at EDR: 09/05/2018
Date Made Active in Reports: 09/18/2018
Number of Days to Update: 13

Source: El Dorado County Environmental Management Department
Telephone: 530-621-6623
Last EDR Contact: 11/16/2018
Next Scheduled EDR Contact: 02/11/2019
Data Release Frequency: Varies

FRESNO COUNTY:

CUPA FRESNO: CUPA Resources List
Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 10/16/2018
Date Data Arrived at EDR: 10/18/2018
Date Made Active in Reports: 11/14/2018
Number of Days to Update: 27

Source: Dept. of Community Health
Telephone: 559-445-3271
Last EDR Contact: 10/15/2018
Next Scheduled EDR Contact: 01/14/2019
Data Release Frequency: Semi-Annually

GLENN COUNTY:

CUPA GLENN: CUPA Facility List
Cupa facility list

Date of Government Version: 01/22/2018
Date Data Arrived at EDR: 01/24/2018
Date Made Active in Reports: 03/14/2018
Number of Days to Update: 49

Source: Glenn County Air Pollution Control District
Telephone: 830-934-6500
Last EDR Contact: 10/22/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

HUMBOLDT COUNTY:

CUPA HUMBOLDT: CUPA Facility List
CUPA facility list.

Date of Government Version: 07/11/2018
Date Data Arrived at EDR: 07/13/2018
Date Made Active in Reports: 08/22/2018
Number of Days to Update: 40

Source: Humboldt County Environmental Health
Telephone: N/A
Last EDR Contact: 11/19/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Semi-Annually

IMPERIAL COUNTY:

CUPA IMPERIAL: CUPA Facility List
Cupa facility list.

Date of Government Version: 10/22/2018
Date Data Arrived at EDR: 10/25/2018
Date Made Active in Reports: 11/14/2018
Number of Days to Update: 20

Source: San Diego Border Field Office
Telephone: 760-339-2777
Last EDR Contact: 10/22/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

INYO COUNTY:

CUPA INYO: CUPA Facility List
Cupa facility list.

Date of Government Version: 04/02/2018
Date Data Arrived at EDR: 04/03/2018
Date Made Active in Reports: 06/14/2018
Number of Days to Update: 72

Source: Inyo County Environmental Health Services
Telephone: 760-878-0238
Last EDR Contact: 11/14/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Varies

KERN COUNTY:

UST KERN: Underground Storage Tank Sites & Tank Listing
Kern County Sites and Tanks Listing.

Date of Government Version: 11/02/2018
Date Data Arrived at EDR: 11/07/2018
Date Made Active in Reports: 12/14/2018
Number of Days to Update: 37

Source: Kern County Environment Health Services Department
Telephone: 661-862-8700
Last EDR Contact: 11/01/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Quarterly

KINGS COUNTY:

CUPA KINGS: CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 11/21/2018
Date Data Arrived at EDR: 11/27/2018
Date Made Active in Reports: 12/12/2018
Number of Days to Update: 15

Source: Kings County Department of Public Health
Telephone: 559-584-1411
Last EDR Contact: 11/14/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Varies

LAKE COUNTY:

CUPA LAKE: CUPA Facility List
Cupa facility list

Date of Government Version: 11/07/2018
Date Data Arrived at EDR: 11/08/2018
Date Made Active in Reports: 11/14/2018
Number of Days to Update: 6

Source: Lake County Environmental Health
Telephone: 707-263-1164
Last EDR Contact: 10/15/2018
Next Scheduled EDR Contact: 01/28/2019
Data Release Frequency: Varies

LASSEN COUNTY:

CUPA LASSEN: CUPA Facility List
Cupa facility list

Date of Government Version: 10/15/2018
Date Data Arrived at EDR: 10/23/2018
Date Made Active in Reports: 11/14/2018
Number of Days to Update: 22

Source: Lassen County Environmental Health
Telephone: 530-251-8528
Last EDR Contact: 10/22/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

LOS ANGELES COUNTY:

AOCONCERN: San Gabriel Valley Areas of Concern
San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

Date of Government Version: 03/30/2009
Date Data Arrived at EDR: 03/31/2009
Date Made Active in Reports: 10/23/2009
Number of Days to Update: 206

Source: EPA Region 9
Telephone: 415-972-3178
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 04/01/2019
Data Release Frequency: No Update Planned

HMS LOS ANGELES: HMS: Street Number List
Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 09/20/2018
Date Data Arrived at EDR: 10/12/2018
Date Made Active in Reports: 11/16/2018
Number of Days to Update: 35

Source: Department of Public Works
Telephone: 626-458-3517
Last EDR Contact: 10/05/2018
Next Scheduled EDR Contact: 01/21/2019
Data Release Frequency: Semi-Annually

LF LOS ANGELES: List of Solid Waste Facilities
Solid Waste Facilities in Los Angeles County.

Date of Government Version: 10/15/2018
Date Data Arrived at EDR: 10/16/2018
Date Made Active in Reports: 11/16/2018
Number of Days to Update: 31

Source: La County Department of Public Works
Telephone: 818-458-5185
Last EDR Contact: 10/16/2018
Next Scheduled EDR Contact: 01/28/2019
Data Release Frequency: Varies

LF LOS ANGELES CITY: City of Los Angeles Landfills
Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 01/01/2018
Date Data Arrived at EDR: 05/01/2018
Date Made Active in Reports: 05/14/2018
Number of Days to Update: 13

Source: Engineering & Construction Division
Telephone: 213-473-7869
Last EDR Contact: 10/15/2018
Next Scheduled EDR Contact: 01/28/2019
Data Release Frequency: Varies

SITE MIT LOS ANGELES: Site Mitigation List
Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 07/01/2018
Date Data Arrived at EDR: 10/16/2018
Date Made Active in Reports: 11/16/2018
Number of Days to Update: 31

Source: Community Health Services
Telephone: 323-890-7806
Last EDR Contact: 10/16/2018
Next Scheduled EDR Contact: 01/28/2019
Data Release Frequency: Annually

UST EL SEGUNDO: City of El Segundo Underground Storage Tank
Underground storage tank sites located in El Segundo city.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 04/19/2017
Date Made Active in Reports: 05/10/2017
Number of Days to Update: 21

Source: City of El Segundo Fire Department
Telephone: 310-524-2236
Last EDR Contact: 10/15/2018
Next Scheduled EDR Contact: 01/28/2019
Data Release Frequency: Semi-Annually

UST LONG BEACH: City of Long Beach Underground Storage Tank
Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 03/09/2017
Date Data Arrived at EDR: 03/10/2017
Date Made Active in Reports: 05/03/2017
Number of Days to Update: 54

Source: City of Long Beach Fire Department
Telephone: 562-570-2563
Last EDR Contact: 10/22/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Annually

UST TORRANCE: City of Torrance Underground Storage Tank
Underground storage tank sites located in the city of Torrance.

Date of Government Version: 10/02/2018
Date Data Arrived at EDR: 10/05/2018
Date Made Active in Reports: 11/02/2018
Number of Days to Update: 28

Source: City of Torrance Fire Department
Telephone: 310-618-2973
Last EDR Contact: 10/05/2018
Next Scheduled EDR Contact: 01/21/2019
Data Release Frequency: Semi-Annually

MADERA COUNTY:

CUPA MADERA: CUPA Facility List
A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 11/26/2018
Date Data Arrived at EDR: 11/27/2018
Date Made Active in Reports: 12/12/2018
Number of Days to Update: 15

Source: Madera County Environmental Health
Telephone: 559-675-7823
Last EDR Contact: 11/14/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Varies

MARIN COUNTY:

UST MARIN: Underground Storage Tank Sites
Currently permitted USTs in Marin County.

Date of Government Version: 09/26/2018
Date Data Arrived at EDR: 10/04/2018
Date Made Active in Reports: 11/02/2018
Number of Days to Update: 29

Source: Public Works Department Waste Management
Telephone: 415-473-6647
Last EDR Contact: 10/01/2018
Next Scheduled EDR Contact: 01/14/2019
Data Release Frequency: Semi-Annually

MERCED COUNTY:

CUPA MERCED: CUPA Facility List
CUPA facility list.

Date of Government Version: 08/29/2018
Date Data Arrived at EDR: 08/31/2018
Date Made Active in Reports: 09/19/2018
Number of Days to Update: 19

Source: Merced County Environmental Health
Telephone: 209-381-1094
Last EDR Contact: 11/14/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Varies

MONO COUNTY:

CUPA MONO: CUPA Facility List
CUPA Facility List

Date of Government Version: 07/18/2018
Date Data Arrived at EDR: 09/04/2018
Date Made Active in Reports: 09/19/2018
Number of Days to Update: 15

Source: Mono County Health Department
Telephone: 760-932-5580
Last EDR Contact: 12/06/2018
Next Scheduled EDR Contact: 03/11/2019
Data Release Frequency: Varies

MONTEREY COUNTY:

CUPA MONTEREY: CUPA Facility Listing
CUPA Program listing from the Environmental Health Division.

Date of Government Version: 10/29/2018
Date Data Arrived at EDR: 11/01/2018
Date Made Active in Reports: 11/16/2018
Number of Days to Update: 15

Source: Monterey County Health Department
Telephone: 831-796-1297
Last EDR Contact: 10/01/2018
Next Scheduled EDR Contact: 01/14/2019
Data Release Frequency: Varies

NAPA COUNTY:

LUST NAPA: Sites With Reported Contamination
A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 01/09/2017
Date Data Arrived at EDR: 01/11/2017
Date Made Active in Reports: 03/02/2017
Number of Days to Update: 50

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 11/21/2018
Next Scheduled EDR Contact: 03/11/2019
Data Release Frequency: No Update Planned

UST NAPA: Closed and Operating Underground Storage Tank Sites
Underground storage tank sites located in Napa county.

Date of Government Version: 11/28/2018
Date Data Arrived at EDR: 11/30/2018
Date Made Active in Reports: 12/14/2018
Number of Days to Update: 14

Source: Napa County Department of Environmental Management
Telephone: 707-253-4269
Last EDR Contact: 11/26/2018
Next Scheduled EDR Contact: 03/11/2019
Data Release Frequency: No Update Planned

NEVADA COUNTY:

CUPA NEVADA: CUPA Facility List
CUPA facility list.

Date of Government Version: 11/06/2018
Date Data Arrived at EDR: 11/08/2018
Date Made Active in Reports: 11/14/2018
Number of Days to Update: 6

Source: Community Development Agency
Telephone: 530-265-1467
Last EDR Contact: 10/25/2018
Next Scheduled EDR Contact: 02/11/2019
Data Release Frequency: Varies

ORANGE COUNTY:

IND_SITE ORANGE: List of Industrial Site Cleanups
Petroleum and non-petroleum spills.

Date of Government Version: 10/04/2018
Date Data Arrived at EDR: 11/14/2018
Date Made Active in Reports: 12/13/2018
Number of Days to Update: 29

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 11/05/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Annually

LUST ORANGE: List of Underground Storage Tank Cleanups
Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 10/04/2018
Date Data Arrived at EDR: 11/14/2018
Date Made Active in Reports: 12/13/2018
Number of Days to Update: 29

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 11/05/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Quarterly

UST ORANGE: List of Underground Storage Tank Facilities
Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 10/04/2018
Date Data Arrived at EDR: 11/06/2018
Date Made Active in Reports: 12/14/2018
Number of Days to Update: 38

Source: Health Care Agency
Telephone: 714-834-3446
Last EDR Contact: 11/06/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Quarterly

PLACER COUNTY:

MS PLACER: Master List of Facilities
List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 09/04/2018
Date Data Arrived at EDR: 09/06/2018
Date Made Active in Reports: 10/03/2018
Number of Days to Update: 27

Source: Placer County Health and Human Services
Telephone: 530-745-2363
Last EDR Contact: 11/29/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Semi-Annually

PLUMAS COUNTY:

CUPA PLUMAS: CUPA Facility List
Plumas County CUPA Program facilities.

Date of Government Version: 07/19/2018
Date Data Arrived at EDR: 07/25/2018
Date Made Active in Reports: 09/05/2018
Number of Days to Update: 42

Source: Plumas County Environmental Health
Telephone: 530-283-6355
Last EDR Contact: 10/22/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

RIVERSIDE COUNTY:

LUST RIVERSIDE: Listing of Underground Tank Cleanup Sites
Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 10/10/2018
Date Data Arrived at EDR: 10/12/2018
Date Made Active in Reports: 10/16/2018
Number of Days to Update: 4

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 12/17/2018
Next Scheduled EDR Contact: 04/01/2019
Data Release Frequency: Quarterly

UST RIVERSIDE: Underground Storage Tank Tank List
Underground storage tank sites located in Riverside county.

Date of Government Version: 10/10/2018
Date Data Arrived at EDR: 10/12/2018
Date Made Active in Reports: 11/05/2018
Number of Days to Update: 24

Source: Department of Environmental Health
Telephone: 951-358-5055
Last EDR Contact: 12/17/2018
Next Scheduled EDR Contact: 04/01/2019
Data Release Frequency: Quarterly

SACRAMENTO COUNTY:

CS SACRAMENTO: Toxic Site Clean-Up List
List of sites where unauthorized releases of potentially hazardous materials have occurred.

Date of Government Version: 08/03/2018
Date Data Arrived at EDR: 10/02/2018
Date Made Active in Reports: 11/01/2018
Number of Days to Update: 30

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 10/02/2018
Next Scheduled EDR Contact: 01/14/2019
Data Release Frequency: Quarterly

ML SACRAMENTO: Master Hazardous Materials Facility List
Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 08/23/2018
Date Data Arrived at EDR: 10/02/2018
Date Made Active in Reports: 11/02/2018
Number of Days to Update: 31

Source: Sacramento County Environmental Management
Telephone: 916-875-8406
Last EDR Contact: 10/02/2018
Next Scheduled EDR Contact: 01/14/2019
Data Release Frequency: Quarterly

SAN BENITO COUNTY:

CUPA SAN BENITO: CUPA Facility List
Cupa facility list

Date of Government Version: 11/15/2018
Date Data Arrived at EDR: 11/16/2018
Date Made Active in Reports: 12/13/2018
Number of Days to Update: 27

Source: San Benito County Environmental Health
Telephone: N/A
Last EDR Contact: 11/14/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Varies

SAN BERNARDINO COUNTY:

PERMITS SAN BERNARDINO: Hazardous Material Permits
This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 07/27/2018
Date Data Arrived at EDR: 07/31/2018
Date Made Active in Reports: 09/10/2018
Number of Days to Update: 41

Source: San Bernardino County Fire Department Hazardous Materials Division
Telephone: 909-387-3041
Last EDR Contact: 11/05/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Quarterly

SAN DIEGO COUNTY:

HMMD SAN DIEGO: Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 06/04/2018
Date Data Arrived at EDR: 06/06/2018
Date Made Active in Reports: 07/17/2018
Number of Days to Update: 41

Source: Hazardous Materials Management Division
Telephone: 619-338-2268
Last EDR Contact: 12/05/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Quarterly

LF SAN DIEGO: Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 04/18/2018
Date Data Arrived at EDR: 04/24/2018
Date Made Active in Reports: 06/19/2018
Number of Days to Update: 56

Source: Department of Health Services
Telephone: 619-338-2209
Last EDR Contact: 10/22/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

SAN DIEGO CO LOP: Local Oversight Program Listing

A listing of all LOP release sites that are or were under the County of San Diego's jurisdiction. Included are closed or transferred cases, open cases, and cases that did not have a case type indicated. The cases without a case type are mostly complaints; however, some of them could be LOP cases.

Date of Government Version: 10/22/2018
Date Data Arrived at EDR: 10/23/2018
Date Made Active in Reports: 11/30/2018
Number of Days to Update: 38

Source: Department of Environmental Health
Telephone: 858-505-6874
Last EDR Contact: 10/22/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

SAN DIEGO CO. SAM: Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010
Date Data Arrived at EDR: 06/15/2010
Date Made Active in Reports: 07/09/2010
Number of Days to Update: 24

Source: San Diego County Department of Environmental Health
Telephone: 619-338-2371
Last EDR Contact: 11/29/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: No Update Planned

SAN FRANCISCO COUNTY:

LUST SAN FRANCISCO: Local Oversite Facilities

A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008
Date Data Arrived at EDR: 09/19/2008
Date Made Active in Reports: 09/29/2008
Number of Days to Update: 10

Source: Department Of Public Health San Francisco County
Telephone: 415-252-3920
Last EDR Contact: 11/01/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Quarterly

UST SAN FRANCISCO: Underground Storage Tank Information

Underground storage tank sites located in San Francisco county.

Date of Government Version: 11/05/2018
Date Data Arrived at EDR: 11/06/2018
Date Made Active in Reports: 12/14/2018
Number of Days to Update: 38

Source: Department of Public Health
Telephone: 415-252-3920
Last EDR Contact: 11/01/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Quarterly

SAN JOAQUIN COUNTY:

UST SAN JOAQUIN: San Joaquin Co. UST
A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 06/22/2018
Date Data Arrived at EDR: 06/26/2018
Date Made Active in Reports: 07/11/2018
Number of Days to Update: 15

Source: Environmental Health Department
Telephone: N/A
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 04/01/2019
Data Release Frequency: Semi-Annually

SAN LUIS OBISPO COUNTY:

CUPA SAN LUIS OBISPO: CUPA Facility List
Cupa Facility List.

Date of Government Version: 11/14/2018
Date Data Arrived at EDR: 11/15/2018
Date Made Active in Reports: 12/13/2018
Number of Days to Update: 28

Source: San Luis Obispo County Public Health Department
Telephone: 805-781-5596
Last EDR Contact: 11/14/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Varies

SAN MATEO COUNTY:

BI SAN MATEO: Business Inventory
List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 09/18/2018
Date Data Arrived at EDR: 09/20/2018
Date Made Active in Reports: 11/01/2018
Number of Days to Update: 42

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Annually

LUST SAN MATEO: Fuel Leak List
A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 09/18/2018
Date Data Arrived at EDR: 09/20/2018
Date Made Active in Reports: 10/17/2018
Number of Days to Update: 27

Source: San Mateo County Environmental Health Services Division
Telephone: 650-363-1921
Last EDR Contact: 09/10/2018
Next Scheduled EDR Contact: 12/24/2018
Data Release Frequency: Semi-Annually

SANTA BARBARA COUNTY:

CUPA SANTA BARBARA: CUPA Facility Listing
CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011
Date Data Arrived at EDR: 09/09/2011
Date Made Active in Reports: 10/07/2011
Number of Days to Update: 28

Source: Santa Barbara County Public Health Department
Telephone: 805-686-8167
Last EDR Contact: 11/14/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Varies

SANTA CLARA COUNTY:

CUPA SANTA CLARA: Cupa Facility List
Cupa facility list

Date of Government Version: 11/16/2018
Date Data Arrived at EDR: 11/16/2018
Date Made Active in Reports: 12/13/2018
Number of Days to Update: 27

Source: Department of Environmental Health
Telephone: 408-918-1973
Last EDR Contact: 11/14/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Varies

HIST LUST SANTA CLARA: HIST LUST - Fuel Leak Site Activity Report
A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005
Date Data Arrived at EDR: 03/30/2005
Date Made Active in Reports: 04/21/2005
Number of Days to Update: 22

Source: Santa Clara Valley Water District
Telephone: 408-265-2600
Last EDR Contact: 03/23/2009
Next Scheduled EDR Contact: 06/22/2009
Data Release Frequency: No Update Planned

LUST SANTA CLARA: LOP Listing
A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014
Date Data Arrived at EDR: 03/05/2014
Date Made Active in Reports: 03/18/2014
Number of Days to Update: 13

Source: Department of Environmental Health
Telephone: 408-918-3417
Last EDR Contact: 11/21/2018
Next Scheduled EDR Contact: 03/11/2019
Data Release Frequency: Annually

SAN JOSE HAZMAT: Hazardous Material Facilities
Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 11/01/2018
Date Data Arrived at EDR: 11/06/2018
Date Made Active in Reports: 12/14/2018
Number of Days to Update: 38

Source: City of San Jose Fire Department
Telephone: 408-535-7694
Last EDR Contact: 11/01/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Annually

SANTA CRUZ COUNTY:

CUPA SANTA CRUZ: CUPA Facility List
CUPA facility listing.

Date of Government Version: 01/21/2017
Date Data Arrived at EDR: 02/22/2017
Date Made Active in Reports: 05/23/2017
Number of Days to Update: 90

Source: Santa Cruz County Environmental Health
Telephone: 831-464-2761
Last EDR Contact: 11/14/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Varies

SHASTA COUNTY:

CUPA SHASTA: CUPA Facility List
Cupa Facility List.

Date of Government Version: 06/15/2017
Date Data Arrived at EDR: 06/19/2017
Date Made Active in Reports: 08/09/2017
Number of Days to Update: 51

Source: Shasta County Department of Resource Management
Telephone: 530-225-5789
Last EDR Contact: 11/14/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Varies

SOLANO COUNTY:

LUST SOLANO: Leaking Underground Storage Tanks
A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 08/29/2018
Date Data Arrived at EDR: 09/04/2018
Date Made Active in Reports: 10/17/2018
Number of Days to Update: 43

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 11/29/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Quarterly

UST SOLANO: Underground Storage Tanks
Underground storage tank sites located in Solano county.

Date of Government Version: 11/29/2018
Date Data Arrived at EDR: 12/04/2018
Date Made Active in Reports: 12/14/2018
Number of Days to Update: 10

Source: Solano County Department of Environmental Management
Telephone: 707-784-6770
Last EDR Contact: 11/29/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Quarterly

SONOMA COUNTY:

CUPA SONOMA: Cupa Facility List
Cupa Facility list

Date of Government Version: 09/24/2018
Date Data Arrived at EDR: 09/25/2018
Date Made Active in Reports: 10/16/2018
Number of Days to Update: 21

Source: County of Sonoma Fire & Emergency Services Department
Telephone: 707-565-1174
Last EDR Contact: 09/24/2018
Next Scheduled EDR Contact: 01/07/2019
Data Release Frequency: Varies

LUST SONOMA: Leaking Underground Storage Tank Sites
A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 10/02/2018
Date Data Arrived at EDR: 10/04/2018
Date Made Active in Reports: 10/25/2018
Number of Days to Update: 21

Source: Department of Health Services
Telephone: 707-565-6565
Last EDR Contact: 09/24/2018
Next Scheduled EDR Contact: 01/07/2019
Data Release Frequency: Quarterly

STANISLAUS COUNTY:

CUPA STANISLAUS: CUPA Facility List
Cupa facility list

Date of Government Version: 08/14/2018
Date Data Arrived at EDR: 08/16/2018
Date Made Active in Reports: 08/24/2018
Number of Days to Update: 8

Source: Stanislaus County Department of Ennvironmental Protection
Telephone: 209-525-6751
Last EDR Contact: 10/15/2018
Next Scheduled EDR Contact: 01/28/2019
Data Release Frequency: Varies

SUTTER COUNTY:

UST SUTTER: Underground Storage Tanks
Underground storage tank sites located in Sutter county.

Date of Government Version: 09/18/2018
Date Data Arrived at EDR: 09/20/2018
Date Made Active in Reports: 10/25/2018
Number of Days to Update: 35

Source: Sutter County Department of Agriculture
Telephone: 530-822-7500
Last EDR Contact: 11/29/2018
Next Scheduled EDR Contact: 03/18/2019
Data Release Frequency: Semi-Annually

TEHAMA COUNTY:

CUPA TEHAMA: CUPA Facility List
Cupa facilities

Date of Government Version: 07/17/2018
Date Data Arrived at EDR: 08/02/2018
Date Made Active in Reports: 09/07/2018
Number of Days to Update: 36

Source: Tehama County Department of Environmental Health
Telephone: 530-527-8020
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Varies

TRINITY COUNTY:

CUPA TRINITY: CUPA Facility List
Cupa facility list

Date of Government Version: 10/22/2018
Date Data Arrived at EDR: 10/25/2018
Date Made Active in Reports: 11/14/2018
Number of Days to Update: 20

Source: Department of Toxic Substances Control
Telephone: 760-352-0381
Last EDR Contact: 10/22/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

TULARE COUNTY:

CUPA TULARE: CUPA Facility List
Cupa program facilities

Date of Government Version: 09/13/2018
Date Data Arrived at EDR: 09/14/2018
Date Made Active in Reports: 09/19/2018
Number of Days to Update: 5

Source: Tulare County Environmental Health Services Division
Telephone: 559-624-7400
Last EDR Contact: 11/29/2018
Next Scheduled EDR Contact: 02/18/2019
Data Release Frequency: Varies

TUOLUMNE COUNTY:

CUPA TUOLUMNE: CUPA Facility List
Cupa facility list

Date of Government Version: 04/23/2018
Date Data Arrived at EDR: 04/25/2018
Date Made Active in Reports: 06/25/2018
Number of Days to Update: 61

Source: Divison of Environmental Health
Telephone: 209-533-5633
Last EDR Contact: 10/22/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Varies

VENTURA COUNTY:

BWT VENTURA: Business Plan, Hazardous Waste Producers, and Operating Underground Tanks
The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 09/26/2018
Date Data Arrived at EDR: 10/25/2018
Date Made Active in Reports: 11/30/2018
Number of Days to Update: 36

Source: Ventura County Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 10/22/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Quarterly

LF VENTURA: Inventory of Illegal Abandoned and Inactive Sites
Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011
Date Data Arrived at EDR: 12/01/2011
Date Made Active in Reports: 01/19/2012
Number of Days to Update: 49
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 10/01/2018
Next Scheduled EDR Contact: 01/14/2019
Data Release Frequency: Annually

LUST VENTURA: Listing of Underground Tank Cleanup Sites
Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008
Date Data Arrived at EDR: 06/24/2008
Date Made Active in Reports: 07/31/2008
Number of Days to Update: 37
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 11/07/2018
Next Scheduled EDR Contact: 02/25/2019
Data Release Frequency: Quarterly

MED WASTE VENTURA: Medical Waste Program List
To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 09/25/2018
Date Data Arrived at EDR: 10/25/2018
Date Made Active in Reports: 11/30/2018
Number of Days to Update: 36
Source: Ventura County Resource Management Agency
Telephone: 805-654-2813
Last EDR Contact: 10/22/2018
Next Scheduled EDR Contact: 02/04/2019
Data Release Frequency: Quarterly

UST VENTURA: Underground Tank Closed Sites List
Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 09/04/2018
Date Data Arrived at EDR: 09/12/2018
Date Made Active in Reports: 10/04/2018
Number of Days to Update: 22
Source: Environmental Health Division
Telephone: 805-654-2813
Last EDR Contact: 12/12/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Quarterly

YOLO COUNTY:

UST YOLO: Underground Storage Tank Comprehensive Facility Report
Underground storage tank sites located in Yolo county.

Date of Government Version: 10/15/2018
Date Data Arrived at EDR: 10/19/2018
Date Made Active in Reports: 11/05/2018
Number of Days to Update: 17
Source: Yolo County Department of Health
Telephone: 530-666-8646
Last EDR Contact: 10/15/2018
Next Scheduled EDR Contact: 01/14/2019
Data Release Frequency: Annually

YUBA COUNTY:

CUPA YUBA: CUPA Facility List
CUPA facility listing for Yuba County.

Date of Government Version: 11/05/2018
Date Data Arrived at EDR: 11/07/2018
Date Made Active in Reports: 11/14/2018
Number of Days to Update: 7
Source: Yuba County Environmental Health Department
Telephone: 530-749-7523
Last EDR Contact: 10/25/2018
Next Scheduled EDR Contact: 02/11/2019
Data Release Frequency: Varies

OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

CT MANIFEST: Hazardous Waste Manifest Data

Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 11/12/2018
Date Data Arrived at EDR: 11/14/2018
Date Made Active in Reports: 12/04/2018
Number of Days to Update: 20

Source: Department of Energy & Environmental Protection
Telephone: 860-424-3375
Last EDR Contact: 11/14/2018
Next Scheduled EDR Contact: 02/25/2019
Data Release Frequency: No Update Planned

NJ MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 07/13/2018
Date Made Active in Reports: 08/01/2018
Number of Days to Update: 19

Source: Department of Environmental Protection
Telephone: N/A
Last EDR Contact: 10/09/2018
Next Scheduled EDR Contact: 01/21/2019
Data Release Frequency: Annually

NY MANIFEST: Facility and Manifest Data

Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 07/01/2018
Date Data Arrived at EDR: 08/01/2018
Date Made Active in Reports: 08/31/2018
Number of Days to Update: 30

Source: Department of Environmental Conservation
Telephone: 518-402-8651
Last EDR Contact: 10/31/2018
Next Scheduled EDR Contact: 02/11/2019
Data Release Frequency: Quarterly

PA MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 10/23/2018
Date Made Active in Reports: 11/27/2018
Number of Days to Update: 35

Source: Department of Environmental Protection
Telephone: 717-783-8990
Last EDR Contact: 10/15/2018
Next Scheduled EDR Contact: 01/28/2019
Data Release Frequency: Annually

RI MANIFEST: Manifest information

Hazardous waste manifest information

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 02/23/2018
Date Made Active in Reports: 04/09/2018
Number of Days to Update: 45

Source: Department of Environmental Management
Telephone: 401-222-2797
Last EDR Contact: 11/16/2018
Next Scheduled EDR Contact: 03/04/2019
Data Release Frequency: Annually

WI MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2017
Date Data Arrived at EDR: 06/15/2018
Date Made Active in Reports: 07/09/2018
Number of Days to Update: 24

Source: Department of Natural Resources
Telephone: N/A
Last EDR Contact: 12/07/2018
Next Scheduled EDR Contact: 03/25/2019
Data Release Frequency: Annually

Oil/Gas Pipelines
Source: PennWell Corporation
Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Electric Power Transmission Line Data
Source: PennWell Corporation
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Sensitive Receptors: There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

AHA Hospitals:
Source: American Hospital Association, Inc.
Telephone: 312-280-5991
The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing
Source: Centers for Medicare & Medicaid Services
Telephone: 410-786-3000
A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes
Source: National Institutes of Health
Telephone: 301-594-6248
Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools
Source: National Center for Education Statistics
Telephone: 202-502-7300
The National Center for Education Statistics' primary database on private school locations in the United States.

Daycare Centers: Licensed Facilities
Source: Department of Social Services
Telephone: 916-657-4041

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish and Wildlife
Telephone: 916-445-0411

GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

STREET AND ADDRESS INFORMATION

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GEOCHECK ®- PHYSICAL SETTING SOURCE ADDENDUM

TARGET PROPERTY ADDRESS

TRACT NO. 6205 PROPERTY
5230 E SHEPHERD AVE
CLOVIS, CA 93619

TARGET PROPERTY COORDINATES

Latitude (North):	36.8685 - 36° 52’ 6.60’’
Longitude (West):	119.690752 - 119° 41’ 26.71’’
Universal Tranverse Mercator:	Zone 11
UTM X (Meters):	260145.1
UTM Y (Meters):	4083462.5
Elevation:	388 ft. above sea level

USGS TOPOGRAPHIC MAP

Target Property Map:	5603160 CLOVIS, CA
Version Date:	2012
North Map:	5603174 FRIANT, CA
Version Date:	2012

EDR’s GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principle investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

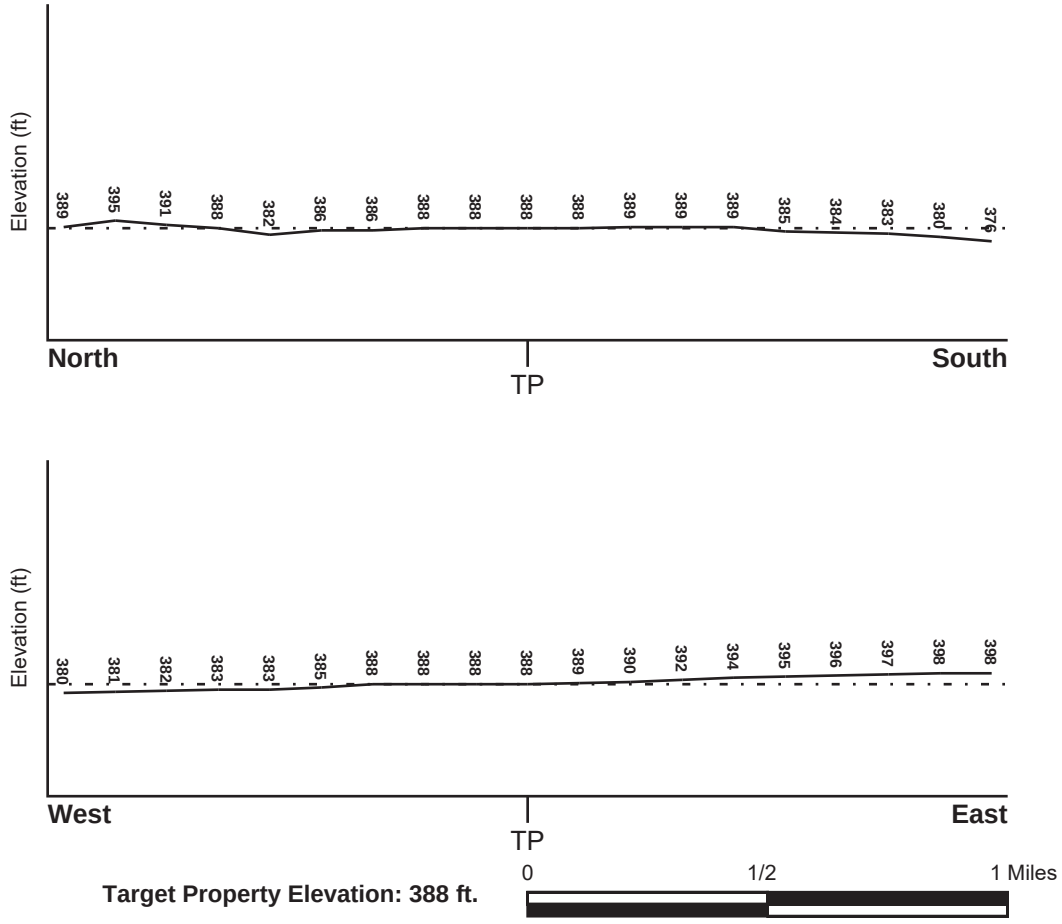
TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General NW

SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

FEMA FLOOD ZONE

Flood Plain Panel at Target Property	FEMA Source Type
06019C1580H	FEMA FIRM Flood data

Additional Panels in search area:	FEMA Source Type
06019C1040H	FEMA FIRM Flood data
06019C1045H	FEMA FIRM Flood data
06019C1585H	FEMA FIRM Flood data

NATIONAL WETLAND INVENTORY

NWI Quad at Target Property	NWI Electronic Data Coverage
CLOVIS	YES - refer to the Overview Map and Detail Map

HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Site-Specific Hydrogeological Data*:

Search Radius:	1.25 miles
Status:	Not found

AQUIFLOW®

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

MAP ID	LOCATION FROM TP	GENERAL DIRECTION GROUNDWATER FLOW
Not Reported		

* ©1996 Site−specific hydrogeological data gathered by CERCLIS Alerts, Inc., Bainbridge Island, WA. All rights reserved. All of the information and opinions presented are those of the cited EPA report(s), which were completed under a Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS) investigation.

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

ROCK STRATIGRAPHIC UNIT

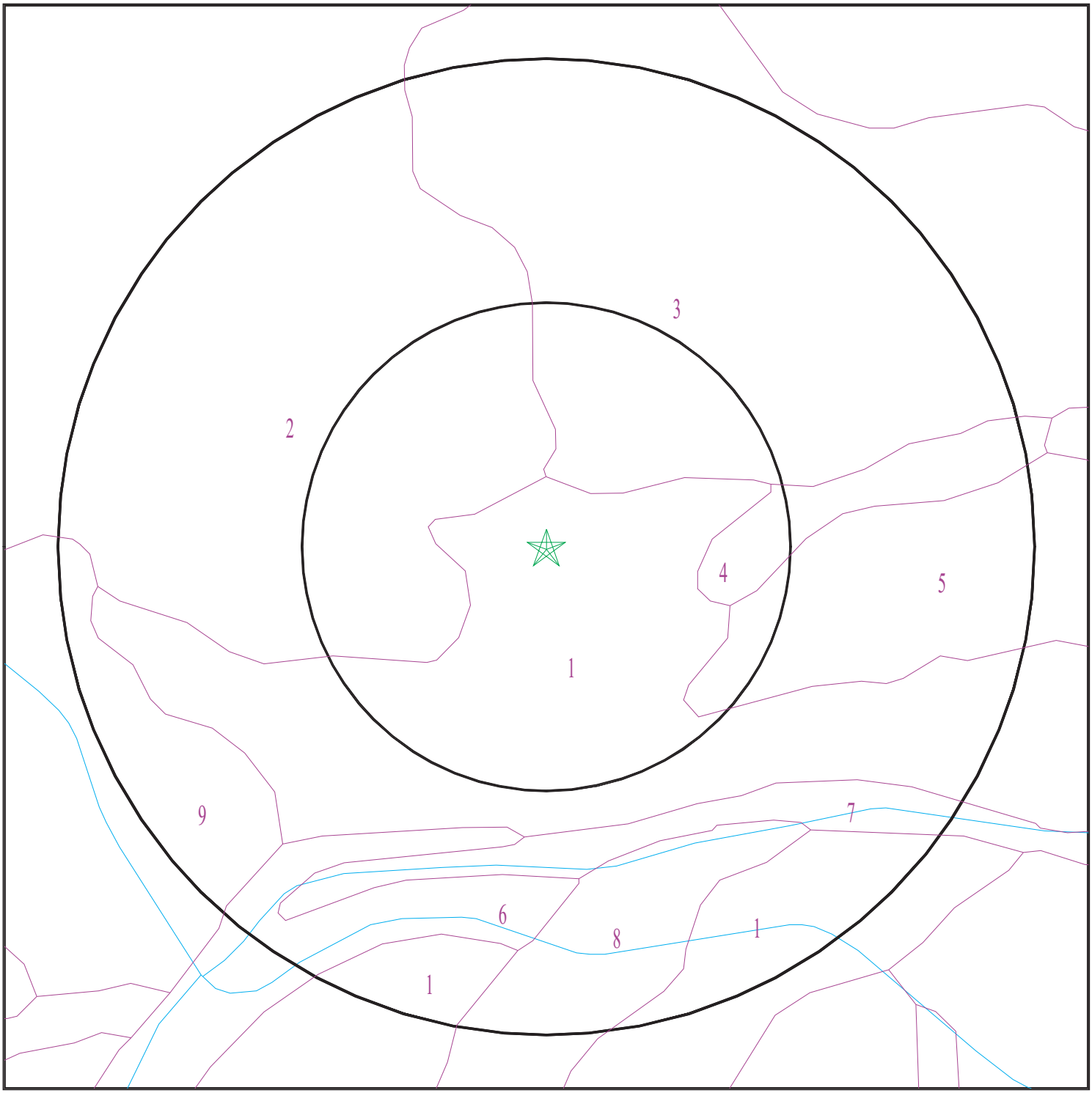
Era:	Cenozoic
System:	Quaternary
Series:	Quaternary
Code:	Q *(decoded above as Era, System & Series)*

GEOLOGIC AGE IDENTIFICATION

Category: Stratifed Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

SSURGO SOIL MAP - 5516721.2s



Target Property
SSURGO Soil
Water

0 1/16 1/8 1/4 Miles

N

SITE NAME:	Tract No. 6205 Property	CLIENT:	Krazan & Associates, Inc.
ADDRESS:	5230 E Shepherd Ave Clovis CA 93619	CONTACT:	Michelle Phillips
LAT/LONG:	36.8685 / 119.690752	INQUIRY #:	5516721.2s
		DATE:	December 19, 2018 3:06 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. The following information is based on Soil Conservation Service SSURGO data.

Soil Map ID: 1

Soil Component Name: GRANGEVILLE

Soil Surface Texture: fine sandy loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Somewhat poorly drained

Hydric Status: Partially hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 153 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	7 inches	fine sandy loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 42 Min: 14	Max: 8.4 Min: 6.6
2	7 inches	59 inches	fine sandy loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 42 Min: 14	Max: 8.4 Min: 6.6

Soil Map ID: 2

Soil Component Name: ATWATER

Soil Surface Texture: sandy loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: Moderate

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	24 inches	sandy loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 42 Min: 14	Max: 7.3 Min: 6.6
2	24 inches	42 inches	sandy loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 42 Min: 14	Max: 7.3 Min: 6.6
3	42 inches	59 inches	loamy sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 42 Min: 14	Max: 7.3 Min: 6.6

Soil Map ID: 3

Soil Component Name: RAMONA

Soil Surface Texture: loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: Moderate

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	11 inches	loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	Not reported	Max: 1 Min: 0.1	Max: Min:
2	11 inches	24 inches	loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	Not reported	Max: 1 Min: 0.1	Max: Min:
3	24 inches	40 inches	clay loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	Not reported	Max: 1 Min: 0.1	Max: Min:
4	40 inches	53 inches	cemented	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	Not reported	Max: 1 Min: 0.1	Max: Min:

Soil Map ID: 4

Soil Component Name: GRANGEVILLE

Soil Surface Texture: fine sandy loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Somewhat poorly drained

Hydric Status: Partially hydric

Corrosion Potential - Uncoated Steel: High

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 153 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	7 inches	fine sandy loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 14 Min: 4	Max: 9 Min: 7.4
2	7 inches	59 inches	fine sandy loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 14 Min: 4	Max: 9 Min: 7.4

Soil Map ID: 5

Soil Component Name: VISALIA

Soil Surface Texture: sandy loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

Hydric Status: Partially hydric

Corrosion Potential - Uncoated Steel: Moderate

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	9 inches	sandy loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 42 Min: 14	Max: 7.8 Min: 6.1

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
2	9 inches	48 inches	sandy loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 42 Min: 14	Max: 7.8 Min: 6.1
3	48 inches	59 inches	sandy loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 42 Min: 14	Max: 7.8 Min: 6.1

Soil Map ID: 6

Soil Component Name: TUJUNGA

Soil Surface Texture: stratified sand to loamy sand

Hydrologic Group: Class A - High infiltration rates. Soils are deep, well drained to excessively drained sands and gravels.

Soil Drainage Class: Somewhat excessively drained

Hydric Status: Partially hydric

Corrosion Potential - Uncoated Steel: Moderate

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	3 inches	59 inches	stratified sand to loamy sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 141 Min: 42	Max: 7.3 Min: 6.1

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
2	0 inches	3 inches	loamy sand	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 141 Min: 42	Max: 7.3 Min: 6.1

Soil Map ID: 7

Soil Component Name: RIVERWASH

Soil Surface Texture: coarse sand

Hydrologic Group: Class D - Very slow infiltration rates. Soils are clayey, have a high water table, or are shallow to an impervious layer.

Soil Drainage Class: Excessively drained

Hydric Status: Partially hydric

Corrosion Potential - Uncoated Steel: Not Reported

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 31 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	5 inches	coarse sand	Not reported	Not reported	Max: 141 Min: 42	Max: Min:
2	5 inches	59 inches	stratified coarse sand to sandy loam	Not reported	Not reported	Max: 141 Min: 42	Max: Min:

Soil Map ID: 8

Soil Component Name: HANFORD

Soil Surface Texture: coarse sandy loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: Moderate

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	16 inches	coarse sandy loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 42 Min: 14	Max: 7.3 Min: 6.1
2	16 inches	72 inches	coarse sandy loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 42 Min: 14	Max: 7.3 Min: 6.1

Soil Map ID: 9

Soil Component Name: HANFORD

Soil Surface Texture: sandy loam

Hydrologic Group: Class B - Moderate infiltration rates. Deep and moderately deep, moderately well and well drained soils with moderately coarse textures.

Soil Drainage Class: Well drained

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: Moderate

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
	Boundary			Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
Layer	Upper	Lower	Soil Texture Class	AASHTO Group	Unified Soil		
1	0 inches	16 inches	sandy loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 42 Min: 14	Max: 7.3 Min: 6.1
2	16 inches	72 inches	sandy loam	Granular materials (35 pct. or less passing No. 200), Silty, or Clayey Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 42 Min: 14	Max: 7.3 Min: 6.1

LOCAL / REGIONAL WATER AGENCY RECORDS

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

WELL SEARCH DISTANCE INFORMATION

DATABASE	SEARCH DISTANCE (miles)
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 0.001 miles
State Database	1.000

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
A3	USGS40000178885	1/4 - 1/2 Mile West
4	USGS40000178913	1/4 - 1/2 Mile ENE

GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

FEDERAL USGS WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
5	USGS40000178814	1/2 - 1 Mile SSW
6	USGS40000179005	1/2 - 1 Mile North
7	USGS40000178740	1/2 - 1 Mile South
8	USGS40000179599	1/2 - 1 Mile West

FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION

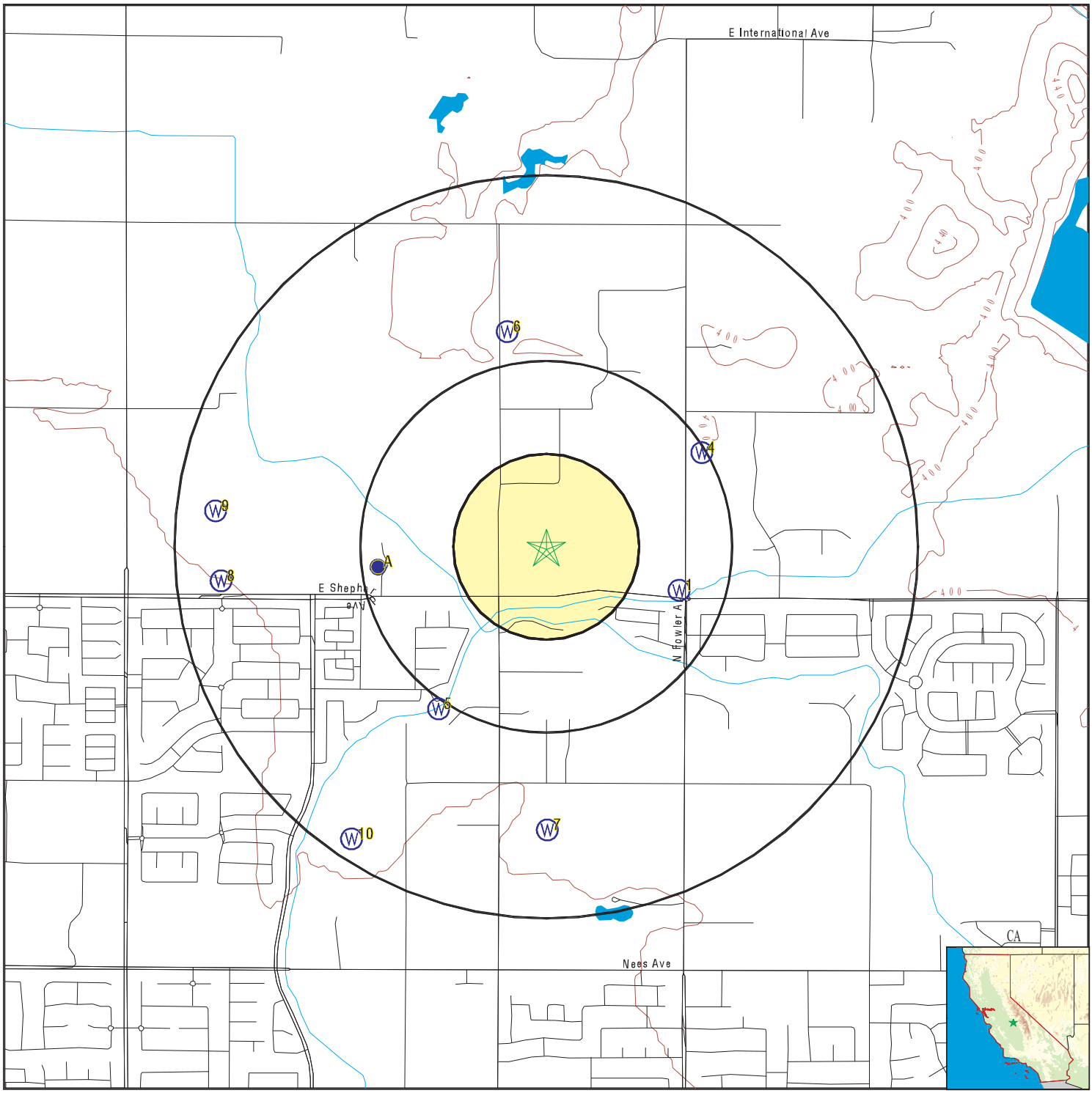
MAP ID	WELL ID	LOCATION FROM TP
No PWS System Found		

Note: PWS System location is not always the same as well location.

STATE DATABASE WELL INFORMATION

MAP ID	WELL ID	LOCATION FROM TP
1	CADW60000008582	1/4 - 1/2 Mile ESE
A2	CADW60000024897	1/4 - 1/2 Mile West
9	CADW60000008581	1/2 - 1 Mile West
10	CADW60000009556	1/2 - 1 Mile SSW

PHYSICAL SETTING SOURCE MAP - 5516721.2s



- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons
- Groundwater Flow Direction
- GI Indeterminate Groundwater Flow at Location
- GV Groundwater Flow Varies at Location
- HD Closest Hydrogeological Data
- Oil, gas or related wells

SITE NAME:	Tract No. 6205 Property	CLIENT:	Krazan & Associates, Inc.
ADDRESS:	5230 E Shepherd Ave Clovis CA 93619	CONTACT:	Michelle Phillips
LAT/LONG:	36.8685 / 119.690752	INQUIRY #:	5516721.2s
		DATE:	December 19, 2018 3:06 pm

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GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

1
ESE
1/4 - 1/2 Mile
Higher

CA WELLS **CADW60000008582**

Objectid:	8582	Latitude:	36.8668
Longitude:	-119.6843	Site code:	368668N1196843W001
State well numbe:	12S21E21P001M	Local well name:	''
Well use id:	6	Well use descrip:	Unknown
County id:	10	County name:	Fresno
Basin code:	'5-22.08'	Basin desc:	Kings
Dwr region id:	80237	Dwr region:	South Central Region Office
Site id:	CADW60000008582		

A2
West
1/4 - 1/2 Mile
Lower

CA WELLS **CADW60000024897**

Objectid:	24897	Latitude:	36.8677
Longitude:	-119.6988	Site code:	368677N1196988W001
State well numbe:	12S21E20Q001M	Local well name:	'12S21E20Q001M'
Well use id:	6	Well use descrip:	Unknown
County id:	10	County name:	Fresno
Basin code:	'5-22.08'	Basin desc:	Kings
Dwr region id:	80237	Dwr region:	South Central Region Office
Site id:	CADW60000024897		

A3
West
1/4 - 1/2 Mile
Lower

FED USGS **USGS40000178885**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	012S021E20Q002M	Type:	Well
Description:	Not Reported	HUC:	18030012
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Central Valley aquifer system		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	1947	Well Depth:	125
Well Depth Units:	ft	Well Hole Depth:	Not Reported
Well Hole Depth Units:	Not Reported		

Ground water levels,Number of Measurements:	1	Level reading date:	1963-10-14
Feet below surface:	46.06	Feet to sea level:	Not Reported
Note:	Not Reported		

4
ENE
1/4 - 1/2 Mile
Higher

FED USGS **USGS40000178913**

Organization ID:	USGS-CA
Organization Name:	USGS California Water Science Center

Monitor Location:	012S021E21K001M	Type:	Well
Description:	Not Reported	HUC:	18030012
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Central Valley aquifer system		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	Not Reported	Well Depth:	125
Well Depth Units:	ft	Well Hole Depth:	Not Reported
Well Hole Depth Units:	Not Reported		

Ground water levels,Number of Measurements:	1	Level reading date:	1963-10-14
Feet below surface:	45.87	Feet to sea level:	Not Reported
Note:	Not Reported		

5
SSW
1/2 - 1 Mile
Lower

FED USGS **USGS40000178814**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	012S021E29A001M	Type:	Well
Description:	Not Reported	HUC:	18030012
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Central Valley aquifer system		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	Not Reported	Well Depth:	Not Reported
Well Depth Units:	Not Reported	Well Hole Depth:	Not Reported
Well Hole Depth Units:	Not Reported		

6
North
1/2 - 1 Mile
Higher

FED USGS **USGS40000179005**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	012S021E21D001M	Type:	Well
Description:	Not Reported	HUC:	18030012
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Central Valley aquifer system		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	Not Reported	Well Depth:	Not Reported
Well Depth Units:	Not Reported	Well Hole Depth:	Not Reported
Well Hole Depth Units:	Not Reported		

Ground water levels,Number of Measurements:	1	Level reading date:	1963-10-14
Feet below surface:	62.73	Feet to sea level:	Not Reported
Note:	Not Reported		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation | Database | EDR ID Number

7
South
1/2 - 1 Mile
Lower

FED USGS **USGS40000178740**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	012S021E28M001M	Type:	Well
Description:	Not Reported	HUC:	18030012
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Central Valley aquifer system		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	Not Reported	Well Depth:	Not Reported
Well Depth Units:	Not Reported	Well Hole Depth:	Not Reported
Well Hole Depth Units:	Not Reported		

Ground water levels,Number of Measurements:	1	Level reading date:	1963-10-14
Feet below surface:	38.55	Feet to sea level:	Not Reported
Note:	Not Reported		

8
West
1/2 - 1 Mile
Lower

FED USGS **USGS40000179599**

Organization ID:	USGS-CA		
Organization Name:	USGS California Water Science Center		
Monitor Location:	011S021E32E001M	Type:	Well
Description:	Not Reported	HUC:	18040001
Drainage Area:	Not Reported	Drainage Area Units:	Not Reported
Contrib Drainage Area:	Not Reported	Contrib Drainage Area Unts:	Not Reported
Aquifer:	Central Valley aquifer system		
Formation Type:	Not Reported	Aquifer Type:	Not Reported
Construction Date:	Not Reported	Well Depth:	104
Well Depth Units:	ft	Well Hole Depth:	Not Reported
Well Hole Depth Units:	Not Reported		

Ground water levels,Number of Measurements:	1	Level reading date:	1963-10-14
Feet below surface:	24.86	Feet to sea level:	Not Reported
Note:	Not Reported		

9
West
1/2 - 1 Mile
Lower

CA WELLS **CADW60000008581**

Objectid:	8581	Latitude:	36.8699
Longitude:	-119.7068	Site code:	368699N1197068W001
State well numbe:	12S21E20N001M	Local well name:	''
Well use id:	6	Well use descrip:	Unknown
County id:	20	County name:	Madera
Basin code:	'5-22.08'	Basin desc:	Kings
Dwr region id:	80237	Dwr region:	South Central Region Office
Site id:	CADW60000008581		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID
Direction
Distance
Elevation

Database	EDR ID Number
CA WELLS	**CADW60000009556**

10
SSW
1/2 - 1 Mile
Lower

Objectid:	9556	Latitude:	36.8571
Longitude:	-119.7002	Site code:	368571N1197002W001
State well numbe:	12S21E29K001M	Local well name:	''
Well use id:	6	Well use descrip:	Unknown
County id:	10	County name:	Fresno
Basin code:	'5-22.08'	Basin desc:	Kings
Dwr region id:	80237	Dwr region:	South Central Region Office
Site id:	CADW60000009556		

GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS
RADON

AREA RADON INFORMATION

State Database: CA Radon

Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
93619	5	2

Federal EPA Radon Zone for FRESNO County: 2

Note: Zone 1 indoor average level > 4 pCi/L.
: Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.
: Zone 3 indoor average level < 2 pCi/L.

Federal Area Radon Information for FRESNO COUNTY, CA

Number of sites tested: 100

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	1.251 pCi/L	98%	2%	0%
Living Area - 2nd Floor	Not Reported	Not Reported	Not Reported	Not Reported
Basement	1.433 pCi/L	100%	0%	0%

PHYSICAL SETTING SOURCE RECORDS SEARCHED

TOPOGRAPHIC INFORMATION

USGS 7.5' Digital Elevation Model (DEM)
Source: United States Geologic Survey
EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

Current USGS 7.5 Minute Topographic Map
Source: U.S. Geological Survey

HYDROLOGIC INFORMATION

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.
Source: FEMA
Telephone: 877-336-2627
Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

State Wetlands Data: Wetland Inventory
Source: Department of Fish and Wildlife
Telephone: 916-445-0411

HYDROGEOLOGIC INFORMATION

AQUIFLOW^{R} Information System
Source: EDR proprietary database of groundwater flow information
EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

GEOLOGIC INFORMATION

Geologic Age and Rock Stratigraphic Unit
Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

STATSGO: State Soil Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

SSURGO: Soil Survey Geographic Database
Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)
Telephone: 800-672-5559
SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

LOCAL / REGIONAL WATER AGENCY RECORDS

FEDERAL WATER WELLS

PWS: Public Water Systems
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

PWS ENF: Public Water Systems Violation and Enforcement Data
Source: EPA/Office of Drinking Water
Telephone: 202-564-3750
Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

USGS Water Wells: USGS National Water Inventory System (NWIS)
This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

STATE RECORDS

Water Well Database
Source: Department of Water Resources
Telephone: 916-651-9648

California Drinking Water Quality Database
Source: Department of Public Health
Telephone: 916-324-2319
The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

OTHER STATE DATABASE INFORMATION

California Oil and Gas Well Locations
Source: Department of Conservation
Telephone: 916-323-1779
Oil and Gas well locations in the state.

California Earthquake Fault Lines
Source: California Division of Mines and Geology
The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

RADON

State Database: CA Radon
Source: Department of Public Health
Telephone: 916-210-8558
Radon Database for California

Area Radon Information
Source: USGS
Telephone: 703-356-4020
The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

PHYSICAL SETTING SOURCE RECORDS SEARCHED

EPA Radon Zones
Source: EPA
Telephone: 703-356-4020
Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

OTHER

Airport Landing Facilities: Private and public use landing facilities
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

STREET AND ADDRESS INFORMATION

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Appendix H

Noise

Shephard North Project

Noise Impact Study

City of Clovis, CA

Prepared for:

De Novo Planning Group
180 East Main St. #108
Tustin, CA 92780

Prepared by:

MD Acoustics, LLC
Claire Pincock, INCE_USA
1197 Los Angeles Avenue, Ste 256
Simi Valley, CA 93065

Date: 2/21/2023

MD ACOUSTICS
Sound Solutions for Planning and Design

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1.0 Introduction

1.1 Purpose of Analysis and Study Objectives

The purpose of this noise impact study is to evaluate the potential noise impacts for the project study area and compare results to City and CEQA thresholds. The assessment was conducted and compared to the noise standards set forth by the Federal, State, and Local agencies. Consistent with the California Environmental Quality Act (CEQA) and CEQA Guidelines, a significant impact related to noise would occur if a proposed project is determined to result in:

- Exposure of persons to or generation of noise levels in excess of standards established in the local General Plan or noise ordinance, or applicable agencies.
- Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels.
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the Project.
- A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the Project.

The following is provided in this report:

- A description of the study area and the proposed Project
- Information regarding the fundamentals of noise
- A description of the local noise guidelines and standards
- An evaluation of the existing ambient noise environment
- An analysis of the traffic noise impacts to the project site
- An evaluation of the interior noise limit compliance
- Construction noise and vibration evaluation

1.2 Site Location and Study Area

The Project site is bounded by E Shepherd Ave. to the south, Sunnyside Ave. to the west, residential along Lexington and N Purdue Ave. to the northwest, residential along Perrin Rd. and N Stanford Ave. to the north, and residential along N Fowler Ave. to the south, as shown in Exhibit A. The City of Clovis General Plan classifies the site's land use designation as Rural Residential (RR).

1.3 Proposed Project Description

The Project would include a request to amend the City's 2014 General Plan to re-designate the Project site (approximately 75 acres) from the Rural Residential (1 DU/2 ac) land use designation to the Medium Density Residential (4.1 to 7.0 DU/ac) land use designation as well as include the sphere of influence (SOI) Expansion Area of 1,050 acres.

Although the number of residential units is not yet known, the Medium Density designation allows a density between 4.1 and 7.0 dwelling units per acre. Therefore, the environmental analysis should assume construction of up to a maximum of 525 residential units on the 75-acre Project site within the City of Clovis.

For this Project, a Project Level EIR would be prepared for the 75-acre project site, and a programmatic EIR Level of Analysis would be prepared for the remaining area. The general plan amendment would also include a request to allow for access to Shepherd Avenue, which is currently designated as an "expressway" in the Clovis General Plan. The site plan for the Project is shown in Exhibit B.

Exhibit A
Location Map

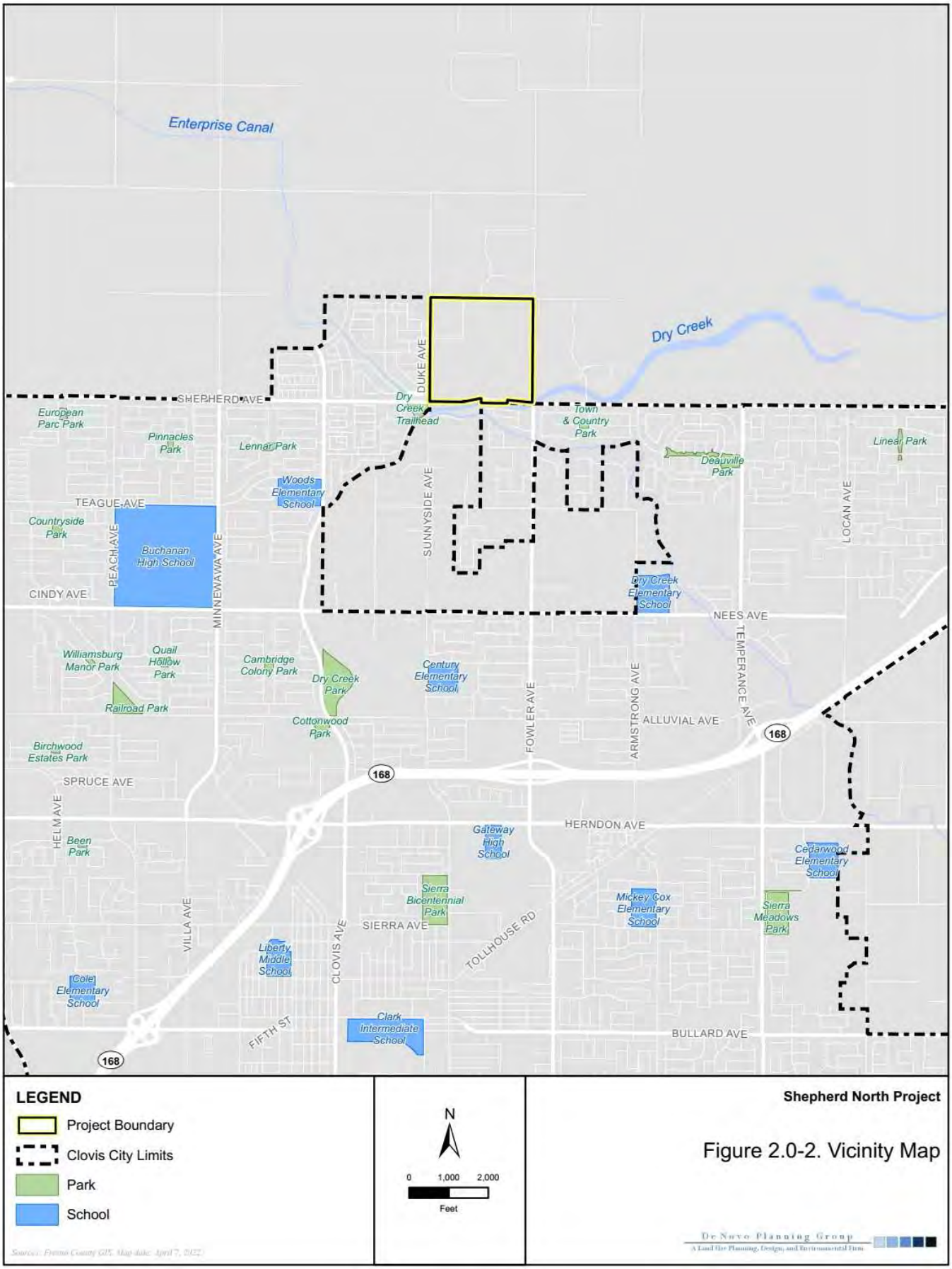
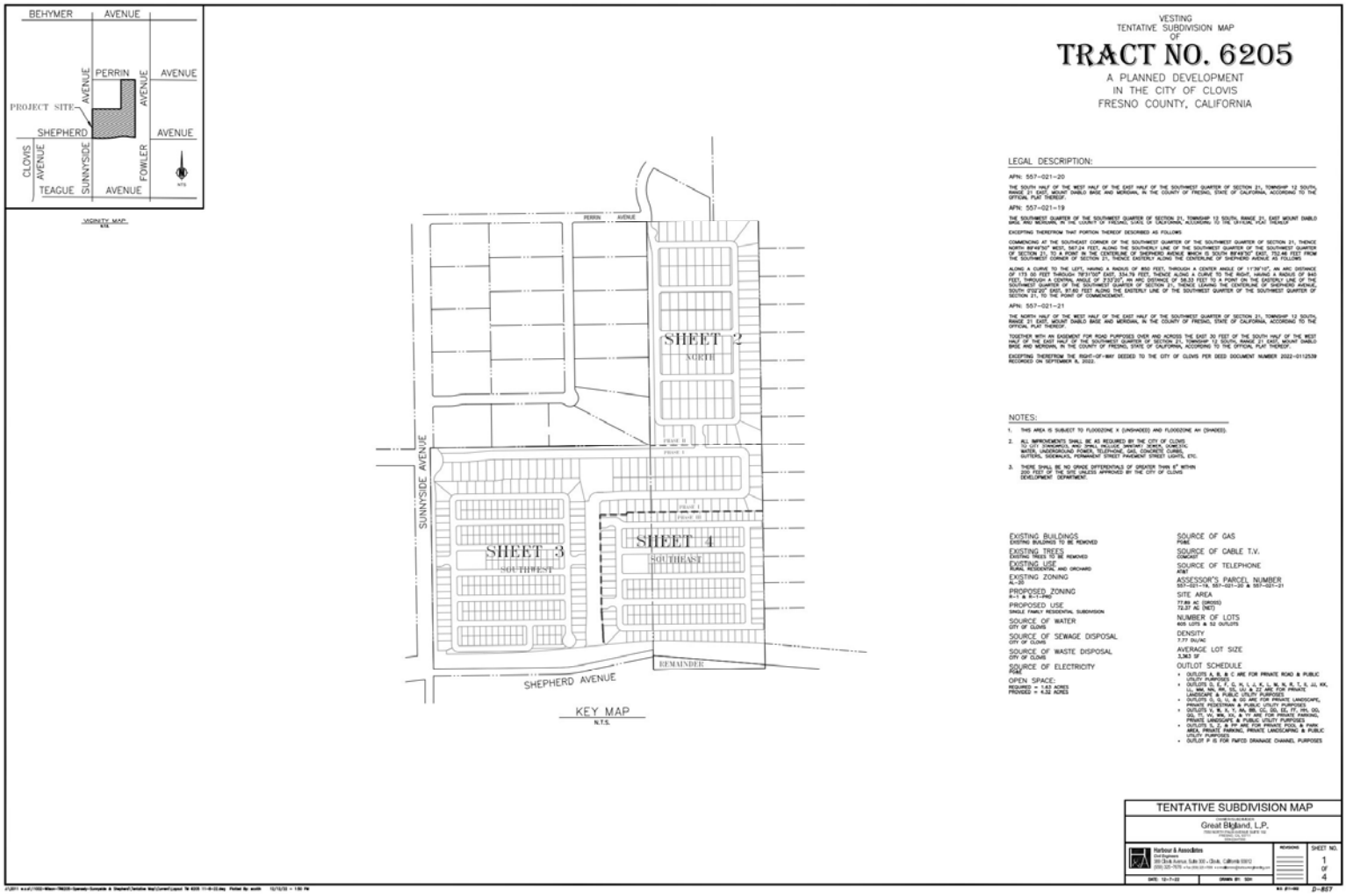


Exhibit B
Site Plan



2.0 Fundamentals of Noise

This section of the report provides basic information about noise and presents some of the terms used in the report.

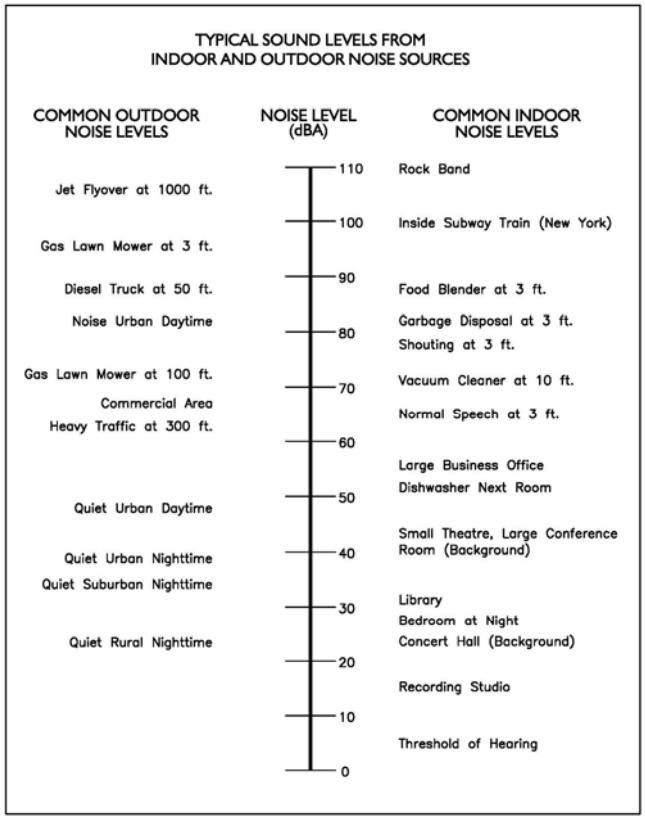
2.1 Sound, Noise and Acoustics

Sound is a disturbance created by a moving or vibrating source and is capable of being detected by the hearing organs. Sound may be thought of as mechanical energy of a moving object transmitted by pressure waves through a medium to a human ear. For traffic or stationary noise, the medium of concern is air. *Noise* is defined as sound that is loud, unpleasant, unexpected, or unwanted.

2.2 Frequency and Hertz

A continuous sound is described by its *frequency* (pitch) and its *amplitude* (loudness). Frequency relates to the number of pressure oscillations per second. Low-frequency sounds are low in pitch (bass sounding) and high-frequency sounds are high in pitch (squeak). These oscillations per second (cycles) are commonly referred to as Hertz (Hz). The human ear can hear from the bass pitch starting out at 20 Hz all the way to the high pitch of 20,000 Hz.

Exhibit C: Typical A-Weighted Noise Levels



2.3 Sound Pressure Levels and Decibels

The *amplitude* of a sound determines its loudness. The loudness of sound increases or decreases as the amplitude increases or decreases. Sound pressure amplitude is measured in units of micro-Newton per square inch meter ($\mu N/m^2$), also called micro-Pascal (µPa). One µPa is approximately one hundred billionths (0.00000000001) of normal atmospheric pressure. Sound pressure level (SPL or L_p) is used to describe in logarithmic units the ratio of actual sound pressures to a reference pressure squared. These units are called decibels, abbreviated dB. Exhibit C illustrates references sound levels for different noise sources.

2.4 Addition of Decibels

Because decibels are on a logarithmic scale, sound pressure levels cannot be added or subtracted by simple plus or minus addition. When two sounds or equal SPL are combined, they will produce an SPL 3 dB greater than the original single SPL. In other words, sound energy must be doubled to produce a 3 dB increase. If two sounds differ by approximately 10 dB, the higher sound level is the predominant sound.

2.5 Human Response to Changes in Noise Levels

In general, the healthy human ear is most sensitive to sounds between 1,000 Hz and 5,000 Hz, and it perceives a sound within that range as being more intense than a sound with a higher or lower frequency with the same magnitude. For purposes of this report as well as with most environmental documents, the A-scale weighting is typically reported in terms of A-weighted decibel (dBA), a scale designed to account for the frequency-dependent sensitivity of the ear. Typically, the human ear can barely perceive a change in noise level of 3 dB. A change in 5 dB is readily perceptible, and a change in 10 dB is perceived as being twice or half as loud. As previously discussed, a doubling of sound energy results in a 3 dB increase in sound, which means that a doubling of sound energy (e.g., doubling the volume of traffic on a highway) would result in a barely perceptible change in sound level.

2.6 Noise Descriptors

Noise in our daily environment fluctuates over time. Some noise levels occur in regular patterns; others are random. Some noise levels are constant while others are sporadic. Noise descriptors were created to describe the different time-varying noise levels.

A-Weighted Sound Level: The sound pressure level in decibels as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high-frequency components of the sound in a manner similar to the response of the human ear. A numerical method of rating human judgment of loudness.

Ambient Noise Level: The composite of noise from all sources, near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Community Noise Equivalent Level (CNEL): The average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of five (5) decibels to sound levels in the evening from 7:00 to 10:00 PM and after the addition of ten (10) decibels to sound levels in the night before 7:00 AM and after 10:00 PM.

Decibel (dB): A unit for measuring the amplitude of a sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micro-pascals.

dB(A): A-weighted sound level (see definition above).

Equivalent Sound Level (LEQ): The sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time-varying noise level. The energy average noise level during the sample period.

Habitable Room: Any room meeting the requirements of the Uniform Building Code or other applicable regulations, which is intended to be used for sleeping, living, cooking, or dining purposes, excluding such enclosed spaces as closets, pantries, bath or toilet rooms, service rooms, connecting corridors, laundries, unfinished attics, foyers, storage spaces, cellars, utility rooms, and similar spaces.

L(n): The A-weighted sound level exceeded during a certain percentage of the sample time. For example, L10 in the sound level exceeded 10 percent of the sample time. Similarly L50, L90, and L99, etc.

Noise: *A*ny unwanted sound or sound which is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. The State Noise Control Act defines noise as "...excessive undesirable sound...".

Outdoor Living Area: Outdoor spaces that are associated with residential land uses typically used for passive recreational activities or other noise-sensitive uses. Such spaces include patio areas, barbecue areas, jacuzzi areas, etc. associated with residential uses; outdoor patient recovery or resting areas associated with hospitals, convalescent hospitals, or rest homes; outdoor areas associated with places of worship which have a significant role in services or other noise-sensitive activities; and outdoor school facilities routinely used for educational purposes which may be adversely impacted by noise. Outdoor areas usually not included in this definition are: front yard areas, driveways, greenbelts, maintenance areas and storage areas associated with residential land uses; exterior areas at hospitals that are not used for patient activities; outdoor areas associated with places of worship and principally used for short-term social gatherings; and, outdoor areas associated with school facilities that are not typically associated with educational uses prone to adverse noise impacts (for example, school play yard areas).

Percent Noise Levels: See L(n).

Sound Level (Noise Level): The weighted sound pressure level obtained by use of a sound level meter having a standard frequency filter for attenuating part of the sound spectrum.

Sound Level Meter: An instrument, including a microphone, an amplifier, an output meter, and frequency weighting networks for the measurement and determination of noise and sound levels.

Single Event Noise Exposure Level (SENEL): The dB(A) level which, if it lasted for one second, would produce the same A-weighted sound energy as the actual event.

2.7 Traffic Noise Prediction

Noise levels associated with traffic depends on a variety of factors: (1) volume of traffic, (2) speed of traffic, (3) auto, medium truck (2–3 axle) and heavy truck percentage (4 axle and greater), and sound propagation. The greater the volume of traffic, higher speeds and truck percentages equate to a louder volume in noise. A doubling of the Average Daily Traffic (ADT) along a roadway will increase noise levels by approximately 3 dB; reasons for this are discussed in the sections above.

2.8 Sound Propagation

As sound propagates from a source, it spreads geometrically. Sound from a small, localized source (i.e., a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates at a rate of 6 dB per doubling of distance. The movement of vehicles down a roadway makes the source of the sound appear to propagate from a line (i.e., line source) rather than a point source. This line source results in the noise propagating from a roadway in a cylindrical spreading versus a spherical spreading that results from a point source. The sound level attenuates for a line source at a rate of 3 dB per doubling of distance.

As noise propagates from the source, it is affected by the ground and atmosphere. Noise models use hard site (reflective surfaces) and soft site (absorptive surfaces) to help calculate predicted noise levels. Hard site conditions assume no excessive ground absorption between the noise source and the

receiver. Soft site conditions such as grass, soft dirt or landscaping attenuate noise at a rate of 1.5 dB per doubling of distance. When added to the geometric spreading, the excess ground attenuation results in an overall noise attenuation of 4.5 dB per doubling of distance for a line source and 7.5 dB per doubling of distance for a point source.

Research has demonstrated that atmospheric conditions can have a significant effect on noise levels when noise receivers are located 200 feet from a noise source. Wind, temperature, air humidity, and turbulence can further impact have far sound can travel.

3.0 Ground-Borne Vibration Fundamentals

3.1 Vibration Descriptors

Ground-borne vibrations consist of rapidly fluctuating motions within the ground that have an average motion of zero. The effects of ground-borne vibrations typically only cause a nuisance to people, but at extreme vibration levels, damage to buildings may occur. Although ground-borne vibration can be felt outdoors, it is typically only an annoyance to people indoors, where the associated effects of the shaking of a building can be notable. Ground-borne noise is an effect of ground-borne vibration and only exists indoors since it is produced from noise radiated from the motion of the walls and floors of a room and may also consist of the rattling of windows or dishes on shelves.

Several different methods are used to quantify vibration amplitude.

PPV – Known as the peak particle velocity (PPV), which is the maximum instantaneous peak in vibration velocity, typically given in inches per second.

RMS – Known as root mean squared (RMS) can be used to denote vibration amplitude

VdB – A commonly used abbreviation to describe the vibration level (VdB) for a vibration source.

3.2 Vibration Perception

Typically, developed areas are continuously affected by vibration velocities of 50 VdB or lower. These continuous vibrations are not noticeable to humans, whose threshold of perception is around 65 VdB. Outdoor sources that may produce perceptible vibrations are usually caused by construction equipment, steel-wheeled trains, and traffic on rough roads, while smooth roads rarely produce perceptible ground-borne noise or vibration. To counter the effects of ground-borne vibration, the Federal Transit Administration (FTA) has published guidance relative to vibration impacts. According to the FTA, fragile buildings can be exposed to ground-borne vibration levels of 0.3 inches per second without experiencing structural damage.

3.3 Vibration Propagation

There are three main types of vibration propagation: surface, compression, and shear waves. Surface waves, or Rayleigh waves, travel along the ground's surface. These waves carry most of their energy along an expanding circular wavefront, similar to ripples produced by throwing a rock into a pool of water. P-waves, or compression waves, are body waves that carry their energy along an expanding spherical wavefront. The particle motion in these waves is longitudinal (i.e., in a "push-pull" fashion). P-waves are analogous to airborne sound waves. S-waves, or shear waves, are also body waves that carry energy along an expanding spherical wavefront. However, unlike P-waves, the particle motion is transverse, or side-to-side and perpendicular to the direction of propagation.

As vibration waves propagate from a source, the vibration energy decreases in a logarithmic nature and the vibration levels typically decrease by 6 VdB per doubling of the distance from the vibration source. As stated above, this drop-off rate can vary greatly depending on the soil but has been shown to be effective enough for screening purposes, in order to identify potential vibration impacts that may need to be studied through actual field tests.

4.0 Regulatory Setting

The proposed Project is located within the City of Clovis, California and noise regulations are addressed through the efforts of various federal, state and local government agencies. The agencies responsible for regulating noise are discussed below.

4.1 Federal Regulations

The adverse impact of noise was officially recognized by the federal government in the Noise Control Act of 1972, which serves three purposes:

- Publicize noise emission standards for interstate commerce
- Assist state and local abatement efforts
- Promote noise education and research

The Federal Office of Noise Abatement and Control (ONAC) originally was tasked with implementing the Noise Control Act. However, it was eventually eliminated leaving other federal agencies and committees to develop noise policies and programs. Some examples of these agencies are as follows: The Department of Transportation (DOT) assumed a significant role in noise control through its various agencies. The Federal Aviation Agency (FAA) is responsible for regulating noise from aircraft and airports. The Federal Highway Administration (FHWA) is responsible for regulating noise from the interstate highway system. The Occupational Safety and Health Administration (OSHA) is responsible for the prohibition of excessive noise exposure to workers. The Housing and Urban Development (HUD) is responsible for establishing noise regulations as it relates to exterior/interior noise levels for new HUD-assisted housing developments near high noise areas.

The federal government advocates that local jurisdictions use their land use regulatory authority to arrange new development in such a way that "noise sensitive" uses are either prohibited from being constructed adjacent to a highway, or alternatively that the developments are planned and constructed in such a manner that potential noise impacts are minimized.

Since the federal government has preempted the setting of standards for noise levels that can be emitted by the transportation source, the City is restricted to regulating the noise generated by the transportation system through nuisance abatement ordinances and land use planning.

4.2 State Regulations

Established in 1973, the California Department of Health Services Office of Noise Control (ONC) was instrumental in developing regularity tools to control and abate noise for use by local agencies. One significant model is the "Land Use Compatibility for Community Noise Environments Matrix." The matrix allows the local jurisdiction to clearly delineate compatibility of sensitive uses with various incremental levels of noise.

The State of California has established noise insulation standards as outlined in Title 24, the California Building Code (CBC) which in some cases requires acoustical analyses to outline exterior noise levels and to ensure interior noise levels do not exceed the interior threshold. The State mandates that the legislative body of each county and City adopt a noise element as part of its comprehensive general

plan. The local noise element must recognize the land use compatibility guidelines published by the State Department of Health Services.

4.3 City of Clovis Noise Regulations

The City of Clovis outlines their noise regulations and standards within the General Plan Environmental Safety Element and the Noise Ordinance from the Municipal Code.

City of Clovis General Plan

Applicable policies and standards governing environmental noise in the City are set forth in the General Plan Environmental Safety Element. The guidelines rank noise land use compatibility in terms of clearly compatible, normally compatible, normally incompatible, and clearly incompatible as illustrated in Exhibit D.

Exhibit D: Land Use and Noise Compatibility Matrix

LAND USES	ENERGY AVERAGE (CNEL)						
Example Land Uses	**<**	**55**	**60**	**65**	**70**	**75**	**80>**
Amphitheater, concert hall, auditorium, meeting hall	B	B	C	C	D	D	D
Mobile home	A	A	B	C	C	D	D
Hospital, library, school, faith/religious uses	A	A	B	C	C	D	D
Hotel, motel, transient lodging	A	A	B	B	C	C	D
Single family, multifamily, faith/religious uses	A	A	B	B	C	D	D
Parks	A	A	A	B	C	D	D
Office building, research & development, professional office, city office building, and hotel	A	A	A	B	B	C	D
Amusement park, miniature golf, go-cart track, health club, equestrian center	A	A	A	B	B	D	D
Golf courses, nature centers, cemeteries, wildlife reserves, wildlife habitat	A	A	A	A	B	C	C
Commercial retail, bank, restaurant, movie theater	A	A	A	A	B	B	C
Automobile service station, auto dealer, manufacturing, warehousing, wholesale, utilities	A	A	A	A	B	B	B
Agriculture	A	A	A	A	A	A	A

Notes:

Compatibility zones indicate the degree to which the land uses listed are compatible with the noise levels (CNEL) shown in the table.

Zone A. Clearly Compatible. Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

Zone B. Normally Compatible. New construction or development should be undertaken only after detailed analysis of the noise reduction requirements are made and needed noise insulation features in the design are determined. Conventional construction, with closed windows and fresh air supply systems or air conditioning, will normally suffice.

Zone C. Normally Incompatible. New construction or development should normally be discouraged. If new construction or development does proceed, a detailed analysis or noise reduction requirements must be made and needed noise insulation features must be included in the design.

Zone D. Clearly Incompatible. New construction or development should generally not be undertaken.

The General Plan also outlines an acceptable exterior level of 65 dBA CNEL and an interior level of 45 dBA CNEL (windows closed) for residential uses. The City has outlined goals, policies, and implementation measures to reduce potential noise impacts which are presented below:

Goals, Policies, and Implementation Measures

Policies, goals, and implementation program measures from the Policy Plan that would mitigate potential impacts on noise include the following.

Goal 3: An environment in which minimized noise contributes to the public's health, safety, and welfare.

Policy 3.1 Land use compatibility. Approve development and require mitigation measures to ensure existing and future land use compatibility as shown in the Noise Level Exposure and Land Use Compatibility Matrix and the City's noise ordinance.

Policy 3.2 Land use and traffic patterns. Discourage land use and traffic patterns that would expose sensitive land uses or noise-sensitive areas to unacceptable noise levels.

Policy 3.3 New residential. When new residential development is proposed adjacent to land designated for industrial or commercial uses, require the proposed development to assess potential noise impacts and fund feasible noise-related mitigation measures.

Policy 3.4 Acoustical study. Require an acoustical study for proposed projects that have the potential to exceed acceptable noise thresholds or are exposed to existing or future noise levels in excess of the thresholds in the City's noise ordinance.

Policy 3.5 Site and building design. Minimize noise impacts by requiring appropriate site, circulation, equipment, and building design, and sound walls, landscaping, and other buffers.

Policy 3.6 Noise impacts. Minimize or eliminate persistent, periodic, or impulsive noise impacts of business operations.

Policy 3.7 Mixed-use buildings. Require that mixed-use structures be designed to prevent transfer of noise and vibration between uses.

Policy 3.8 Existing uses. Require the use of noise abatement devices for existing uses that exceed acceptable noise thresholds.

Policy 3.9 Caltrans facilities. Coordinate with Caltrans to ensure the inclusion of noise mitigation measures in the design of new highway projects or improvements to existing facilities.

Policy 3.10 Airport changes. Coordinate with the Fresno Yosemite International Airport to minimize noise impacts on properties in Clovis due to changes in flight patterns or airport expansion.

Policy 3.11 Airport land use compatibility. Approve land uses in a manner that is consistent with the Fresno Yosemite International Airport Land Use Compatibility Plan.

Policy 3.12 Truck traffic. Plan and maintain truck routes that avoid noise-sensitive land uses and areas. Encourage business delivery areas to be located away from residential properties and to mitigate associated noise impacts.

Policy 3.13 Small aircraft and helicopters. Minimize the noise impact of small aircraft and helicopters on residential neighborhoods.

Policy 3.14 Control sound at the source. Prioritize using noise mitigation measures to control sound at the source before buffers, soundwalls, and other perimeter measures.

City of Clovis– Noise Ordinance/Municipal Code

Chapter 9.22.080 and 9.22.100 General Performance Standards of the City's Municipal Code outlines the City's noise ordinance.

Section 9.22.080 –Noise

D. Noise standards. The following noise standards, unless otherwise specifically indicated, shall apply to all property with a designated noise zone:

MAXIMUM EXTERIOR NOISE STANDARDS

Noise Zone	Type of Land Use	Allowable Exterior Noise Level (15-Minute Leq)	
		7 a.m. to 10 p.m.	10 p.m. to 7 a.m.
I	Single-, two- or multiple-family residential	55 dBA	50 dBA
II	Commercial	65 dBA	60 dBA
III	Residential portions of mixed use properties	60 dBA	50 dBA
IV	Industrial or manufacturing	70 dBA	70 dBA

MAXIMUM INTERIOR NOISE STANDARDS

Noise Zone	Type of Land Use	Allowable Exterior Noise Level (15-Minute Leq)	
		7 a.m. to 10 p.m.	10 p.m. to 7 a.m.
I	Residential	45 dBA	40 dBA
II	Administrative/professional office	50 dBA	—
III	Residential portions of mixed use properties	45 dBA	40 dBA

1. If the ambient noise level exceeds the resulting standard, the ambient shall be the standard.

2. It is unlawful for any person to create any noise, or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which causes the noise level when measured on any property measured at the property line, to exceed either of the following within the incorporated area of the City:

a. The noise standard for the applicable zone for any fifteen (15) minute period;

b. A maximum impulsive noise level equal to the value of the noise standard plus twenty (20) dBA for any period of time (measured using A-weighted slow response). Impulsive noise which repeats four (4) or more times in any hour between 10:00 p.m. and 7:00 a.m. shall be measured as continuous sound and meet the noise standard for the applicable zone.

3. When properties of two (2) different noise zones abut one another, the maximum exterior noise level shall be the lower of the two (2) noise zones where one zone is residential, and in other contexts shall be the average of the two (2) zones.

4. Commercial, industrial, and recreational uses which create impulsive noise as part of their regular processes, such as through the use of pile drivers, forge hammers, punch presses, and gunshots, shall not be located in any zone district adjacent to a residential zone district unless a noise study is completed demonstrating the impulsive noise does not exceed the standards at the property line for the residential zone district. Impulse noise from these uses shall be measured as continuous sound. The noise study shall be subject to review and approval by the Director or his or her designee, and shall be completed as part of any discretionary permit process for the use or prior to obtaining a building permit. This provision shall not apply to uses existing on the effective date of the ordinance codified in this title.

5. Emergency electrical generators in residential zone districts shall comply with the California Building Code and California Residential Code, as amended, for the installation and operation of the emergency generator. Test cycle operation shall be limited to the hours between 10:00 a.m. and 4:00 p.m. Emergency electrical generators are intended to provide emergency power to run air conditioning, medical equipment and other household appliances in the event of a rolling blackout or other power grid failure.

E. Measurement of sound levels. Measurement of sound levels shall be as follows:

1. Sound level meter. Sound levels shall be measured on the A-weighting network of a sound level meter meeting the requirements of ASA Standards S14-1971 for General Purpose Sound Level Meters, or the latest revision published by the American National Standards Institute, Inc., using the slow meter response. The meter shall be calibrated and used according to the manufacturer's instructions.

2. Location of microphone. Measurements shall be taken with the microphone located at any point on the property line of the noise source, but no closer than three feet (3') from any wall and not less than three feet (3') above the ground.

3. Minimum of two (2) readings. A minimum of two (2) readings shall be taken for a period of ten (10) minutes each with ten (10) minute intervals between measurements. The sound level shall be the average of these readings.

F. Activities exempt from regulations. The following activities shall be exempt from the provisions of this section:

1. Emergency exemption. The emission of sound for the purpose of alerting persons to the existence of an emergency, or the emission of sound in the performance of emergency work.

2. Warning devices. Warning devices necessary for the protection of public safety, (e.g., ambulance, fire, and police sirens, and train horns).

3. Railroad activities. All locomotives and rail cars operated by a railroad that is regulated by the State Public Utilities Commission.

4. Federal or State pre-exempted activities. Any activity, to the extent regulation thereof has been pre-exempted by Federal or State law.

5. Pre-existing uses. Uses existing at the time of the effective date of the ordinance codified in this title, which are in compliance with all applicable standards in effect prior to adoption, and which are not otherwise operating as a nuisance in violation of Article 6 of Chapter 27 of Title 5.

6. Public health and safety activities. All transportation, flood control, and utility maintenance and construction operations conducted by government entities or utility companies at any time on public rights-of-way, and those situations that may occur on private property deemed necessary to serve the best interests of the public and to protect the public's health and well-being, including, but not limited to: debris and limb removal; removal of damaged poles and vehicles; removal of downed wires; restoring electrical service; repairing traffic signals; repair of water hydrants; repair of mains, gas lines, oil lines, and sewers; repair and maintenance of flood control and storm water facilities; repair and maintenance of streets and sidewalks.

7. Ordinary municipal activities. Ordinary municipal activities conducted by the City or other entity having jurisdiction in the City, including, but not limited to: solid waste collection; street sweeping; operation, maintenance, and repair of water production, treatment, and distribution facilities; operation, maintenance, and repair of sewage treatment, collection and distribution facilities; and vacuuming catch basins.

8. Public safety training activities. Training activities by fire, law enforcement, and public utility officials that cannot reasonably take place within the parameters of this section, including but not limited to training that involves: hydrant testing, pumping hose lays, running chain saws, operating power tools, demolition, vehicle noise, and use of generators.

9. Public celebrations. Public celebrations, holidays, or occasions generally celebrated, or public parades held under authorized permits; any sporting event or activity conducted under the direction and supervision of any public or private school.

G. Acts deemed violations of section. The following acts are a violation of this section:

1. Noise-related nuisances defined in Chapter 27 of Title 5. Violations of Article 6 of Chapter 27 of Title 5 pertaining to unlawful noise-related nuisances shall also be considered a violation of this section.

2. Construction noise. Construction activities shall be subject to the provisions of Section 5.27.604, which sets forth the permissible hours for construction activity. At all other times, no person shall operate, or cause to be operated, tools or equipment used in alteration, construction, demolition, drilling, or repair work so that the sound creates a noise disturbance across a residential property line, except for emergency work. Stationary equipment (e.g., generators) shall not be located adjacent to any existing residences unless enclosed in a noise attenuating structure, subject to the review and approval of the Director.

3. Places of public entertainment. Operating, playing, or allowing the operation or playing of a drum, musical instrument, phonograph, radio, sound amplifier, television, or similar device that produces, reproduces, or amplifies sound in a place of public entertainment at a sound level greater than ninety-five (95) dBA (read by the slow response on a sound level meter) at any point that is normally occupied by a customer is prohibited, unless conspicuous signs are located near each public entrance, stating "Warning: Sound Levels Within May Cause Hearing Impairment."

4. Stationary nonemergency signaling devices. Sounding or allowing the sounding of an electronically amplified signal from a stationary bell, chime, siren, whistle, or similar device intended primarily for nonemergency purposes, from any place, for more than ten (10) consecutive seconds in any hourly period is prohibited.

5. Compacting mechanisms. Operating or allowing the operation of the compacting mechanism of any motor vehicle that compacts refuse and that creates, during the compacting cycle, a sound level in excess of eighty-five (85) dBA when measured at fifty feet (50') from any point of the vehicle is prohibited between the hours of 9:00 p.m. and 5:00 a.m.

6. Vehicle or motorboat repairs and testing. Repairing, rebuilding, modifying, or testing any motor vehicle, motorcycle, or motorboat in a manner as to cause a noise disturbance across property lines or within a noise-sensitive zone is prohibited.

H. Responsibility to eliminate or reduce acts deemed violations of section. Improvements to eliminate or reduce negative impacts between uses deemed violations of this section shall be provided by the new use, rather than the existing use. (§ 2, Ord. 14-13, eff. October 8, 2014; § 1(2) (Atts. 1, 2), Ord. 20-18, eff. February 3, 2021)

9.22.100 Vibrations.

Uses that generate vibrations that may be considered a nuisance or hazard on any adjacent property shall be corrected, cushioned, or isolated to prevent the continued generation of vibrations. Uses shall be operated in compliance with the following provisions:

A. Not perceptible along property line. Uses shall not generate ground vibration that is perceptible without instruments by the average person at any point along or beyond the property line of the parcel containing the activities which generate the vibration.

B. No discomfort or annoyance. Uses, activities, and processes shall not generate ground vibration that causes discomfort or annoyance to reasonable persons of normal sensitivity or which endangers the comfort, health, or peace of residents whose property abuts the property lines of the subject parcel.

C. No interference. Uses shall not generate ground vibration that interferes with the operations of equipment and facilities on adjoining parcels.

D. Temporary construction exempt. Vibrations from temporary construction/demolition and vehicles that leave the subject parcel (e.g., trucks) are exempt from the provisions of this section. (§ 2, Ord. 14-13, eff. October 8, 2014)

5.0 Study Method and Procedure

The following section describes the noise modeling procedures and assumptions used for this assessment.

5.1 Noise Measurement Procedure and Criteria

Noise measurements are taken to determine the existing noise levels. A noise receiver or receptor is any location in the noise analysis in which noise might produce an impact. The following criteria are used to select measurement locations and receptors:

- Locations expected to receive the highest noise impacts, such as the first row of houses
- Locations that are acoustically representative and equivalent to the area of concern
- Human land usage
- Sites clear of major obstruction and contamination

MD conducted the sound level measurements in accordance with the City's and Caltrans's (TeNS) technical noise specifications. All measurement equipment meets American National Standards Institute (ANSI) specifications for sound level meters (S1.4-1983 identified in Chapter 19.68.020.AA). The following gives a brief description of the Caltrans Technical Noise Supplement procedures for sound level measurements:

- Microphones for sound level meters were placed 5 feet above the ground for all measurements
- Sound level meters were calibrated (Larson Davis CAL 200) before and after each measurement
- Following the calibration of equipment, a windscreen was placed over the microphone
- Frequency weighting was set on "A" and slow response
- Results of the long-term noise measurements were recorded on field data sheets
- During any short-term noise measurements, any noise contaminations such as barking dogs, local traffic, lawnmowers, or aircraft fly-overs were noted
- Temperature and sky conditions were observed and documented

5.2 Noise Measurement Locations

Noise monitoring locations were selected based on the nearest sensitive receptors relative to the proposed onsite noise sources. Three (3) short-term 15-min noise measurement was conducted at or near the project site and are illustrated in Exhibit E. Appendix A includes photos, a field sheet, and measured noise data.

5.3 FHWA Traffic Noise Prediction Model

Traffic noise from vehicular traffic was projected using a computer program that replicates the FHWA Traffic Noise Prediction Model (FHWA-RD-77-108). The FHWA model arrives at the predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). Roadway volumes correspond to the LSA Associates, Inc. segment projections. It's assumed that the peak hour is 10% of the ADT. The referenced traffic data was applied to the model and is in Appendix B. The following outlines the key adjustments made to the REMEL for the roadway inputs:

- Roadway classification – (e.g., freeway, major arterial, arterial, secondary, collector, etc.),
- Roadway Active Width – (distance between the center of the outermost travel lanes on each side of the roadway)
- Average Daily Traffic Volumes (ADT), Travel Speeds, Percentages of automobiles, medium trucks, and heavy trucks
- Roadway grade and angle of view
- Site Conditions (e.g., soft vs. hard)
- Percentage of total ADT which flows each hour throughout a 24-hour period

Table 1 indicates the vehicle distribution utilized for this study.

Table 1: Roadway Vehicle Distribution (Truck Mix)

Motor-Vehicle Type	Daytime % (7AM to 7 PM)	Evening % (7 PM to 10 PM)	Night % (10 PM to 7 AM)	Total % of Traffic Flow
Automobiles	75.5	14.0	10.5	97.42
Medium Trucks	48.9	2.2	48.9	1.84
Heavy Trucks	47.3	5.4	47.3	0.74
Notes: [1] Traffic count from LSA Associates, Inc.				

MD utilized segment projections from LSA Associates, Inc. obtained January 2023.

The following outlines key adjustments to the REMEL for project site parameter inputs:

- Vertical and horizontal distances (Sensitive receptor distance from noise source)
- Noise barrier vertical and horizontal distances (Noise barrier distance from sound source and receptor).
- Traffic noise source spectra
- Topography

5.4 FHWA Roadway Construction Noise Model

The construction noise analysis utilizes the Federal Highway Administration (FHWA) Roadway Construction Noise Model (RNCM), together with several key construction parameters. Key inputs include distance to the sensitive receiver, equipment usage, % usage factor, and baseline parameters for the project site.

The Project was analyzed based on the different construction phases. Construction noise is expected to be loudest during the grading, concrete, and building phases of construction. The construction noise calculation output worksheet is located in Appendix C.

Exhibit E
Noise Measurement Location Map



X = Short-Term Measurement (15-MInute)

6.0 Existing Noise Environment

Three (3) 15-min ambient noise measurements were conducted at or near the property site. The noise measurements were taken to determine the existing ambient noise levels. Noise data indicates that traffic along Shepherd Avenue is the primary source of noise impacting the site and the adjacent uses. This assessment utilizes the ambient noise data as a basis and compares project operational levels to said data.

6.1 Short-Term Noise Measurement Results

The results of the short-term noise data are presented in Table 2.

Table 2: Short-Term Noise Measurement Data[1]

Date	Time	1-Hour dB(A)							
		L_{EQ}	L_{MAX}	L_{MIN}	L_2	L_8	L_{25}	L_{50}	L_{90}
12/20/2022	7:53AM-8:08AM	46.4	68.0	38.0	53.3	46.9	45.2	43.9	41.6
12/20/2022	8:27AM-8:42AM	69.1	82.2	55.7	77.4	72.0	68.7	66.4	62.6
12/20/2022	9:01AM-9:16AM	46.0	63.5	34.5	56.8	48.8	39.4	37.3	35.6

Notes:
[1.] Short-term noise monitoring locations are illustrated in Exhibit E.

Noise data indicates the ambient noise level ranged from 46 to 69 dBA Leq at the project site. Maximum levels reached up to 82 dBA at location 2 as a result of traffic of heavy trucks along Shepherd Avenue. Additional field notes and photographs are provided in Appendix A.

6.2 Airport Noise Contours

The Project is outside the Fresno Yosemite International Airport Contours, as shown in Figure ES-5 of the 2014 Clovis General Plan.

7.0 Future Noise Environment Impacts

This assessment analyzes future noise impacts as a result of the Project. The analysis details the estimated exterior noise levels.

7.1 Future Exterior Noise

The following outlines the exterior noise levels associated with the proposed Project:

7.1.1 Noise Impacts to Off-Site Receptors Due to Project Generated Traffic

A worst-case project-generated traffic noise level was modeled utilizing the FHWA Traffic Noise Prediction Model - FHWA-RD-77-108. Traffic noise levels were calculated 70 feet from the centerline of the analyzed roadway. The modeling is theoretical and does not take into account any existing barriers, structures, and/or topographical features that may further reduce noise levels. Therefore, the levels are shown for comparative purposes only to show the difference between with and without project conditions. In addition, the noise contours for 55, 60, 65, and 70 dBA CNEL were calculated. The potential off-site noise impacts caused by an increase of traffic from operation of the proposed Project on the nearby roadways were calculated for existing, existing plus Project, cumulative 2046, and cumulative 2046 plus project scenarios.

Table 3 and 4 compare the without and with project scenario and shows the change in traffic noise levels as a result of the proposed Project. It takes a change of 3 dB or more to hear a perceptible difference.

Table 3: Existing Scenario - Noise Levels Along Roadways (dBA CNEL)

Roadway	Segment	Existing	Existing With Project	
		CNEL @ 50' dBA	CNEL @ 50' dBA	Change in Noise Level
Behymer Avenue	Willow Avenue to Minnewawa Avenue	60.4	60.5	0.1
Behymer Avenue	Minnewawa Avenue to Sunnyside Avenue	62.5	62.5	0.0
Behymer Avenue	Sunnyside Avenue to Fowler Avenue	62.4	62.4	0.0
Shepherd Avenue	Willow Avenue to Minnewawa Avenue	67.7	68.2	0.5
Shepherd Avenue	Minnewawa Avenue to Clovis Avenue	67.3	68.2	0.9
Shepherd Avenue	Clovis Avenue to Sunnyside Avenue	66.6	68.2	1.6
Shepherd Avenue	Sunnyside Avenue to Project Driveway 3	65.1	66.8	1.7
Shepherd Avenue	Project Driveway 3 to Fowler Avenue	65.1	65.8	0.7
Herndon Avenue	State Route 168 Eastbound Ramps to Clovis Avenue	69.4	69.6	0.2
Willow Avenue	Behymer Avenue to Shepherd Avenue	72.4	72.5	0.1
Minnewawa Avenue	Behymer Avenue to Shepherd Avenue	63.5	63.5	0.0
Clovis Avenue	Shepherd Avenue to Teague Avenue	64.1	65.3	1.2
Clovis Avenue	Teague Avenue to Nees Avenue	66.3	66.9	0.6
Clovis Avenue	Nees Avenue to Alluvial Avenue	67.9	68.4	0.5
Clovis Avenue	Alluvial Avenue to Herndon Avenue	69.9	70.2	0.3
Sunnyside Avenue	Project Driveway 1 to Shepherd Avenue	54.4	60.5	6.1

Roadway	Segment	Existing	Existing With Project	
		CNEL @ 50' dBA	CNEL @ 50' dBA	Change in Noise Level
Sunnyside Avenue	Shepherd Avenue to Teague Avenue	60.3	61.6	1.3
Sunnyside Avenue	Teague Avenue to Nees Avenue	60.6	61.8	1.2
Fowler Avenue	Behymer Avenue to Ticonderoga	63.4	63.5	0.1
Fowler Avenue	Ticonderoga to Shepherd Avenue	64.4	64.4	0.0
Fowler Avenue	Shepherd Avenue to Teague Avenue	65.1	65.7	0.6
Fowler Avenue	Teague Avenue to Nees Avenue	65.1	65.7	0.6
Fowler Avenue	Nees Avenue to State Route 168 Westbound Ramps	69.9	70.1	0.2

Notes:
1. Traffic volumes compiled LSA Associates, Inc. Jan 2023.
2. An impact would occur if the Project increased the roadway segment level by 3 dB or more (an audible difference) and resulting in a future level from clearly compatible to normally compatible or from normally compatible to normally incompatible.

When comparing existing plus project levels to existing levels, Sunnyside Avenue from Project Driveway 1 to Shepherd Avenue has the potential for significant impact as the only roadway segment with an increase of more than 3 dB. The existing counts do not take into account the Project to the west of the project site, whose counts are included in the cumulative 2046 condition. As the existing land is considered vacant, there is no impact to the land use compatibility as a result of the Project. The potential impact to the future Project to the west will be considered in the 2046 condition.

Table 4: 2046 Scenario - Noise Levels Along Roadways (dBA CNEL)

Roadway	Segment	Existing	Existing With Project	
		CNEL @ 50' dBA	CNEL @ 50' dBA	Change in Noise Level
Behymer Avenue	Willow Avenue to Minnewawa Avenue	66.4	66.4	0.0
Behymer Avenue	Minnewawa Avenue to Sunnyside Avenue	67.0	67.0	0.0
Behymer Avenue	Sunnyside Avenue to Fowler Avenue	63.3	63.4	0.1
Shepherd Avenue	Willow Avenue to Minnewawa Avenue	71.9	72.1	0.2
Shepherd Avenue	Minnewawa Avenue to Clovis Avenue	71.2	71.6	0.4
Shepherd Avenue	Clovis Avenue to Sunnyside Avenue	70.8	71.5	0.7
Shepherd Avenue	Sunnyside Avenue to Project Driveway 3	69.0	69.8	0.8
Shepherd Avenue	Project Driveway 3 to Fowler Avenue	69.0	69.3	0.3
Herndon Avenue	State Route 168 Eastbound Ramps to Clovis Avenue	70.5	70.6	0.1
Willow Avenue	Behymer Avenue to Shepherd Avenue	76.3	76.3	0.1
Minnewawa Avenue	Behymer Avenue to Shepherd Avenue	68.6	68.6	0.0
Clovis Avenue	Shepherd Avenue to Teague Avenue	69.9	70.2	0.3
Clovis Avenue	Teague Avenue to Nees Avenue	69.9	70.2	0.3
Clovis Avenue	Nees Avenue to Alluvial Avenue	70.9	71.1	0.3
Clovis Avenue	Alluvial Avenue to Herndon Avenue	71.8	72.1	0.2
Sunnyside Avenue	Project Driveway 1 to Shepherd Avenue	68.7	69.2	0.5
Sunnyside Avenue	Shepherd Avenue to Teague Avenue	64.1	64.7	0.6

Roadway	Segment	Existing	Existing With Project	
		CNEL @ 50' dBA	CNEL @ 50' dBA	Change in Noise Level
Sunnyside Avenue	Teague Avenue to Nees Avenue	63.9	64.5	0.6
Fowler Avenue	Behymer Avenue to Ticonderoga	64.3	64.3	0.0
Fowler Avenue	Ticonderoga to Shepherd Avenue	67.9	67.9	0.0
Fowler Avenue	Shepherd Avenue to Teague Avenue	68.4	68.7	0.3
Fowler Avenue	Teague Avenue to Nees Avenue	67.9	68.2	0.3
Fowler Avenue	Nees Avenue to State Route 168 Westbound Ramps	71.4	71.6	0.1

Notes:
1. Traffic volumes compiled LSA Associates, Inc. Jan 2023.
2. An impact would occur if the Project increased the roadway segment level by 3 dB or more (an audible difference) and resulting in a future level from clearly compatible to normally compatible or from normally compatible to normally incompatible.

The Cumulative 2046 scenario has a maximum change in noise level of 0.7 dBA CNEL. Sunnyside Avenue from Project Driveway 1 to Shepherd Avenue has a 0.5 dBA CNEL change. Future residential uses will be in the normally compatible level along that segment.

7.1.2 Noise Impacts to On-Site Receptors Due to Project Generated Traffic

The Project's proposed residential properties are outside of Shepherd Avenue's and Sunnyside Avenue's 70 dBA CNEL contours. Residences along the first row of Sunnyside will experience levels up to 69.9 dBA CNEL at the property line. Residences along Shepherd Avenue will be exposed to levels up to 69.1 dBA CNEL at the property line. These are within the normally compatible levels for residential uses but above the exterior 65 dBA CNEL standard as outlined in Table ES-1 of the 2014 General Plan.

To meet the exterior residential standards, the unshielded residential private yards within 100 ft of the centerline of Shepherd Avenue and Sunnyside Avenue must be shielded by 6-foot sound walls. These walls must be at least 4.2 lbs/ft^2. Any unshielded residential glass facades within 100 ft of the centerline of Shepherd Avenue or Sunnyside Avenue directly facing the subject roadway must have an STC rating of 30 or more. This includes any 2nd-floor windows which would not be shielded by the 6-foot sound walls.

8.0 Construction Noise Impact

The degree of construction noise may vary for different areas of the project site and also vary depending on the construction activities. Noise levels associated with the construction will vary with the different phases of construction.

8.1 Construction Noise

The Environmental Protection Agency (EPA) has compiled data regarding the noise generated characteristics of typical construction activities. The data is presented in Table 5.

Table 5: Typical Construction Equipment Noise Levels[1]

Type	Lmax (dBA) at 50 Feet
Backhoe	80
Truck	88
Concrete Mixer	85
Pneumatic Tool	85
Pump	76
Saw, Electric	76
Air Compressor	81
Generator	81
Paver	89
Roller	74

Notes:
[1] Referenced Noise Levels from FTA noise and vibration manual.

Construction noise is considered a short-term impact and would be considered significant if construction activities are taken outside the allowable times as described in the City of Clovis Municipal Code Section 5.27.604. Construction is anticipated to occur during the permissible hours according to the County's Municipal Code. Construction noise will have a temporary or periodic increase in the ambient noise level above the existing within the project vicinity. Furthermore, noise reduction policies are provided to further reduce construction noise. The impact is considered less than significant. However, construction noise level projections are provided.

Typical operating cycles for these types of construction equipment may involve one or two minutes of full-power operation followed by three to four minutes at lower power settings. Noise levels will be the loudest during the grading phase. The modeling assumes construction equipment as close as 25 feet from the adjacent residences and an average of 550 feet away from the adjacent residences.

Unmitigated noise levels at 550 feet have the potential to reach 60 dBA L_{eq} and 92 dBA L_{max} at the nearest sensitive receptors during grading. Noise levels for the other construction phases would be lower, approximately from 46 to 59 dBA L_{eq} and 86 to 93 dBA L_{max}. This would be a 13 dB Leq daytime increase in the ambient noise level at the residents along Perrin Rd., Purdue Ave., and Lexington.

8.2 Construction Vibration

Construction activities can produce vibration that may be felt by adjacent land uses. The construction of the proposed Project would not require the use of equipment such as pile drivers, which are known to generate substantial construction vibration levels. The primary vibration source during construction may be from a bulldozer. A large bulldozer has a vibration impact of 0.089 inches per second peak particle velocity (PPV) at 25 feet which is perceptible but below any risk to architectural damage.

The fundamental equation used to calculate vibration propagation through average soil conditions and distance is as follows:

$$PPV_{equipment} = PPV_{ref} (100/D_{rec})^n$$

Where: PPV_{ref} = reference PPV at 100ft.
D_{rec} = distance from equipment to receiver in ft.
n = 1.1 (the value related to the attenuation rate through ground)

The thresholds from the Caltrans Transportation and Construction Induced Vibration Guidance Manual in Table 6 (below) provides general thresholds and guidelines as to the vibration damage potential from vibratory impacts.

Table 6: Guideline Vibration Damage Potential Threshold Criteria

Structure and Condition	Maximum PPV (in/sec)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Extremely fragile historic buildings, ruins, ancient monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some old buildings	0.5	0.25
Older residential structures	0.5	0.3
New residential structures	1.0	0.5
Modern industrial/commercial buildings	2.0	0.5

Source: Table 19, Transportation and Construction Vibration Guidance Manual, Caltrans, Sept. 2013.
Note: Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

Table 7 gives approximate vibration levels for particular construction activities. This data provides a reasonable estimate for a wide range of soil conditions.

Table 7: Vibration Source Levels for Construction Equipment[1]

Equipment	Peak Particle Velocity (inches/second) at 25 feet	Approximate Vibration Level LV (dVB) at 25 feet
Pile driver (impact)	1.518 (upper range)	112
	0.644 (typical)	104
Pile driver (sonic)	0.734 upper range	105
	0.170 typical	93
Clam shovel drop (slurry wall)	0.202	94
Hydromill	0.008 in soil	66
(slurry wall)	0.017 in rock	75
Vibratory Roller	0.21	94
Hoe Ram	0.089	87
Large bulldozer	0.089	87
Caisson drill	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79
Small bulldozer	0.003	58

[1] Source: Transit Noise and Vibration Impact Assessment, Federal Transit Administration, May 2006.

At a distance of 25 feet, a large bulldozer would yield a worst-case 0.089 PPV (in/sec) which means the vibration would be perceptible when close to the adjacent residential properties but is below any threshold of damage. Construction vibration is exempt from the vibration standards per 9.22.100(D) of the municipal code, so there is therefore no impact, and no mitigation is required.

8.3 Construction Noise Reduction Policies

Construction operations must follow the County's General Plan and the Noise Ordinance, which states that construction, repair or excavation work performed must occur within the permissible hours. To further ensure that construction activities do not disrupt the adjacent land uses, the following policies shall be taken:

1. Construction shall occur during the permissible hours as defined in Section 5.27.604.

2. During construction, the contractor shall ensure all construction equipment is equipped with appropriate noise attenuating devices.

3. The contractor shall locate equipment staging areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the project site during all project construction.

4. Idling equipment shall be turned off when not in use.

5. Equipment shall be maintained so that vehicles and their loads are secured from rattling and banging.

9.0 References

State of California General Plan Guidelines: 1998. Governor's Office of Planning and Research

City of Clovis: General Plan. 2014.

City of Clovis: Municipal Code. Chapter 9.22.080 Noise. Chapter 9.22.100 Vibration.

LSA Associates, Inc. Project Traffic Projections.

Federal Highway Administration. Noise Barrier Design Handbook. June 2017.

Federal Transit Administration. Transit Noise and Vibration Impact Assessment Manual. September 2018

Appendix A:

Photographs and Field Measurement Data

15-Minute Continuous Noise Measurement Datasheet

Project Name:	North Shepherd SOI Expansion
Project: #/Name:	0462-2020-025
Site Address/Location:	Duke Ave & Shepherd Ave
Date:	12/20/2022
Field Tech/Engineer:	Dennis Jordan / Claire Pincock

Site Observations:

39° to 43°, fog, no winds

Sound Meter:	XL2, NTI	**SN:**	A2A-05967-E0
Settings:	A-weighted, slow, 1-sec, 15-minute interval		
Site Id:	ST-1, ST-2, ST-3		



MD ACOUSTICS

15-Minute Continuous Noise Measurement Datasheet - Cont.

Project Name: North Shepherd SOI Expansion

Site Address/Location: Duke Ave & Shepherd Ave

Site Id: ST-1, ST-2, ST-3

Figure 1: ST-1 Perrin & Stanford



Figure 2: ST-2 Sunnyside & Shepherd



Figure 3: ST-3 Lexington & Purdue



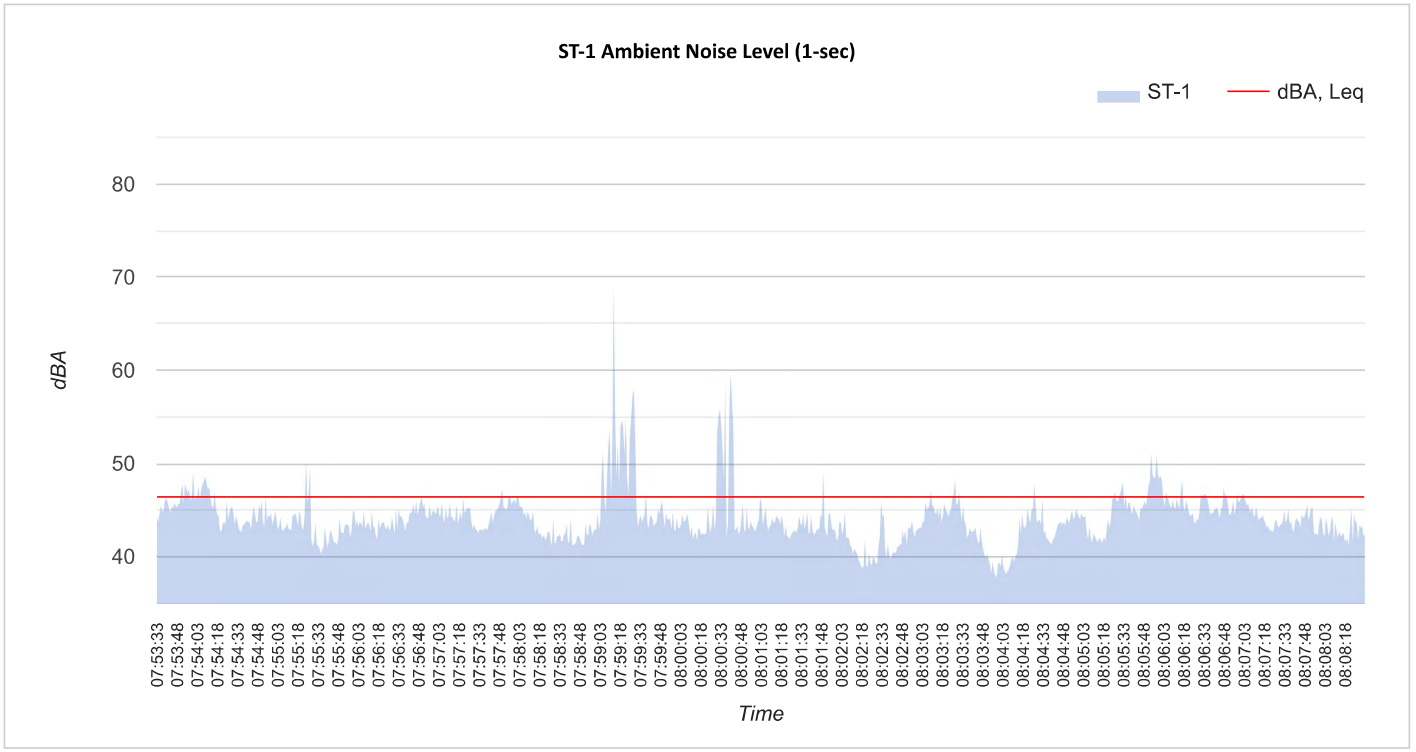
Table 1: Baseline Noise Measurement Summary

Location	Start	Stop	Leq	Lmax	Lmin	L2	L8	L25	L50	L90
ST-1	7:53 AM	8:08 AM	46.4	68.0	38.0	53.3	46.9	45.2	43.9	41.6
ST-2	8:27 AM	8:42 AM	69.1	82.2	55.7	77.4	72	68.7	66.4	62.6
ST-3	9:01 AM	9:16 AM	46	63.5	34.5	56.8	48.8	39.4	37.3	35.6

MD ACOUSTICS

15-Minute Continuous Noise Measurement Datasheet - Cont.

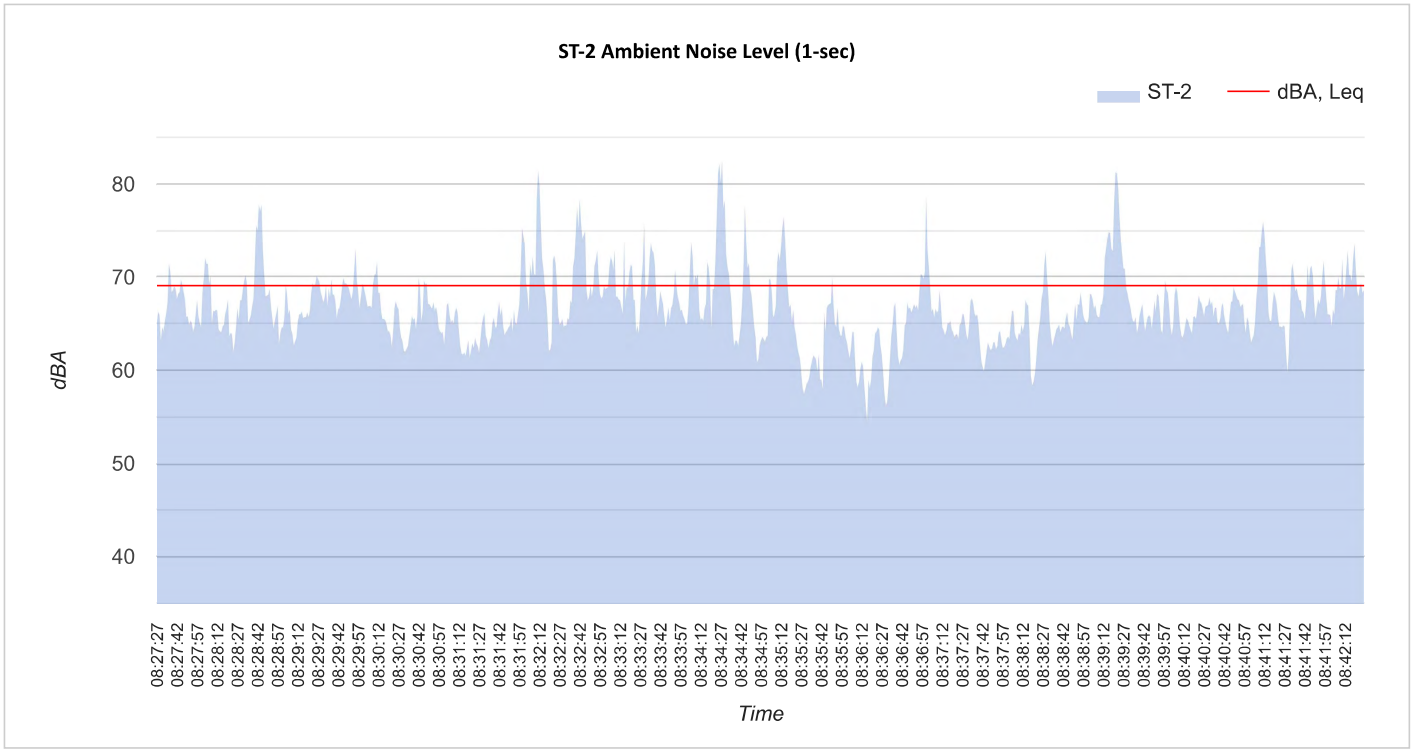
Project Name:	North Shepherd SOI Expansion	**Site Topo:**	Single story housing	**Noise Source(s) w/ Distance:**
Site Address/Location:	Duke Ave & Shepherd Ave	**Meteorological Cond.:**	37°, fog, no wind	Road Noise / fowler ave
Site Id:	ST-1	**Ground Type:**	Housing, Dirt and Vegetation	



MD ACOUSTICS

15-Minute Continuous Noise Measurement Datasheet - Cont.

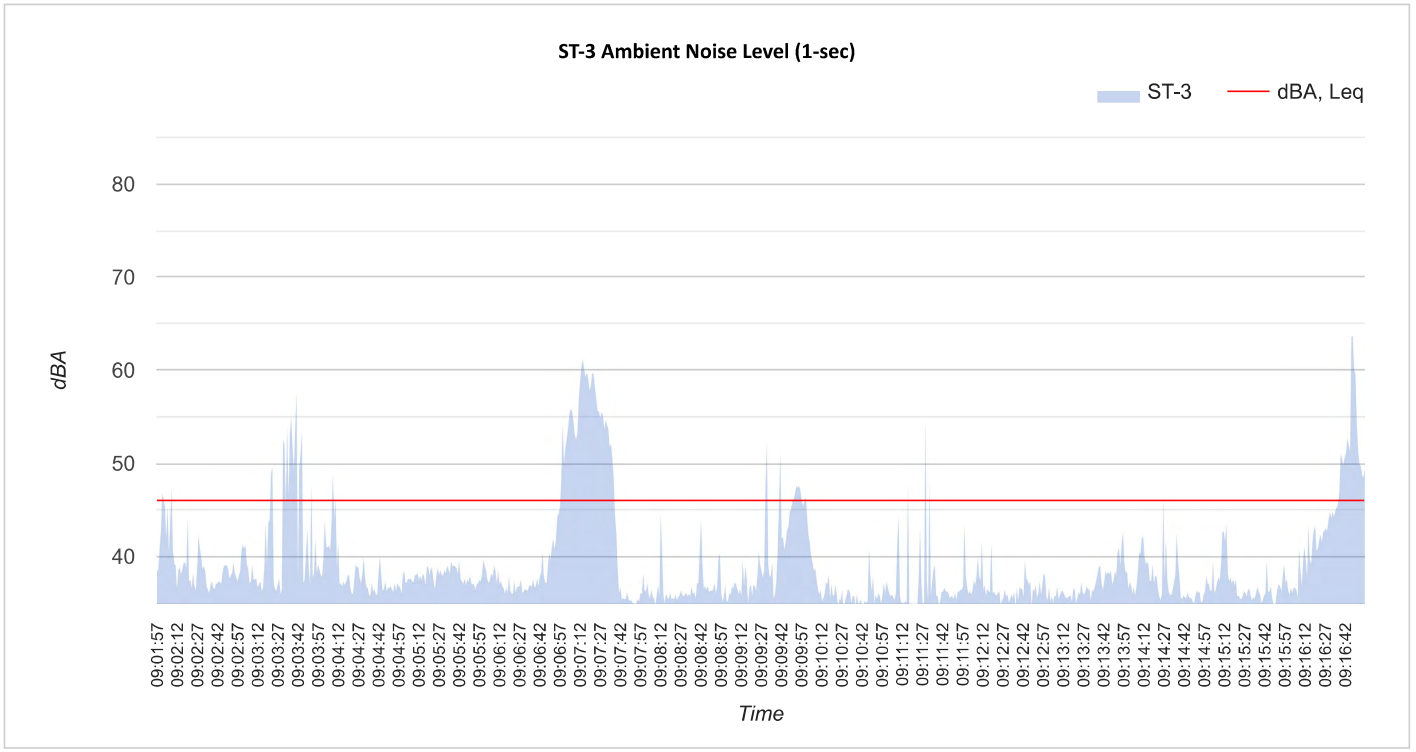
Project Name:	North Shepherd SOI Expansion	**Site Topo:**	Buildings 1 to 2 stories tall	**Noise Source(s) w/ Distance:**	
Site Address/Location:	Duke Ave & Shepherd Ave	**Meteorological Cond.:**	39°, fog, no wind	Road Noise / 4-way intersection	
Site Id:	ST-2	**Ground Type:**	Buildings, Asphalt, Dirt and Vegetation		



MD ACOUSTICS

15-Minute Continuous Noise Measurement Datasheet - Cont.

Project Name:	North Shepherd SOI Expansion	**Site Topo:**	Single/Two story housing	**Noise Source(s) w/ Distance:**
Site Address/Location:	Duke Ave & Shepherd Ave	**Meteorological Cond.:**	39°, fog, no wind	Road Noise / 2 vehicles drove during reading
Site Id:	ST-3	**Ground Type:**	Housing, Cement, Asphalt, Dirt and Vegetation	



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Appendix B:

Traffic Noise Modeling Output

			DISTANCES TO CONTOUR LINES:			
ROADWAY	SEGMENT LIMITS	CNEL	70	65	60	55
Behymer Avenue	between Willow Avenue and Minnewawa Avenue	60.4	11	24	53	114
Behymer Avenue	between Minnewawa Avenue and Sunnyside Avenue	62.5	16	34	73	158
Behymer Avenue	between Sunnyside Avenue and Fowler Avenue	62.4	15	33	72	155
Shepherd Avenue	between Willow Avenue and Minnewawa Avenue	67.7	35	75	162	349
Shepherd Avenue	between Minnewawa Avenue and Clovis Avenue	67.3	33	71	152	328
Shepherd Avenue	between Clovis Avenue and Sunnyside Avenue	66.6	30	64	137	296
Shepherd Avenue	between Sunnyside Avenue and Project Driveway 3	65.1	24	51	109	236
Shepherd Avenue	between Project Driveway 3 and Fowler Avenue	65.1	24	51	109	236
Herndon Avenue	between State Route 168 Eastbound Ramps and Clovis Avenue	69.4	92	198	426	917
Willow Avenue	between Behymer Avenue and Shepherd Avenue	72.4	72	155	333	717
Minnewawa Avenue	between Behymer Avenue and Shepherd Avenue	63.5	18	39	85	183
Clovis Avenue	between Shepherd Avenue and Teague Avenue	64.1	20	44	94	203
Clovis Avenue	between Teague Avenue and Nees Avenue	66.3	28	61	131	283
Clovis Avenue	between Nees Avenue and Alluvial Avenue	67.9	36	78	168	361
Clovis Avenue	between Alluvial Avenue and Herndon Avenue	69.9	49	106	228	491
Sunnyside Avenue	between Project Driveway 1 and Shepherd Avenue	54.4	5	10	21	46
Sunnyside Avenue	between Shepherd Avenue and Teague Avenue	60.3	11	24	52	113
Sunnyside Avenue	between Teague Avenue and Nees Avenue	60.6	12	25	55	118
Fowler Avenue	between Behymer Avenue and Ticonderoga	63.4	18	39	84	181
Fowler Avenue	between Ticonderoga and Shepherd Avenue	64.4	21	45	98	211
Fowler Avenue	between Shepherd Avenue and Teague Avenue	65.1	24	51	110	237
Fowler Avenue	between Teague Avenue and Nees Avenue	65.1	24	51	110	237
Fowler Avenue	between Nees Avenue and State Route 168 Westbound Ramps	69.9	49	106	227	490

ROADWAY	SEGMENT LIMITS	DISTANCES TO CONTOUR LINES: CNEL	70	65	60	55
Behymer Avenue	between Willow Avenue and Minnewawa Avenue	60.5	12	25	54	116
Behymer Avenue	between Minnewawa Avenue and Sunnyside Avenue	62.5	16	34	74	159
Behymer Avenue	between Sunnyside Avenue and Fowler Avenue	62.4	16	34	72	156
Shepherd Avenue	between Willow Avenue and Minnewawa Avenue	68.2	38	82	177	380
Shepherd Avenue	between Minnewawa Avenue and Clovis Avenue	68.2	38	81	175	377
Shepherd Avenue	between Clovis Avenue and Sunnyside Avenue	68.2	38	81	175	378
Shepherd Avenue	between Sunnyside Avenue and Project Driveway 3	66.8	31	66	142	306
Shepherd Avenue	between Project Driveway 3 and Fowler Avenue	65.8	26	57	122	263
Herndon Avenue	between State Route 168 Eastbound Ramps and Clovis Avenue	69.6	93	201	434	934
Willow Avenue	between Behymer Avenue and Shepherd Avenue	72.5	74	159	342	736
Minnewawa Avenue	between Behymer Avenue and Shepherd Avenue	63.5	18	39	85	183
Clovis Avenue	between Shepherd Avenue and Teague Avenue	65.3	24	52	113	243
Clovis Avenue	between Teague Avenue and Nees Avenue	66.9	31	67	145	313
Clovis Avenue	between Nees Avenue and Alluvial Avenue	68.4	39	84	181	389
Clovis Avenue	between Alluvial Avenue and Herndon Avenue	70.2	52	111	239	516
Sunnyside Avenue	between Project Driveway 1 and Shepherd Avenue	60.5	12	25	54	116
Sunnyside Avenue	between Shepherd Avenue and Teague Avenue	61.6	14	30	64	137
Sunnyside Avenue	between Teague Avenue and Nees Avenue	61.8	14	31	66	142
Fowler Avenue	between Behymer Avenue and Ticonderoga	63.5	18	39	85	183
Fowler Avenue	between Ticonderoga and Shepherd Avenue	64.4	21	45	98	211
Fowler Avenue	between Shepherd Avenue and Teague Avenue	65.7	26	56	121	260
Fowler Avenue	between Teague Avenue and Nees Avenue	65.7	26	56	121	260
Fowler Avenue	between Nees Avenue and State Route 168 Westbound Ramps	70.1	50	109	234	505

ROADWAY	SEGMENT LIMITS	DISTANCES TO CONTOUR LINES: CNEL	70	65	60	55
Behymer Avenue	between Willow Avenue and Minnewawa Avenue	66.4	29	62	133	287
Behymer Avenue	between Minnewawa Avenue and Sunnyside Avenue	67.0	32	68	147	316
Behymer Avenue	between Sunnyside Avenue and Fowler Avenue	63.3	18	39	83	179
Shepherd Avenue	between Willow Avenue and Minnewawa Avenue	71.9	67	144	310	669
Shepherd Avenue	between Minnewawa Avenue and Clovis Avenue	71.2	60	130	280	603
Shepherd Avenue	between Clovis Avenue and Sunnyside Avenue	70.8	56	122	262	565
Shepherd Avenue	between Sunnyside Avenue and Project Driveway 3	69.0	43	92	199	428
Shepherd Avenue	between Project Driveway 3 and Fowler Avenue	69.0	43	92	199	428
Herndon Avenue	between State Route 168 Eastbound Ramps and Clovis Avenue	70.5	108	232	501	1,078
Willow Avenue	between Behymer Avenue and Shepherd Avenue	76.3	131	281	606	1,306
Minnewawa Avenue	between Behymer Avenue and Shepherd Avenue	68.6	40	86	186	401
Clovis Avenue	between Shepherd Avenue and Teague Avenue	69.9	49	106	229	493
Clovis Avenue	between Teague Avenue and Nees Avenue	69.9	50	107	230	496
Clovis Avenue	between Nees Avenue and Alluvial Avenue	70.9	57	123	265	571
Clovis Avenue	between Alluvial Avenue and Herndon Avenue	71.8	66	143	308	664
Sunnyside Avenue	between Project Driveway 1 and Shepherd Avenue	68.7	41	88	190	409
Sunnyside Avenue	between Shepherd Avenue and Teague Avenue	64.1	20	43	94	202
Sunnyside Avenue	between Teague Avenue and Nees Avenue	63.9	20	42	91	197
Fowler Avenue	between Behymer Avenue and Ticonderoga	64.3	21	45	97	208
Fowler Avenue	between Ticonderoga and Shepherd Avenue	67.9	36	79	169	365
Fowler Avenue	between Shepherd Avenue and Teague Avenue	68.4	39	84	181	391
Fowler Avenue	between Teague Avenue and Nees Avenue	67.9	36	78	168	363
Fowler Avenue	between Nees Avenue and State Route 168 Westbound Ramps	71.4	62	135	290	624

ROADWAY	SEGMENT LIMITS	DISTANCES TO CONTOUR LINES: CNEL	70	65	60	55
Behymer Avenue	between Willow Avenue and Minnewawa Avenue	66.4	29	62	134	288
Behymer Avenue	between Minnewawa Avenue and Sunnyside Avenue	67.0	32	68	147	318
Behymer Avenue	between Sunnyside Avenue and Fowler Avenue	63.4	18	39	84	181
Shepherd Avenue	between Willow Avenue and Minnewawa Avenue	72.1	69	149	321	691
Shepherd Avenue	between Minnewawa Avenue and Clovis Avenue	71.6	64	138	297	640
Shepherd Avenue	between Clovis Avenue and Sunnyside Avenue	71.5	63	135	291	627
Shepherd Avenue	between Sunnyside Avenue and Project Driveway 3	69.8	48	104	224	482
Shepherd Avenue	between Project Driveway 3 and Fowler Avenue	69.3	45	97	208	449
Herndon Avenue	between State Route 168 Eastbound Ramps and Clovis Avenue	70.6	109	236	508	1,094
Willow Avenue	between Behymer Avenue and Shepherd Avenue	76.3	132	284	613	1,320
Minnewawa Avenue	between Behymer Avenue and Shepherd Avenue	68.6	40	86	186	401
Clovis Avenue	between Shepherd Avenue and Teague Avenue	70.2	52	112	241	519
Clovis Avenue	between Teague Avenue and Nees Avenue	70.2	52	112	240	518
Clovis Avenue	between Nees Avenue and Alluvial Avenue	71.1	59	128	276	594
Clovis Avenue	between Alluvial Avenue and Herndon Avenue	72.1	69	148	318	685
Sunnyside Avenue	between Project Driveway 1 and Shepherd Avenue	69.2	44	95	204	439
Sunnyside Avenue	between Shepherd Avenue and Teague Avenue	64.7	22	48	102	221
Sunnyside Avenue	between Teague Avenue and Nees Avenue	64.5	22	47	100	216
Fowler Avenue	between Behymer Avenue and Ticonderoga	64.3	21	45	97	210
Fowler Avenue	between Ticonderoga and Shepherd Avenue	67.9	36	79	169	365
Fowler Avenue	between Shepherd Avenue and Teague Avenue	68.7	41	88	190	409
Fowler Avenue	between Teague Avenue and Nees Avenue	68.2	38	82	177	382
Fowler Avenue	between Nees Avenue and State Route 168 Westbound Ramps	71.6	64	137	296	638

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

PROJECT:	North Shepherd SOI Expansion	JOB #:	0462-2020-25
ROADWAY:	Shepherd Avenue	DATE:	21-Feb-23
LOCATION:	Project Driveway 3 to Fowler Avenue	ENGINEER:	C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	18,500	
SPEED =	45	
PK HR % =	10	
NEAR LANE/FAR LANE DIS	40	
ROAD ELEVATION =	0.0	
GRADE =	1.0	%
PK HR VOL =	1,850	

RECEIVER INPUT DATA

RECEIVER DISTANCE =		80
DIST C/L TO WALL =		70
RECEIVER HEIGHT =		5.0
WALL DISTANCE FROM RECEIVER		10
PAD ELEVATION =		0.5
ROADWAY VIEW:	LF ANGLE=	-90
	RT ANGLE=	90
	DF ANGLE=	180

SITE CONDITIONS

AUTOMOBILES =	10	
MEDIUM TRUCKS =	10	(10 = HARD SITE, 15 = SOFT SITE)
HEAVY TRUCKS =	10	

WALL INFORMATION

HTH WALL	6.0	
AMBIENT=	0.0	
BARRIER =	0	(0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.9742
MEDIUM TRUCK	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	77.28	- -
MEDIUM TRUCKS	4.0	77.18	- -
HEAVY TRUCKS	8.0	77.15	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	68.1	66.2	64.4	58.4	67.0	67.6
MEDIUM TRUCKS	59.2	57.6	51.3	49.7	58.2	58.4
HEAVY TRUCKS	59.7	58.3	49.3	50.5	58.9	59.0
NOISE LEVELS (dBA)	69.2	67.3	64.8	59.5	68.1	68.6

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	62.0	60.1	58.3	52.3	60.9	61.5
MEDIUM TRUCKS	53.4	51.9	45.6	44.0	52.5	52.7
HEAVY TRUCKS	54.5	53.1	44.1	45.3	53.7	53.8
NOISE LEVELS (dBA)	63.2	61.4	58.8	53.6	62.1	62.7

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	58	184	581	1837
LDN	52	163	516	1632

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

PROJECT:	North Shepherd SOI Expansion	JOB #:	0462-2020-25
ROADWAY:	Shepherd Avenue	DATE:	21-Feb-23
LOCATION:	Sunnyside Avenue to Project Driveway 3	ENGINEER:	C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	20,620	
SPEED =	45	
PK HR % =	10	
NEAR LANE/FAR LANE DIS	40	
ROAD ELEVATION =	0.0	
GRADE =	1.0	%
PK HR VOL =	2,062	

RECEIVER INPUT DATA

RECEIVER DISTANCE =		80
DIST C/L TO WALL =		70
RECEIVER HEIGHT =		5.0
WALL DISTANCE FROM RECEIVER		10
PAD ELEVATION =		0.5
ROADWAY VIEW:	LF ANGLE=	-90
	RT ANGLE=	90
	DF ANGLE=	180

SITE CONDITIONS

AUTOMOBILES =	10	
MEDIUM TRUCKS =	10	(10 = HARD SITE, 15 = SOFT SITE)
HEAVY TRUCKS =	10	

WALL INFORMATION

HTH WALL	6.0	
AMBIENT=	0.0	
BARRIER =	0	(0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.9742
MEDIUM TRUCK	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	77.28	- -
MEDIUM TRUCKS	4.0	77.18	- -
HEAVY TRUCKS	8.0	77.15	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	68.6	66.7	64.9	58.9	67.5	68.1
MEDIUM TRUCKS	59.6	58.1	51.8	50.2	58.7	58.9
HEAVY TRUCKS	60.2	58.8	49.7	51.0	59.3	59.5
NOISE LEVELS (dBA)	69.6	67.8	65.2	60.0	68.6	69.1

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	62.5	60.6	58.8	52.8	61.4	62.0
MEDIUM TRUCKS	53.9	52.4	46.0	44.5	53.0	53.2
HEAVY TRUCKS	55.0	53.6	44.5	45.8	54.1	54.3
NOISE LEVELS (dBA)	63.7	61.9	59.3	54.0	62.6	63.1

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	65	205	647	2047
LDN	58	182	575	1819

FHWA-RD-77-108 HIGHWAY NOISE PREDICTION MODEL

PROJECT:	North Shepherd SOI Expansion	JOB #:	0462-2020-25
ROADWAY:	Sunnyside Avenue	DATE:	21-Feb-23
LOCATION:	between Project Driveway 1 and Shepherd Avenue	ENGINEER:	C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	17,920	
SPEED =	45	
PK HR % =	10	
NEAR LANE/FAR LANE DIS	27	
ROAD ELEVATION =	0.0	
GRADE =	1.0	%
PK HR VOL =	1,792	

RECEIVER INPUT DATA

RECEIVER DISTANCE =		57
DIST C/L TO WALL =		47
RECEIVER HEIGHT =		5.0
WALL DISTANCE FROM RECEIVER		10
PAD ELEVATION =		0.5
ROADWAY VIEW:	LF ANGLE=	-90
	RT ANGLE=	90
	DF ANGLE=	180

SITE CONDITIONS

AUTOMOBILES =	10	
MEDIUM TRUCKS =	10	(10 = HARD SITE, 15 = SOFT SITE)
HEAVY TRUCKS =	10	

WALL INFORMATION

HTH WALL	6.0	
AMBIENT=	0.0	
BARRIER =	0	(0 = WALL, 1 = BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVENING	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.9742
MEDIUM TRUCK	0.848	0.049	0.103	0.0184
HEAVY TRUCKS	0.865	0.027	0.108	0.0074

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES	2.0	55.29	- -
MEDIUM TRUCKS	4.0	55.14	- -
HEAVY TRUCKS	8.0	55.09	0.00

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	69.4	67.5	65.8	59.7	68.3	68.9
MEDIUM TRUCKS	60.5	59.0	52.6	51.1	59.5	59.8
HEAVY TRUCKS	61.0	59.6	50.6	51.8	60.2	60.3
NOISE LEVELS (dBA)	70.5	68.7	66.1	60.8	69.4	69.9

NOISE IMPACTS (WITH TOPO AND BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	63.0	61.1	59.4	53.3	61.9	62.5
MEDIUM TRUCKS	54.6	53.1	46.7	45.2	53.6	53.9
HEAVY TRUCKS	55.9	54.5	45.5	46.7	55.1	55.2
NOISE LEVELS (dBA)	64.3	62.5	59.9	54.7	63.2	63.7

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	56	177	561	1773
LDN	50	157	498	1575

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Fowler Avenue
SEGMENT between Nees Avenue and State Route 168 Westbound Ramps
LOCATION: City of Clovis, CA SCENARIO: Existing

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	17,180
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	1,718

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	69.4	67.5	65.7	59.6	68.3	68.9
MEDIUM TRUCKS	60.4	58.9	52.5	51.0	59.5	59.7
HEAVY TRUCKS	61.0	59.5	50.5	51.8	60.1	60.2
VEHICULAR NOISE	70.4	68.6	66.0	60.8	69.4	**69.9**

NOISE CONTOUR (FT)				
NOISE LEVELS	**70 dBA**	**65 dBA**	**60 dBA**	**55 dBA**
CNEL	49	106	227	490
LDN	45	98	210	453

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Behymer Avenue
SEGMENT between Willow Avenue and Minnewawa Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	2,360
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	236

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	59.8	57.9	56.2	50.1	58.7	59.4
MEDIUM TRUCKS	50.9	49.4	43.0	41.5	49.9	50.2
HEAVY TRUCKS	51.4	50.0	41.0	42.2	50.6	50.7
VEHICULAR NOISE	60.9	59.1	56.5	51.3	59.8	**60.4**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	11	24	53	114
LDN	11	23	49	105

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Fowler Avenue
SEGMENT between Shepherd Avenue and Teague Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	5,790
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	579

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	64.6	62.7	61.0	54.9	63.5	64.1
MEDIUM TRUCKS	55.7	54.2	47.8	46.3	54.7	55.0
HEAVY TRUCKS	56.2	54.8	45.8	47.0	55.4	55.5
VEHICULAR NOISE	65.7	63.9	61.3	56.1	64.6	**65.1**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	24	51	110	237
LDN	22	47	102	219

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Fowler Avenue
SEGMENT between Behymer Avenue and Ticonderoga
LOCATION: City of Clovis, CA SCENARIO: Existing

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	4,760
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	476

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	62.9	61.0	59.2	53.2	61.8	62.4
MEDIUM TRUCKS	53.9	52.4	46.1	44.5	53.0	53.2
HEAVY TRUCKS	54.5	53.1	44.0	45.3	53.6	53.8
VEHICULAR NOISE	63.9	62.1	59.6	54.3	62.9	**63.4**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	18	39	84	181
LDN	17	36	78	168

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Sunnyside Avenue
SEGMENT between Shepherd Avenue and Teague Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	2,330
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	233

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	59.8	57.9	56.1	50.1	58.7	59.3
MEDIUM TRUCKS	50.8	49.3	43.0	41.4	49.9	50.1
HEAVY TRUCKS	51.4	50.0	40.9	42.2	50.5	50.7
VEHICULAR NOISE	60.8	59.0	56.5	51.2	59.8	**60.3**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	11	24	52	113
LDN	10	22	48	104

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Clovis Avenue
SEGMENT between Alluvial Avenue and Herndon Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	17,260
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	1,726

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	69.4	67.5	65.7	59.7	68.3	68.9
MEDIUM TRUCKS	60.4	58.9	52.6	51.0	59.5	59.7
HEAVY TRUCKS	61.0	59.6	50.5	51.8	60.1	60.3
VEHICULAR NOISE	70.4	68.6	66.0	60.8	69.4	**69.9**

NOISE CONTOUR (FT)				
NOISE LEVELS	**70 dBA**	**65 dBA**	**60 dBA**	**55 dBA**
CNEL	49	106	228	491
LDN	45	98	211	454

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Behymer Avenue
SEGMENT between Minnewawa Avenue and Sunnyside Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	3,850
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	385

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	62.0	60.1	58.3	52.3	60.9	61.5
MEDIUM TRUCKS	53.0	51.5	45.2	43.6	52.1	52.3
HEAVY TRUCKS	53.6	52.2	43.1	44.4	52.7	52.8
VEHICULAR NOISE	63.0	61.2	58.6	53.4	62.0	**62.5**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	16	34	73	158
LDN	15	31	68	146

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Behymer Avenue
SEGMENT between Sunnyside Avenue and Fowler Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	3,740
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	374

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	61.8	59.9	58.2	52.1	60.7	61.4
MEDIUM TRUCKS	52.9	51.4	45.0	43.5	51.9	52.2
HEAVY TRUCKS	53.4	52.0	43.0	44.2	52.6	52.7
VEHICULAR NOISE	62.9	61.1	58.5	53.3	61.8	**62.4**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	15	33	72	155
LDN	14	31	66	143

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Shepherd Avenue
SEGMENT between Willow Avenue and Minnewawa Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	10,330
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	1,033

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	67.2	65.3	63.5	57.4	66.1	66.7
MEDIUM TRUCKS	58.2	56.7	50.3	48.8	57.3	57.5
HEAVY TRUCKS	58.8	57.3	48.3	49.5	57.9	58.0
VEHICULAR NOISE	68.2	66.4	63.8	58.6	67.1	**67.7**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	35	75	162	349
LDN	32	69	150	322

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Shepherd Avenue
SEGMENT between Minnewawa Avenue and Clovis Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	9,420
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	942

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	66.8	64.9	63.1	57.0	65.7	66.3
MEDIUM TRUCKS	57.8	56.3	49.9	48.4	56.9	57.1
HEAVY TRUCKS	58.4	56.9	47.9	49.1	57.5	57.6
VEHICULAR NOISE	67.8	66.0	63.4	58.2	66.7	**67.3**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	33	71	152	328
LDN	30	65	141	303

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Shepherd Avenue
SEGMENT between Clovis Avenue and Sunnyside Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	8,060
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	806

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	66.1	64.2	62.4	56.4	65.0	65.6
MEDIUM TRUCKS	57.1	55.6	49.3	47.7	56.2	56.4
HEAVY TRUCKS	57.7	56.3	47.2	48.5	56.8	57.0
VEHICULAR NOISE	67.1	65.3	62.7	57.5	66.1	**66.6**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	30	64	137	296
LDN	27	59	127	273

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Shepherd Avenue
SEGMENT between Sunnyside Avenue and Project Driveway 3
LOCATION: City of Clovis, CA SCENARIO: Existing

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	7,040
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	704

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	64.6	62.7	60.9	54.9	63.5	64.1
MEDIUM TRUCKS	55.6	54.1	47.8	46.2	54.7	54.9
HEAVY TRUCKS	56.2	54.8	45.7	47.0	55.3	55.5
VEHICULAR NOISE	65.6	63.8	61.3	56.0	64.6	**65.1**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	24	51	109	236
LDN	22	47	101	218

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Shepherd Avenue
SEGMENT between Project Driveway 3 and Fowler Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	7,040
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	704

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	64.6	62.7	60.9	54.9	63.5	64.1
MEDIUM TRUCKS	55.6	54.1	47.8	46.2	54.7	54.9
HEAVY TRUCKS	56.2	54.8	45.7	47.0	55.3	55.5
VEHICULAR NOISE	65.6	63.8	61.3	56.0	64.6	**65.1**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	24	51	109	236
LDN	22	47	101	218

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Herndon Avenue
SEGMENT between State Route 168 Eastbound Ramps and Clovis Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	37,560
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	125
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	3,756

RECEIVER INPUT DATA

RECEIVER DISTANCE =		100
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		100
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	78.1	- -
MEDIUM TRUCKS=	4.00	78.1	- -
HEAVY TRUCKS =	8.01	78.1	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	68.9	67.0	65.3	59.2	67.8	68.4
MEDIUM TRUCKS	60.0	58.5	52.1	50.6	59.0	59.3
HEAVY TRUCKS	60.5	59.1	50.1	51.3	59.7	59.8
VEHICULAR NOISE	70.0	68.2	65.6	60.3	68.9	**69.4**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	92	198	426	917
LDN	85	183	393	847

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Willow Avenue
SEGMENT between Behymer Avenue and Shepherd Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	14,520
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	85
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	1,452

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	26.5	- -
MEDIUM TRUCKS=	4.00	26.4	- -
HEAVY TRUCKS =	8.01	26.5	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	71.8	69.9	68.2	62.1	70.7	71.4
MEDIUM TRUCKS	62.9	61.4	55.1	53.5	62.0	62.2
HEAVY TRUCKS	63.4	62.0	53.0	54.2	62.6	62.7
VEHICULAR NOISE	72.9	71.1	68.5	63.3	71.8	**72.4**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	72	155	333	717
LDN	66	143	308	663

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Minnewawa Avenue
SEGMENT between Behymer Avenue and Shepherd Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	4,830
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	483

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	63.0	61.1	59.3	53.2	61.9	62.5
MEDIUM TRUCKS	54.0	52.5	46.1	44.6	53.1	53.3
HEAVY TRUCKS	54.6	53.1	44.1	45.4	53.7	53.8
VEHICULAR NOISE	64.0	62.2	59.6	54.4	62.9	**63.5**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	18	39	85	183
LDN	17	36	79	169

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Clovis Avenue
SEGMENT between Shepherd Avenue and Teague Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	4,570
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	457

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	63.6	61.7	59.9	53.9	62.5	63.1
MEDIUM TRUCKS	54.7	53.2	46.8	45.2	53.7	53.9
HEAVY TRUCKS	55.2	53.8	44.8	46.0	54.4	54.5
VEHICULAR NOISE	64.7	62.9	60.3	55.0	63.6	**64.1**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	20	44	94	203
LDN	19	40	87	187

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Clovis Avenue
SEGMENT between Teague Avenue and Nees Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	8,220
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	40
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	822

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	45.9	- -
MEDIUM TRUCKS=	4.00	45.8	- -
HEAVY TRUCKS =	8.01	45.9	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	65.8	63.9	62.1	56.1	64.7	65.3
MEDIUM TRUCKS	56.8	55.3	49.0	47.4	55.9	56.1
HEAVY TRUCKS	57.4	56.0	46.9	48.2	56.5	56.7
VEHICULAR NOISE	66.8	65.0	62.5	57.2	65.8	**66.3**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	28	61	131	283
LDN	26	56	121	262

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Clovis Avenue
SEGMENT between Nees Avenue and Alluvial Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	10,870
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	1,087

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	67.4	65.5	63.7	57.7	66.3	66.9
MEDIUM TRUCKS	58.4	56.9	50.6	49.0	57.5	57.7
HEAVY TRUCKS	59.0	57.6	48.5	49.8	58.1	58.3
VEHICULAR NOISE	68.4	66.6	64.0	58.8	67.4	**67.9**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	36	78	168	361
LDN	33	72	155	334

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Sunnyside Avenue
SEGMENT between Project Driveway 1 and Shepherd Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	600
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	60

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	53.9	52.0	50.2	44.2	52.8	53.4
MEDIUM TRUCKS	44.9	43.4	37.1	35.5	44.0	44.2
HEAVY TRUCKS	45.5	44.1	35.0	36.3	44.6	44.8
VEHICULAR NOISE	54.9	53.1	50.6	45.3	53.9	**54.4**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	5	10	21	46
LDN	4	9	20	42

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Sunnyside Avenue
SEGMENT between Teague Avenue and Nees Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	2,500
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	250

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	60.1	58.2	56.4	50.4	59.0	59.6
MEDIUM TRUCKS	51.1	49.6	43.3	41.7	50.2	50.4
HEAVY TRUCKS	51.7	50.3	41.2	42.5	50.8	51.0
VEHICULAR NOISE	61.1	59.3	56.8	51.5	60.1	**60.6**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	12	25	55	118
LDN	11	24	51	109

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Fowler Avenue
SEGMENT between Ticonderoga and Shepherd Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	4,860
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	486

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	63.9	62.0	60.2	54.2	62.8	63.4
MEDIUM TRUCKS	54.9	53.4	47.1	45.5	54.0	54.2
HEAVY TRUCKS	55.5	54.1	45.0	46.3	54.6	54.8
VEHICULAR NOISE	64.9	63.1	60.5	55.3	63.9	**64.4**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	21	45	98	211
LDN	20	42	91	195

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Fowler Avenue
SEGMENT between Teague Avenue and Nees Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	5,780
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	578

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	64.6	62.7	61.0	54.9	63.5	64.1
MEDIUM TRUCKS	55.7	54.2	47.8	46.3	54.7	55.0
HEAVY TRUCKS	56.2	54.8	45.8	47.0	55.4	55.5
VEHICULAR NOISE	65.7	63.9	61.3	56.0	64.6	**65.1**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	24	51	110	237
LDN	22	47	102	219

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Behymer Avenue
SEGMENT between Willow Avenue and Minnewawa Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	2,420
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	242

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	60.0	58.1	56.3	50.2	58.9	59.5
MEDIUM TRUCKS	51.0	49.5	43.1	41.6	50.1	50.3
HEAVY TRUCKS	51.6	50.1	41.1	42.4	50.7	50.8
VEHICULAR NOISE	61.0	59.2	56.6	51.4	59.9	**60.5**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	12	25	54	116
LDN	11	23	50	107

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Fowler Avenue
SEGMENT between Ticonderoga and Shepherd Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	4,860
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	486

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	63.9	62.0	60.2	54.2	62.8	63.4
MEDIUM TRUCKS	54.9	53.4	47.1	45.5	54.0	54.2
HEAVY TRUCKS	55.5	54.1	45.0	46.3	54.6	54.8
VEHICULAR NOISE	64.9	63.1	60.5	55.3	63.9	**64.4**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	21	45	98	211
LDN	20	42	91	195

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Sunnyside Avenue
SEGMENT between Teague Avenue and Nees Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	3,300
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	330

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	61.3	59.4	57.6	51.6	60.2	60.8
MEDIUM TRUCKS	52.4	50.8	44.5	42.9	51.4	51.6
HEAVY TRUCKS	52.9	51.5	42.4	43.7	52.1	52.2
VEHICULAR NOISE	62.3	60.5	58.0	52.7	61.3	**61.8**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	14	31	66	142
LDN	13	28	61	131

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Fowler Avenue
SEGMENT between Shepherd Avenue and Teague Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	6,650
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	665

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	65.2	63.3	61.6	55.5	64.1	64.7
MEDIUM TRUCKS	56.3	54.8	48.4	46.9	55.3	55.6
HEAVY TRUCKS	56.8	55.4	46.4	47.6	56.0	56.1
VEHICULAR NOISE	66.3	64.5	61.9	56.7	65.2	**65.7**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	26	56	121	260
LDN	24	52	112	240

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Fowler Avenue
SEGMENT between Teague Avenue and Nees Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	6,640
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	664

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	65.2	63.3	61.6	55.5	64.1	64.7
MEDIUM TRUCKS	56.3	54.8	48.4	46.9	55.3	55.6
HEAVY TRUCKS	56.8	55.4	46.4	47.6	56.0	56.1
VEHICULAR NOISE	66.3	64.5	61.9	56.7	65.2	**65.7**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	26	56	121	260
LDN	24	52	111	240

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Fowler Avenue
SEGMENT between Nees Avenue and State Route 168 Westbound Ramps
LOCATION: City of Clovis, CA SCENARIO: Existing Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	17,980
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	1,798

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	69.6	67.7	65.9	59.8	68.5	69.1
MEDIUM TRUCKS	60.6	59.1	52.7	51.2	59.7	59.9
HEAVY TRUCKS	61.2	59.7	50.7	52.0	60.3	60.4
VEHICULAR NOISE	70.6	68.8	66.2	61.0	69.6	**70.1**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	50	109	234	505
LDN	47	101	217	467

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Behymer Avenue
SEGMENT between Minnewawa Avenue and Sunnyside Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	3,910
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	391

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	62.0	60.1	58.4	52.3	60.9	61.5
MEDIUM TRUCKS	53.1	51.6	45.2	43.7	52.1	52.4
HEAVY TRUCKS	53.6	52.2	43.2	44.4	52.8	52.9
VEHICULAR NOISE	63.1	61.3	58.7	53.5	62.0	**62.5**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	16	34	74	159
LDN	15	32	68	147

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Behymer Avenue
SEGMENT between Sunnyside Avenue and Fowler Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	3,800
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	380

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	61.9	60.0	58.3	52.2	60.8	61.4
MEDIUM TRUCKS	53.0	51.5	45.1	43.6	52.0	52.2
HEAVY TRUCKS	53.5	52.1	43.1	44.3	52.7	52.8
VEHICULAR NOISE	63.0	61.2	58.6	53.3	61.9	**62.4**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	16	34	72	156
LDN	14	31	67	144

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Shepherd Avenue
SEGMENT between Willow Avenue and Minnewawa Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	11,750
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	1,175

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	67.7	65.8	64.0	58.0	66.6	67.2
MEDIUM TRUCKS	58.8	57.3	50.9	49.4	57.8	58.0
HEAVY TRUCKS	59.3	57.9	48.9	50.1	58.5	58.6
VEHICULAR NOISE	68.8	67.0	64.4	59.1	67.7	**68.2**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	38	82	177	380
LDN	35	76	163	351

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Shepherd Avenue
SEGMENT between Minnewawa Avenue and Clovis Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	11,590
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	1,159

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	67.7	65.8	64.0	57.9	66.6	67.2
MEDIUM TRUCKS	58.7	57.2	50.8	49.3	57.8	58.0
HEAVY TRUCKS	59.3	57.8	48.8	50.0	58.4	58.5
VEHICULAR NOISE	68.7	66.9	64.3	59.1	67.6	**68.2**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	38	81	175	377
LDN	35	75	162	348

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Shepherd Avenue
SEGMENT between Clovis Avenue and Sunnyside Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	11,650
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	1,165

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	67.7	65.8	64.0	58.0	66.6	67.2
MEDIUM TRUCKS	58.7	57.2	50.9	49.3	57.8	58.0
HEAVY TRUCKS	59.3	57.9	48.8	50.1	58.4	58.6
VEHICULAR NOISE	68.7	66.9	64.3	59.1	67.7	**68.2**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	38	81	175	378
LDN	35	75	162	349

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Shepherd Avenue
SEGMENT between Sunnyside Avenue and Project Driveway 3
LOCATION: City of Clovis, CA SCENARIO: Existing Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	10,400
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	1,040

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	66.3	64.4	62.6	56.6	65.2	65.8
MEDIUM TRUCKS	57.3	55.8	49.5	47.9	56.4	56.6
HEAVY TRUCKS	57.9	56.5	47.4	48.7	57.0	57.2
VEHICULAR NOISE	67.3	65.5	63.0	57.7	66.3	**66.8**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	31	66	142	306
LDN	28	61	131	282

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Shepherd Avenue
SEGMENT between Project Driveway 3 and Fowler Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	8,300
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	830

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	65.3	63.4	61.6	55.6	64.2	64.8
MEDIUM TRUCKS	56.4	54.9	48.5	46.9	55.4	55.6
HEAVY TRUCKS	56.9	55.5	46.5	47.7	56.1	56.2
VEHICULAR NOISE	66.4	64.6	62.0	56.7	65.3	**65.8**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	26	57	122	263
LDN	24	52	113	243

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Herndon Avenue
SEGMENT between State Route 168 Eastbound Ramps and Clovis Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	38,640
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	125
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	3,864

RECEIVER INPUT DATA

RECEIVER DISTANCE =		100
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		100
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	78.1	- -
MEDIUM TRUCKS=	4.00	78.1	- -
HEAVY TRUCKS =	8.01	78.1	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	69.1	67.2	65.4	59.3	68.0	68.6
MEDIUM TRUCKS	60.1	58.6	52.2	50.7	59.1	59.4
HEAVY TRUCKS	60.7	59.2	50.2	51.4	59.8	59.9
VEHICULAR NOISE	70.1	68.3	65.7	60.5	69.0	**69.6**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	93	201	434	934
LDN	86	186	401	863

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Willow Avenue
SEGMENT between Behymer Avenue and Shepherd Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	15,090
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	85
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	1,509

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	26.5	- -
MEDIUM TRUCKS=	4.00	26.4	- -
HEAVY TRUCKS =	8.01	26.5	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	72.0	70.1	68.3	62.3	70.9	71.5
MEDIUM TRUCKS	63.1	61.6	55.2	53.7	62.1	62.4
HEAVY TRUCKS	63.6	62.2	53.2	54.4	62.8	62.9
VEHICULAR NOISE	73.1	71.3	68.7	63.4	72.0	**72.5**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	74	159	342	736
LDN	68	147	316	680

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Minnewawa Avenue
SEGMENT between Behymer Avenue and Shepherd Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	4,830
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	483

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	63.0	61.1	59.3	53.2	61.9	62.5
MEDIUM TRUCKS	54.0	52.5	46.1	44.6	53.1	53.3
HEAVY TRUCKS	54.6	53.1	44.1	45.4	53.7	53.8
VEHICULAR NOISE	64.0	62.2	59.6	54.4	62.9	**63.5**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	18	39	85	183
LDN	17	36	79	169

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Clovis Avenue
SEGMENT between Shepherd Avenue and Teague Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	5,990
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	599

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	64.8	62.9	61.1	55.1	63.7	64.3
MEDIUM TRUCKS	55.8	54.3	48.0	46.4	54.9	55.1
HEAVY TRUCKS	56.4	55.0	45.9	47.2	55.5	55.7
VEHICULAR NOISE	65.8	64.0	61.4	56.2	64.8	**65.3**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	24	52	113	243
LDN	22	48	104	224

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Clovis Avenue
SEGMENT between Teague Avenue and Nees Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	9,530
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	40
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	953

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	45.9	- -
MEDIUM TRUCKS=	4.00	45.8	- -
HEAVY TRUCKS =	8.01	45.9	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	66.4	64.5	62.8	56.7	65.3	65.9
MEDIUM TRUCKS	57.5	56.0	49.6	48.1	56.5	56.8
HEAVY TRUCKS	58.0	56.6	47.6	48.8	57.2	57.3
VEHICULAR NOISE	67.5	65.7	63.1	57.9	66.4	**66.9**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	31	67	145	313
LDN	29	62	134	289

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Clovis Avenue
SEGMENT between Nees Avenue and Alluvial Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	12,180
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	1,218

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	67.9	66.0	64.2	58.1	66.8	67.4
MEDIUM TRUCKS	58.9	57.4	51.1	49.5	58.0	58.2
HEAVY TRUCKS	59.5	58.0	49.0	50.3	58.6	58.7
VEHICULAR NOISE	68.9	67.1	64.5	59.3	67.9	**68.4**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	39	84	181	389
LDN	36	78	167	360

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Clovis Avenue
SEGMENT between Alluvial Avenue and Herndon Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	18,570
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	1,857

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	69.7	67.8	66.0	60.0	68.6	69.2
MEDIUM TRUCKS	60.8	59.2	52.9	51.3	59.8	60.0
HEAVY TRUCKS	61.3	59.9	50.8	52.1	60.4	60.6
VEHICULAR NOISE	70.7	68.9	66.4	61.1	69.7	**70.2**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	52	111	239	516
LDN	48	103	221	477

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Sunnyside Avenue
SEGMENT between Project Driveway 1 and Shepherd Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	2,430
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	243

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	60.0	58.1	56.3	50.3	58.9	59.5
MEDIUM TRUCKS	51.0	49.5	43.2	41.6	50.1	50.3
HEAVY TRUCKS	51.6	50.2	41.1	42.4	50.7	50.9
VEHICULAR NOISE	61.0	59.2	56.6	51.4	60.0	**60.5**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	12	25	54	116
LDN	11	23	50	107

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Sunnyside Avenue
SEGMENT between Shepherd Avenue and Teague Avenue
LOCATION: City of Clovis, CA SCENARIO: Existing Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	3,130
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	313

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	61.1	59.2	57.4	51.4	60.0	60.6
MEDIUM TRUCKS	52.1	50.6	44.3	42.7	51.2	51.4
HEAVY TRUCKS	52.7	51.3	42.2	43.5	51.8	51.9
VEHICULAR NOISE	62.1	60.3	57.7	52.5	61.1	**61.6**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	14	30	64	137
LDN	13	27	59	127

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Fowler Avenue
SEGMENT between Behymer Avenue and Ticonderoga
LOCATION: City of Clovis, CA SCENARIO: Existing Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	4,820
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	482

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	62.9	61.0	59.3	53.2	61.9	62.5
MEDIUM TRUCKS	54.0	52.5	46.1	44.6	53.0	53.3
HEAVY TRUCKS	54.6	53.1	44.1	45.3	53.7	53.8
VEHICULAR NOISE	64.0	62.2	59.6	54.4	62.9	**63.5**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	18	39	85	183
LDN	17	36	79	169

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Behymer Avenue
SEGMENT between Willow Avenue and Minnewawa Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 No Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	9,470
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	947

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	65.9	64.0	62.2	56.2	64.8	65.4
MEDIUM TRUCKS	56.9	55.4	49.1	47.5	56.0	56.2
HEAVY TRUCKS	57.5	56.1	47.0	48.3	56.6	56.8
VEHICULAR NOISE	66.9	65.1	62.5	57.3	65.9	**66.4**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	29	62	133	287
LDN	27	57	123	265

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Fowler Avenue
SEGMENT between Nees Avenue and State Route 168 Westbound Ramps
LOCATION: City of Clovis, CA SCENARIO: 2046 No Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	24,720
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	2,472

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	70.9	69.0	67.3	61.2	69.8	70.5
MEDIUM TRUCKS	62.0	60.5	54.1	52.6	61.0	61.3
HEAVY TRUCKS	62.5	61.1	52.1	53.3	61.7	61.8
VEHICULAR NOISE	72.0	70.2	67.6	62.4	70.9	**71.4**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	62	135	290	624
LDN	58	124	268	577

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Fowler Avenue
SEGMENT between Shepherd Avenue and Teague Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 No Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	12,250
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	1,225

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	67.9	66.0	64.2	58.2	66.8	67.4
MEDIUM TRUCKS	58.9	57.4	51.1	49.5	58.0	58.2
HEAVY TRUCKS	59.5	58.1	49.0	50.3	58.6	58.8
VEHICULAR NOISE	68.9	67.1	64.6	59.3	67.9	**68.4**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	39	84	181	391
LDN	36	78	168	361

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Behymer Avenue
SEGMENT between Minnewawa Avenue and Sunnyside Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 No Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	10,960
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	1,096

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	66.5	64.6	62.9	56.8	65.4	66.0
MEDIUM TRUCKS	57.6	56.1	49.7	48.2	56.6	56.8
HEAVY TRUCKS	58.1	56.7	47.7	48.9	57.3	57.4
VEHICULAR NOISE	67.6	65.8	63.2	57.9	66.5	**67.0**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	32	68	147	316
LDN	29	63	136	292

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Behymer Avenue
SEGMENT between Sunnyside Avenue and Fowler Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 No Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	4,670
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	467

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	62.8	60.9	59.1	53.1	61.7	62.3
MEDIUM TRUCKS	53.9	52.4	46.0	44.4	52.9	53.1
HEAVY TRUCKS	54.4	53.0	44.0	45.2	53.6	53.7
VEHICULAR NOISE	63.9	62.1	59.5	54.2	62.8	**63.3**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	18	39	83	179
LDN	17	36	77	166

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Shepherd Avenue
SEGMENT between Willow Avenue and Minnewawa Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 No Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	27,390
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	2,739

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	71.4	69.5	67.7	61.7	70.3	70.9
MEDIUM TRUCKS	62.4	60.9	54.6	53.0	61.5	61.7
HEAVY TRUCKS	63.0	61.6	52.5	53.8	62.1	62.3
VEHICULAR NOISE	72.4	70.6	68.1	62.8	71.4	**71.9**

NOISE CONTOUR (FT)				
NOISE LEVELS	**70 dBA**	**65 dBA**	**60 dBA**	**55 dBA**
CNEL	67	144	310	669
LDN	62	133	287	618

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Shepherd Avenue
SEGMENT between Minnewawa Avenue and Clovis Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 No Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	23,480
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	2,348

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	70.7	68.8	67.1	61.0	69.6	70.2
MEDIUM TRUCKS	61.8	60.3	53.9	52.4	60.8	61.1
HEAVY TRUCKS	62.3	60.9	51.9	53.1	61.5	61.6
VEHICULAR NOISE	71.8	70.0	67.4	62.1	70.7	**71.2**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	60	130	280	603
LDN	56	120	259	558

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Shepherd Avenue
SEGMENT between Clovis Avenue and Sunnyside Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 No Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	21,260
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	2,126

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	70.3	68.4	66.6	60.6	69.2	69.8
MEDIUM TRUCKS	61.3	59.8	53.5	51.9	60.4	60.6
HEAVY TRUCKS	61.9	60.5	51.4	52.7	61.0	61.2
VEHICULAR NOISE	71.3	69.5	67.0	61.7	70.3	**70.8**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	56	122	262	565
LDN	52	112	242	522

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Shepherd Avenue
SEGMENT between Sunnyside Avenue and Project Driveway 3
LOCATION: City of Clovis, CA SCENARIO: 2046 No Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	17,260
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	1,726

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	68.5	66.6	64.8	58.8	67.4	68.0
MEDIUM TRUCKS	59.5	58.0	51.7	50.1	58.6	58.8
HEAVY TRUCKS	60.1	58.7	49.6	50.9	59.2	59.4
VEHICULAR NOISE	69.5	67.7	65.2	59.9	68.5	**69.0**

NOISE CONTOUR (FT)				
NOISE LEVELS	**70 dBA**	**65 dBA**	**60 dBA**	**55 dBA**
CNEL	43	92	199	428
LDN	40	85	184	396

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Shepherd Avenue
SEGMENT between Project Driveway 3 and Fowler Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 No Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	17,240
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	1,724

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	68.5	66.6	64.8	58.8	67.4	68.0
MEDIUM TRUCKS	59.5	58.0	51.7	50.1	58.6	58.8
HEAVY TRUCKS	60.1	58.7	49.6	50.9	59.2	59.4
VEHICULAR NOISE	69.5	67.7	65.1	59.9	68.5	**69.0**

NOISE CONTOUR (FT)				
NOISE LEVELS	**70 dBA**	**65 dBA**	**60 dBA**	**55 dBA**
CNEL	43	92	199	428
LDN	40	85	184	396

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Herndon Avenue
SEGMENT between State Route 168 Eastbound Ramps and Clovis Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 No Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	47,910
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	125
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	4,791

RECEIVER INPUT DATA

RECEIVER DISTANCE =		100
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		100
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	78.1	- -
MEDIUM TRUCKS=	4.00	78.1	- -
HEAVY TRUCKS =	8.01	78.1	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	70.0	68.1	66.3	60.3	68.9	69.5
MEDIUM TRUCKS	61.0	59.5	53.2	51.6	60.1	60.3
HEAVY TRUCKS	61.6	60.2	51.1	52.4	60.7	60.9
VEHICULAR NOISE	71.0	69.2	66.7	61.4	70.0	**70.5**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	108	232	501	1078
LDN	100	215	463	997

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Willow Avenue
SEGMENT between Behymer Avenue and Shepherd Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 No Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	35,690
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	85
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	3,569

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	26.5	- -
MEDIUM TRUCKS=	4.00	26.4	- -
HEAVY TRUCKS =	8.01	26.5	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	75.7	73.9	72.1	66.0	74.7	75.3
MEDIUM TRUCKS	66.8	65.3	59.0	57.4	65.9	66.1
HEAVY TRUCKS	67.4	65.9	56.9	58.1	66.5	66.6
VEHICULAR NOISE	76.8	75.0	72.4	67.2	75.7	**76.3**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	131	281	606	1306
LDN	121	260	560	1207

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Minnewawa Avenue
SEGMENT between Behymer Avenue and Shepherd Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 No Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	15,610
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	1,561

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	68.1	66.2	64.4	58.3	67.0	67.6
MEDIUM TRUCKS	59.1	57.6	51.2	49.7	58.1	58.4
HEAVY TRUCKS	59.7	58.2	49.2	50.4	58.8	58.9
VEHICULAR NOISE	69.1	67.3	64.7	59.5	68.0	**68.6**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	40	86	186	401
LDN	37	80	172	370

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Clovis Avenue
SEGMENT between Shepherd Avenue and Teague Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 No Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	17,340
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	1,734

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	69.4	67.5	65.7	59.7	68.3	68.9
MEDIUM TRUCKS	60.5	58.9	52.6	51.0	59.5	59.7
HEAVY TRUCKS	61.0	59.6	50.5	51.8	60.2	60.3
VEHICULAR NOISE	70.4	68.6	66.1	60.8	69.4	**69.9**

NOISE CONTOUR (FT)				
NOISE LEVELS	**70 dBA**	**65 dBA**	**60 dBA**	**55 dBA**
CNEL	49	106	229	493
LDN	46	98	211	455

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Clovis Avenue
SEGMENT between Teague Avenue and Nees Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 No Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	19,030
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	40
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	1,903

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	45.9	- -
MEDIUM TRUCKS=	4.00	45.8	- -
HEAVY TRUCKS =	8.01	45.9	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	69.4	67.5	65.8	59.7	68.3	68.9
MEDIUM TRUCKS	60.5	59.0	52.6	51.1	59.5	59.8
HEAVY TRUCKS	61.0	59.6	50.6	51.8	60.2	60.3
VEHICULAR NOISE	70.5	68.7	66.1	60.9	69.4	**69.9**

NOISE CONTOUR (FT)				
NOISE LEVELS	**70 dBA**	**65 dBA**	**60 dBA**	**55 dBA**
CNEL	50	107	230	496
LDN	46	99	213	458

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Clovis Avenue
SEGMENT between Nees Avenue and Alluvial Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 No Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	21,620
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	2,162

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	70.4	68.5	66.7	60.6	69.3	69.9
MEDIUM TRUCKS	61.4	59.9	53.5	52.0	60.5	60.7
HEAVY TRUCKS	62.0	60.5	51.5	52.8	61.1	61.2
VEHICULAR NOISE	71.4	69.6	67.0	61.8	70.4	**70.9**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	57	123	265	571
LDN	53	114	245	528

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Clovis Avenue
SEGMENT between Alluvial Avenue and Herndon Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 No Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	27,120
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	2,712

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	71.3	69.4	67.7	61.6	70.2	70.9
MEDIUM TRUCKS	62.4	60.9	54.5	53.0	61.4	61.7
HEAVY TRUCKS	62.9	61.5	52.5	53.7	62.1	62.2
VEHICULAR NOISE	72.4	70.6	68.0	62.8	71.3	**71.8**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	66	143	308	664
LDN	61	132	285	614

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Sunnyside Avenue
SEGMENT between Project Driveway 1 and Shepherd Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 No Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	16,090
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	1,609

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	68.2	66.3	64.5	58.5	67.1	67.7
MEDIUM TRUCKS	59.2	57.7	51.4	49.8	58.3	58.5
HEAVY TRUCKS	59.8	58.4	49.3	50.6	58.9	59.1
VEHICULAR NOISE	69.2	67.4	64.8	59.6	68.2	**68.7**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	41	88	190	409
LDN	38	81	175	378

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Sunnyside Avenue
SEGMENT between Shepherd Avenue and Teague Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 No Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	5,580
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	558

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	63.6	61.7	59.9	53.9	62.5	63.1
MEDIUM TRUCKS	54.6	53.1	46.8	45.2	53.7	53.9
HEAVY TRUCKS	55.2	53.8	44.7	46.0	54.3	54.5
VEHICULAR NOISE	64.6	62.8	60.2	55.0	63.6	**64.1**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	20	43	94	202
LDN	19	40	87	186

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Sunnyside Avenue
SEGMENT between Teague Avenue and Nees Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 No Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	5,380
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	538

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	63.4	61.5	59.8	53.7	62.3	62.9
MEDIUM TRUCKS	54.5	53.0	46.6	45.1	53.5	53.8
HEAVY TRUCKS	55.0	53.6	44.6	45.8	54.2	54.3
VEHICULAR NOISE	64.5	62.7	60.1	54.8	63.4	**63.9**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	20	42	91	197
LDN	18	39	84	182

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Fowler Avenue
SEGMENT between Behymer Avenue and Ticonderoga
LOCATION: City of Clovis, CA SCENARIO: 2046 No Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	5,860
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	586

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	63.8	61.9	60.1	54.1	62.7	63.3
MEDIUM TRUCKS	54.8	53.3	47.0	45.4	53.9	54.1
HEAVY TRUCKS	55.4	54.0	44.9	46.2	54.5	54.7
VEHICULAR NOISE	64.8	63.0	60.5	55.2	63.8	**64.3**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	21	45	97	208
LDN	19	42	89	193

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Fowler Avenue
SEGMENT between Ticonderoga and Shepherd Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 No Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	11,040
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	1,104

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	67.4	65.5	63.8	57.7	66.3	66.9
MEDIUM TRUCKS	58.5	57.0	50.6	49.1	57.5	57.8
HEAVY TRUCKS	59.0	57.6	48.6	49.8	58.2	58.3
VEHICULAR NOISE	68.5	66.7	64.1	58.9	67.4	**67.9**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	36	79	169	365
LDN	34	73	156	337

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Fowler Avenue
SEGMENT between Teague Avenue and Nees Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 No Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	10,960
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	1,096

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	67.4	65.5	63.7	57.7	66.3	66.9
MEDIUM TRUCKS	58.5	57.0	50.6	49.0	57.5	57.7
HEAVY TRUCKS	59.0	57.6	48.6	49.8	58.2	58.3
VEHICULAR NOISE	68.5	66.7	64.1	58.8	67.4	**67.9**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	36	78	168	363
LDN	34	72	156	335

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Behymer Avenue
SEGMENT between Willow Avenue and Minnewawa Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	9,530
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	953

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	65.9	64.0	62.2	56.2	64.8	65.4
MEDIUM TRUCKS	57.0	55.5	49.1	47.5	56.0	56.2
HEAVY TRUCKS	57.5	56.1	47.1	48.3	56.7	56.8
VEHICULAR NOISE	67.0	65.2	62.6	57.3	65.9	**66.4**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	29	62	134	288
LDN	27	57	124	266

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Behymer Avenue
SEGMENT between Sunnyside Avenue and Fowler Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	4,730
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	473

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	62.9	61.0	59.2	53.1	61.8	62.4
MEDIUM TRUCKS	53.9	52.4	46.0	44.5	53.0	53.2
HEAVY TRUCKS	54.5	53.0	44.0	45.3	53.6	53.7
VEHICULAR NOISE	63.9	62.1	59.5	54.3	62.9	**63.4**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	18	39	84	181
LDN	17	36	78	167

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Behymer Avenue
SEGMENT between Minnewawa Avenue and Sunnyside Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	11,020
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	1,102

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	66.5	64.6	62.9	56.8	65.4	66.0
MEDIUM TRUCKS	57.6	56.1	49.7	48.2	56.6	56.9
HEAVY TRUCKS	58.1	56.7	47.7	48.9	57.3	57.4
VEHICULAR NOISE	67.6	65.8	63.2	58.0	66.5	**67.0**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	32	68	147	318
LDN	29	63	136	294

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Fowler Avenue
SEGMENT between Nees Avenue and State Route 168 Westbound Ramps
LOCATION: City of Clovis, CA SCENARIO: 2046 Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	25,520
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	2,552

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	71.1	69.2	67.4	61.4	70.0	70.6
MEDIUM TRUCKS	62.1	60.6	54.3	52.7	61.2	61.4
HEAVY TRUCKS	62.7	61.3	52.2	53.5	61.8	62.0
VEHICULAR NOISE	72.1	70.3	67.7	62.5	71.1	**71.6**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	64	137	296	638
LDN	59	127	274	589

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Shepherd Avenue
SEGMENT between Willow Avenue and Minnewawa Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	28,810
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	2,881

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	71.6	69.7	67.9	61.9	70.5	71.1
MEDIUM TRUCKS	62.7	61.2	54.8	53.2	61.7	61.9
HEAVY TRUCKS	63.2	61.8	52.8	54.0	62.4	62.5
VEHICULAR NOISE	72.7	70.9	68.3	63.0	71.6	**72.1**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	69	149	321	691
LDN	64	138	297	639

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Shepherd Avenue
SEGMENT between Minnewawa Avenue and Clovis Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	25,650
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	2,565

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	71.1	69.2	67.4	61.4	70.0	70.6
MEDIUM TRUCKS	62.2	60.6	54.3	52.7	61.2	61.4
HEAVY TRUCKS	62.7	61.3	52.2	53.5	61.9	62.0
VEHICULAR NOISE	72.1	70.3	67.8	62.5	71.1	**71.6**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	64	138	297	640
LDN	59	127	274	591

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Shepherd Avenue
SEGMENT between Clovis Avenue and Sunnyside Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	24,850
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	2,485

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	71.0	69.1	67.3	61.2	69.9	70.5
MEDIUM TRUCKS	62.0	60.5	54.1	52.6	61.1	61.3
HEAVY TRUCKS	62.6	61.1	52.1	53.4	61.7	61.8
VEHICULAR NOISE	72.0	70.2	67.6	62.4	71.0	**71.5**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	63	135	291	627
LDN	58	125	269	579

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Shepherd Avenue
SEGMENT between Sunnyside Avenue and Project Driveway 3
LOCATION: City of Clovis, CA SCENARIO: 2046 Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	20,620
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	2,062

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	69.3	67.4	65.6	59.5	68.2	68.8
MEDIUM TRUCKS	60.3	58.8	52.4	50.9	59.4	59.6
HEAVY TRUCKS	60.9	59.4	50.4	51.7	60.0	60.1
VEHICULAR NOISE	70.3	68.5	65.9	60.7	69.3	**69.8**

NOISE CONTOUR (FT)				
NOISE LEVELS	**70 dBA**	**65 dBA**	**60 dBA**	**55 dBA**
CNEL	48	104	224	482
LDN	45	96	207	446

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Shepherd Avenue
SEGMENT between Project Driveway 3 and Fowler Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	18,500
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	1,850

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	68.8	66.9	65.1	59.1	67.7	68.3
MEDIUM TRUCKS	59.8	58.3	52.0	50.4	58.9	59.1
HEAVY TRUCKS	60.4	59.0	49.9	51.2	59.5	59.7
VEHICULAR NOISE	69.8	68.0	65.5	60.2	68.8	**69.3**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	45	97	208	449
LDN	41	89	192	415

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Herndon Avenue
SEGMENT between State Route 168 Eastbound Ramps and Clovis Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	48,990
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	125
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	4,899

RECEIVER INPUT DATA

RECEIVER DISTANCE =		100
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		100
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	78.1	- -
MEDIUM TRUCKS=	4.00	78.1	- -
HEAVY TRUCKS =	8.01	78.1	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	70.1	68.2	66.4	60.4	69.0	69.6
MEDIUM TRUCKS	61.1	59.6	53.3	51.7	60.2	60.4
HEAVY TRUCKS	61.7	60.3	51.2	52.5	60.8	61.0
VEHICULAR NOISE	71.1	69.3	66.7	61.5	70.1	**70.6**

NOISE CONTOUR (FT)				
NOISE LEVELS	**70 dBA**	**65 dBA**	**60 dBA**	**55 dBA**
CNEL	109	236	508	1094
LDN	101	218	469	1011

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Willow Avenue
SEGMENT between Behymer Avenue and Shepherd Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	36,260
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	85
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	3,626

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	26.5	- -
MEDIUM TRUCKS=	4.00	26.4	- -
HEAVY TRUCKS =	8.01	26.5	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	75.8	73.9	72.2	66.1	74.7	75.3
MEDIUM TRUCKS	66.9	65.4	59.0	57.5	65.9	66.2
HEAVY TRUCKS	67.4	66.0	57.0	58.2	66.6	66.7
VEHICULAR NOISE	76.9	75.1	72.5	67.2	75.8	**76.3**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	132	284	613	1320
LDN	122	263	566	1220

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Minnewawa Avenue
SEGMENT between Behymer Avenue and Shepherd Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	15,610
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	1,561

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	68.1	66.2	64.4	58.3	67.0	67.6
MEDIUM TRUCKS	59.1	57.6	51.2	49.7	58.1	58.4
HEAVY TRUCKS	59.7	58.2	49.2	50.4	58.8	58.9
VEHICULAR NOISE	69.1	67.3	64.7	59.5	68.0	**68.6**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	40	86	186	401
LDN	37	80	172	370

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Clovis Avenue
SEGMENT between Shepherd Avenue and Teague Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	18,760
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	1,876

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	69.7	67.8	66.1	60.0	68.6	69.3
MEDIUM TRUCKS	60.8	59.3	52.9	51.4	59.8	60.1
HEAVY TRUCKS	61.3	59.9	50.9	52.1	60.5	60.6
VEHICULAR NOISE	70.8	69.0	66.4	61.2	69.7	**70.2**

NOISE CONTOUR (FT)				
NOISE LEVELS	**70 dBA**	**65 dBA**	**60 dBA**	**55 dBA**
CNEL	52	112	241	519
LDN	48	103	223	480

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Clovis Avenue
SEGMENT between Teague Avenue and Nees Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	20,340
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	40
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	2,034

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	45.9	- -
MEDIUM TRUCKS=	4.00	45.8	- -
HEAVY TRUCKS =	8.01	45.9	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	69.7	67.8	66.1	60.0	68.6	69.2
MEDIUM TRUCKS	60.8	59.3	52.9	51.4	59.8	60.1
HEAVY TRUCKS	61.3	59.9	50.9	52.1	60.5	60.6
VEHICULAR NOISE	70.8	69.0	66.4	61.1	69.7	**70.2**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	52	112	240	518
LDN	48	103	222	479

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Clovis Avenue
SEGMENT between Nees Avenue and Alluvial Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	22,930
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	2,293

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	70.6	68.7	67.0	60.9	69.5	70.1
MEDIUM TRUCKS	61.7	60.2	53.8	52.3	60.7	60.9
HEAVY TRUCKS	62.2	60.8	51.8	53.0	61.4	61.5
VEHICULAR NOISE	71.7	69.9	67.3	62.0	70.6	**71.1**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	59	128	276	594
LDN	55	118	255	549

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Clovis Avenue
SEGMENT between Alluvial Avenue and Herndon Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	28,430
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	2,843

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	71.5	69.7	67.9	61.8	70.5	71.1
MEDIUM TRUCKS	62.6	61.1	54.7	53.2	61.6	61.9
HEAVY TRUCKS	63.2	61.7	52.7	53.9	62.3	62.4
VEHICULAR NOISE	72.6	70.8	68.2	63.0	71.5	**72.1**

NOISE CONTOUR (FT)				
NOISE LEVELS	**70 dBA**	**65 dBA**	**60 dBA**	**55 dBA**
CNEL	69	148	318	685
LDN	63	136	294	633

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Sunnyside Avenue
SEGMENT between Project Driveway 1 and Shepherd Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	17,920
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	1,792

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	68.7	66.8	65.0	58.9	67.6	68.2
MEDIUM TRUCKS	59.7	58.2	51.8	50.3	58.7	59.0
HEAVY TRUCKS	60.3	58.8	49.8	51.0	59.4	59.5
VEHICULAR NOISE	69.7	67.9	65.3	60.1	68.6	**69.2**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	44	95	204	439
LDN	41	87	188	406

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Sunnyside Avenue
SEGMENT between Shepherd Avenue and Teague Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	6,380
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	638

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	64.2	62.3	60.5	54.4	63.1	63.7
MEDIUM TRUCKS	55.2	53.7	47.3	45.8	54.3	54.5
HEAVY TRUCKS	55.8	54.3	45.3	46.6	54.9	55.0
VEHICULAR NOISE	65.2	63.4	60.8	55.6	64.2	**64.7**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	22	48	102	221
LDN	20	44	95	204

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Sunnyside Avenue
SEGMENT between Teague Avenue and Nees Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	6,180
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	618

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	64.0	62.1	60.4	54.3	62.9	63.5
MEDIUM TRUCKS	55.1	53.6	47.2	45.7	54.1	54.4
HEAVY TRUCKS	55.6	54.2	45.2	46.4	54.8	54.9
VEHICULAR NOISE	65.1	63.3	60.7	55.4	64.0	**64.5**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	22	47	100	216
LDN	20	43	93	200

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Fowler Avenue
SEGMENT between Behymer Avenue and Ticonderoga
LOCATION: City of Clovis, CA SCENARIO: 2046 Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	5,920
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	11
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	592

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	49.8	- -
MEDIUM TRUCKS=	4.00	49.7	- -
HEAVY TRUCKS =	8.01	49.8	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	63.8	61.9	60.2	54.1	62.7	63.3
MEDIUM TRUCKS	54.9	53.4	47.0	45.5	53.9	54.2
HEAVY TRUCKS	55.4	54.0	45.0	46.2	54.6	54.7
VEHICULAR NOISE	64.9	63.1	60.5	55.3	63.8	**64.3**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	21	45	97	210
LDN	19	42	90	194

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Fowler Avenue
SEGMENT between Ticonderoga and Shepherd Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	11,040
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	1,104

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	67.4	65.5	63.8	57.7	66.3	66.9
MEDIUM TRUCKS	58.5	57.0	50.6	49.1	57.5	57.8
HEAVY TRUCKS	59.0	57.6	48.6	49.8	58.2	58.3
VEHICULAR NOISE	68.5	66.7	64.1	58.9	67.4	**67.9**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	36	79	169	365
LDN	34	73	156	337

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Fowler Avenue
SEGMENT between Shepherd Avenue and Teague Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	13,110
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	1,311

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	68.2	66.3	64.5	58.5	67.1	67.7
MEDIUM TRUCKS	59.2	57.7	51.4	49.8	58.3	58.5
HEAVY TRUCKS	59.8	58.4	49.3	50.6	58.9	59.1
VEHICULAR NOISE	69.2	67.4	64.9	59.6	68.2	**68.7**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	41	88	190	409
LDN	38	81	175	378

FHWA-RD-77-108 ROADWAY TRAFFIC NOISE PREDICTION MODEL (CNEL) - CALVENO

PROJECT: North Shepherd SOI Expansion
ROADWAY Fowler Avenue
SEGMENT between Teague Avenue and Nees Avenue
LOCATION: City of Clovis, CA SCENARIO: 2046 Plus Project

JOB #: 0462-2020-25
DATE: 7-Feb-23
ENGINEER: C. Pincock

NOISE INPUT DATA

ROADWAY CONDITIONS

ADT =	11,820
SPEED =	45
PK HR % =	10
NEAR LANE/FAR LANE DIST =	50
ROAD ELEVATION =	0
GRADE =	0
PK HR VOL =	1,182

RECEIVER INPUT DATA

RECEIVER DISTANCE =		50
DIST C/L TO WALL =		0
RECEIVER HEIGHT =		5
WALL DISTANCE FROM RECEIVER =		50
PAD ELEVATION =		0
ROADWAY VIEW:	LF ANGLE	-90
	RT ANGLE	90
	DF ANGLE	180

SITE CONDITIONS

AUTOMOBILES	15	
MED TRUCKS	15	(HARD SITE=10, SOFT SITE=15)
HVY TRUCKS	15	

WALL INFORMATION

HTH WALL =	0	FT
AMBIENT =	0	
BARRIER =	0	(0=WALL,1=BERM)

VEHICLE MIX DATA

VEHICLE TYPE	DAY	EVE	NIGHT	DAILY
AUTOMOBILES	0.775	0.129	0.096	0.974
MEDIUM TRUCKS	0.848	0.049	0.103	0.018
HEAVY TRUCKS	0.865	0.027	0.108	0.007

MISC. VEHICLE INFO

VEHICLE TYPE	HEIGHT	SLE DISTANCE	GRADE ADJUSTMENT
AUTOMOBILES =	2.00	43.4	- -
MEDIUM TRUCKS=	4.00	43.3	- -
HEAVY TRUCKS =	8.01	43.4	0.0

NOISE OUTPUT DATA

NOISE IMPACTS (WITHOUT TOPO OR BARRIER SHIELDING)

VEHICLE TYPE	PK HR LEQ	DAY LEQ	EVEN LEQ	NIGHT LEQ	LDN	CNEL
AUTOMOBILES	67.7	65.8	64.1	58.0	66.6	67.2
MEDIUM TRUCKS	58.8	57.3	50.9	49.4	57.8	58.1
HEAVY TRUCKS	59.3	57.9	48.9	50.1	58.5	58.6
VEHICULAR NOISE	68.8	67.0	64.4	59.2	67.7	**68.2**

NOISE CONTOUR (FT)				
NOISE LEVELS	70 dBA	65 dBA	60 dBA	55 dBA
CNEL	38	82	177	382
LDN	35	76	164	353

Appendix C:

Construction Noise Modeling Output

Receptor - Residences to the north, west, and east

Construction Phase Equipment Item	# of Items	Item Lmax at 50 feet, dBA[1]	Edge of Site to Receptor, feet	Center of Site to Receptor, feet	Item Usage Percent[1]	Ground Factor[2]	Usage Factor	Receptor Item Lmax, dBA	Recptor. Item Leq, dBA
SITE PREP									
Tractor	4	84	25	550	40	0.66	0.40	92.0	52.3
Dozer	3	82	25	550	40	0.66	0.40	90.0	50.3
							Log Sum	92.0	60.0
GRADE									
Excavator	1	81	25	550	40	0.66	0.40	89.0	49.3
Grader	1	85	25	550	40	0.66	0.40	93.0	53.3
Dozer	1	82	25	550	40	0.66	0.40	90.0	50.3
Crane	3	81	25	550	16	0.66	0.16	89.0	45.3
Dozer	2	82	25	550	40	0.66	0.40	90.0	50.3
								93.0	58.6
BUILD									
Crane	1	81	25	550	16	0.66	0.16	89.0	45.3
Man lift	3	75	25	550	20	0.66	0.20	83.0	40.3
Generator	1	81	25	550	50	0.66	0.50	89.0	50.3
Tractor	3	84	25	550	40	0.66	0.40	92.0	52.3
Welder/Torch	1	74	25	550	40	0.66	0.40	82.0	42.3
								92.0	58.5
PAVE									
Paver	2	77	25	550	50	0.66	0.50	85.0	46.3
Compactor (ground)	2	83	25	550	20	0.66	0.20	91.0	48.3
Roller	2	80	25	550	20	0.66	0.20	88.0	45.3
								91.0	54.6
ARCH COAT									
Compressor (air)	1	78	25	550	40	0.66	0.40	86.0	46.3
								86.0	46.3

[1]FHWA Construction Noise Handbook: Table 9.1 RCNM Default Noise Emission Reference Levels and Usage Factors

Appendix I

Traffic

TRANSPORTATION IMPACT ANALYSIS

SHEPHERD NORTH PROJECT

CLOVIS, FRESNO COUNTY, CALIFORNIA

LSA

July 2023

TRANSPORTATION IMPACT ANALYSIS

SHEPHERD NORTH PROJECT

CLOVIS, FRESNO COUNTY, CALIFORNIA

Prepared for:

De Novo Planning Group
180 East Main Street #108
Tustin, California 92780

Prepared by:

LSA
1500 Iowa Avenue, Suite 200
Riverside, California 92507
951.781.9310

Project No. DNV2201

LSA

July 2023

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LIST OF ABBREVIATIONS AND ACRONYMS

ABM	Activity Based Model
ADA	Americans with Disabilities Act
ATP	Active Transportation Plan
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
City	City of Clovis
CUSD	Clovis Unified School District
FAX	Fresno Area Express
Fresno COG	Fresno Council of Governments
FTIP	Federal Transportation Improvement Program
HCM	*Highway Capacity Manual*
HCM 6	*Highway Capacity Manual 6th Edition*
HCS	Highway Capacity Software
HDM	*Highway Design Manual*
HQTA	High-Quality Transit Area
ITE	Institute of Transportation Engineers
LOS	level of service
LTA	Local Transportation Analysis
mph	miles per hour
NCHRP	National Cooperative Highway Research Program
project	Shepherd North Project
RTP	Regional Transportation Plan
SR-168	State Route 168
STIP	State Transportation Improvement Program
TAZ	traffic analysis zone
TIA	Traffic Impact Analysis
TIA Guidelines	Interim Transportation Impact Analysis Guidelines
TIZ	Traffic Impact Zone
TWLTL	two-way-left-turn lane
VMT	vehicle miles traveled

1.0 INTRODUCTION

This Transportation Impact Analysis (TIA) has been prepared to assess the potential circulation impacts associated with the proposed Shepherd North Project (project) in Clovis, Fresno County, California. The approximately 155-acre project site is located at the northeast corner of the intersection of Sunnyside Avenue and Shepherd Avenue. The project site is currently vacant. Figure 1-1 illustrates the regional and project location. (Figures and tables are provided at the end of each chapter.)

This report has been prepared based on the City of Clovis (City) *Transportation Impact Analysis Guidelines* (TIA Guidelines), adopted October 17, 2022, as well as the requirements established by the City of Fresno and the California Department of Transportation (Caltrans).

While level of service (LOS) analysis is no longer a determinant of California Environmental Quality Act (CEQA) impacts, consistency with the City's General Plan goals and policies is still required. Therefore, this TIA includes a Vehicle Miles Traveled (VMT) Analysis for a CEQA Transportation Impact evaluation, and a Local Transportation Analysis (LTA) to satisfy the City's General Plan transportation goals and policies. The scope of work for this TIA, including scope for the CEQA VMT Analysis and LTA with trip generation, trip distribution, study area, and analysis methodologies, has been approved by City staff as well as the City of Fresno, County of Fresno, and Caltrans via the Scoping Agreement process. A copy of the Scoping Agreement is included as Appendix A.

1.1 PROJECT DESCRIPTION

The proposed project will consist of 605 single-family homes on approximately 77 acres of the site. It should be noted that the remaining 78 acres of the site will be used for roads, utilities, greenspace, landscaping, and pedestrian paths. For purposes of this TIA, the entire buildout condition of this project has been considered under all 'plus project' conditions. It is anticipated that the project buildout will occur in year 2028. Figure 1-2 illustrates the tentative subdivision map for the project.

As illustrated in Figure 1-2, access to the project will be provided by four driveways: two on Sunnyside Avenue, one on Perrin Road, and one on Shepherd Avenue. Except for the driveway on Shepherd Avenue, all other project driveways will operate as full-access driveways. The driveway on Shepherd Avenue will operate as a Right-In Right-Out/Left-In (RIRO/LI) driveway.

Additionally, the project proposes to add one westbound through lane along the project frontage on Shepherd Avenue, and a dedicated eastbound left-turn lane at the project driveway on Shepherd Avenue.

1.2 CEQA VEHICLE MILES TRAVELED ANALYSIS

As per the City's TIA Guidelines, the project cannot be considered small because it exceeds 53 dwelling units (City's threshold for screening out single-family home projects from a VMT analysis). Therefore, a detailed VMT analysis has been conducted for the project. For purposes of this analysis, the project-generated VMT per capita has been obtained from the Fresno Council of Governments (Fresno COG) Activity Based Model (ABM). As per the City's TIA Guidelines, a significant project-

generated VMT impact would occur if the project's VMT per capita exceeds a level of 13 percent below the existing County average VMT per capita provided in the guidelines. The detailed VMT analysis, including the screening criteria evaluation, VMT analysis methodology, results, and appropriate mitigation measures for the proposed project are discussed in Chapter 2.0.

1.3 LOCAL TRANSPORTATION ANALYSIS STUDY AREA

The LTA for the project examines traffic operations in the vicinity of the proposed project under the following five scenarios:

- Existing Conditions
- Existing Plus Project Conditions
- Near-Term Plus Project Conditions
- Cumulative without Project Conditions
- Cumulative Plus Project Conditions

Traffic conditions at study intersections and roadway segments were examined for weekday a.m. and p.m. peak-hour conditions. The a.m. peak hour is defined as the 1 hour of highest traffic volumes occurring between 7:00 a.m. and 9:00 a.m. The p.m. peak hour is the 1 hour of highest traffic volumes occurring between 4:00 p.m. and 6:00 p.m. Additionally, since the project is estimated to be completed in 2028, the Near-Term condition was evaluated for the year 2028.

As per the City's TIA Guidelines, the extent of the study area should include the following:

- Pedestrian, bicycle, and transit facilities within 0.5 mile from the project site boundary
- All intersections of major streets that would provide direct access to the project
- All signalized intersections within 0.5 mile of the project site boundary where the project would add 50 or more peak-hour trips, and signalized intersections beyond 0.5 mile where the project would add 100 or more peak-hour trips
- All unsignalized intersections within a 0.5 mile of the project site boundary where the project would add more than 50 peak-hour trips

Based on the aforementioned criteria and as per discussion with the City and adjacent jurisdictions during the scoping agreement process, the following intersections and roadway segments have been included in the LTA.

1.3.1 Study Intersections

Per the Scoping Agreement (Appendix A), intersections analyzed in the LTA and their jurisdictions are as follows:

1. Willow Avenue/Behymer Avenue (Clovis/Fresno)
2. Willow Avenue/Shepherd Avenue (Clovis/ Fresno)
3. Minnewawa Avenue/Behymer Avenue (Clovis)

4. Minnewawa Avenue/Shepherd Avenue (Clovis)
5. Clovis Avenue/Shepherd Avenue (Clovis)
6. Clovis Avenue/Teague Avenue (Clovis)
7. Clovis Avenue/Nees Avenue (Clovis)
8. Clovis Avenue/Alluvial Avenue (Clovis)
9. State Route 168 (SR-168) Westbound Ramps/Herndon Avenue (Caltrans)
10. SR-168 Eastbound Ramps/Herndon Avenue (Caltrans)
11. Clovis Avenue/Herndon Avenue (Clovis)
12. Sunnyside Avenue/Behymer Avenue (Clovis)
13. Sunnyside Avenue/Shepherd Avenue (Clovis)
14. Sunnyside Avenue/Teague Avenue (Clovis)
15. Sunnyside Avenue/Nees Avenue (Clovis)
16. Fowler Avenue/Behymer Avenue (Clovis)
17. Fowler Avenue/Ticonderoga (Clovis)
18. Fowler Avenue/Shepherd Avenue (Clovis)
19. Fowler Avenue/Teague Avenue (Clovis)
20. Fowler Avenue/Nees Avenue (Clovis)
21. Fowler Avenue/SR-168 Westbound Ramps (Caltrans)
22. Fowler Avenue/SR-168 Eastbound Ramps (Caltrans)
23. Sunnyside Avenue/Project Driveway 1 (Clovis)
24. Sunnyside Avenue/Project Driveway 2 (Clovis)
25. Project Driveway 3/Shepherd Avenue (Clovis)
26. Project Driveway 4-Stanford Avenue/Perrin Road (Clovis)

Figure 1-3 illustrates the study area intersections.

1.3.2 Roadway Segments

Per the Scoping Agreement (Appendix A), roadway segments analyzed in the LTA are as follows:

1. Behymer Avenue, between Willow Avenue and Minnewawa Avenue (Clovis)
2. Behymer Avenue, between Minnewawa Avenue and Sunnyside Avenue (Clovis)
3. Behymer Avenue, between Sunnyside Avenue and Fowler Avenue (Clovis)
4. Shepherd Avenue, between Willow Avenue and Minnewawa Avenue (Clovis)
5. Shepherd Avenue, between Minnewawa Avenue and Clovis Avenue (Clovis)
6. Shepherd Avenue, between Clovis Avenue and Sunnyside Avenue (Clovis)
7. Shepherd Avenue, between Sunnyside Avenue and Project Driveway 3 (Clovis)
8. Shepherd Avenue, between Project Driveway 3 and Fowler Avenue (Clovis)
9. Herndon Avenue, between State Route 168 Eastbound Ramps and Clovis Avenue (Clovis)
10. Willow Avenue, between Behymer Avenue and Shepherd Avenue (Clovis/Fresno)
11. Minnewawa Avenue, between Behymer Avenue and Shepherd Avenue (Clovis)
12. Clovis Avenue, between Shepherd Avenue and Teague Avenue (Clovis)
13. Clovis Avenue, between Teague Avenue and Nees Avenue (Clovis)
14. Clovis Avenue, between Nees Avenue and Alluvial Avenue (Clovis)
15. Clovis Avenue, between Alluvial Avenue and Herndon Avenue (Clovis)
16. Sunnyside Avenue, between Project Driveway 1 and Shepherd Avenue (Clovis)

17. Sunnyside Avenue, between Shepherd Avenue and Teague Avenue (Clovis)
18. Sunnyside Avenue, between Teague Avenue and Nees Avenue (Clovis)
19. Fowler Avenue, between Behymer Avenue and Ticonderoga (Clovis)
20. Fowler Avenue, between Ticonderoga and Shepherd Avenue (Clovis)
21. Fowler Avenue, between Shepherd Avenue and Teague Avenue (Clovis)
22. Fowler Avenue, between Teague Avenue and Nees Avenue (Clovis)
23. Fowler Avenue, between Nees Avenue and State Route 168 Westbound Ramps (Clovis)

For each roadway segment, the highest volume on any part of the segment has been considered as the analysis volume for the entire segment.

1.4 LIST OF CHAPTER 1.0 FIGURES

- Figure 1-1: Regional and Project Location
- Figure 1-2: Tentative Subdivision Map
- Figure 1-3: Study Area Intersections



LSA

FIGURE 1-1

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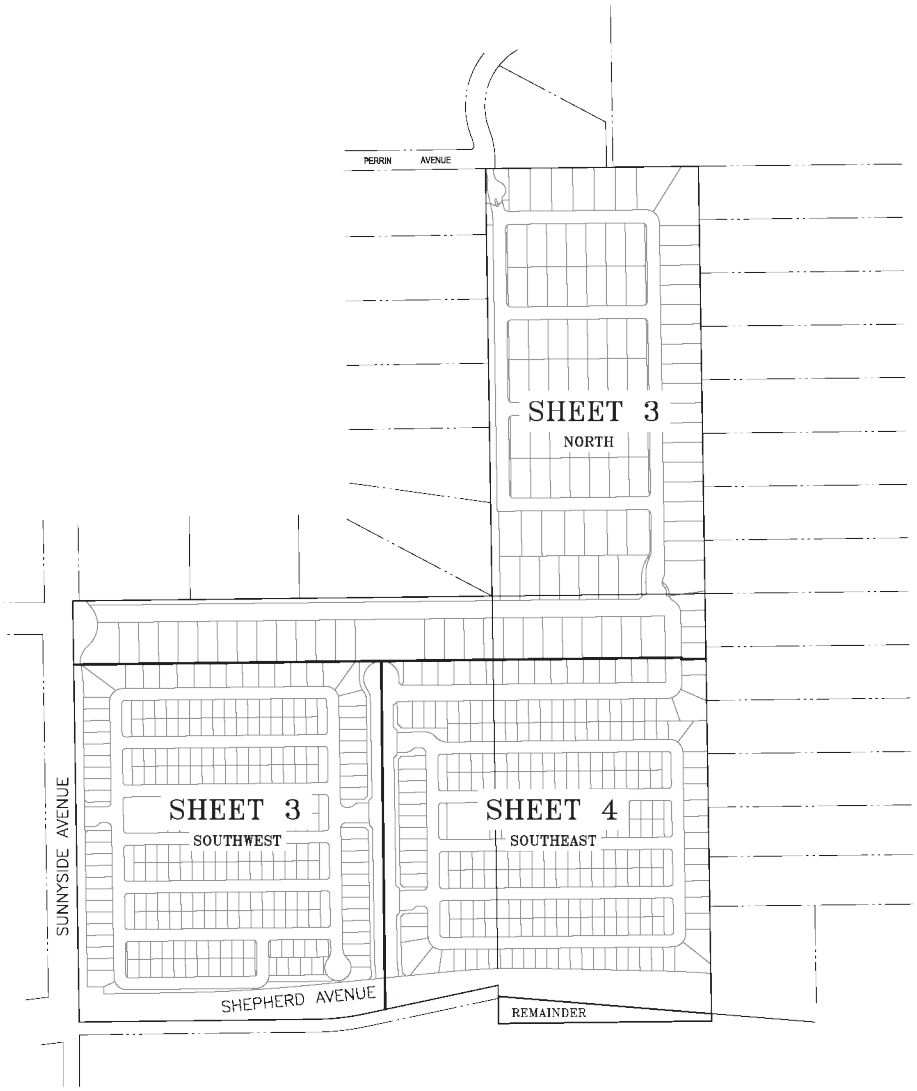
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SOURCE: Google Earth (2018)

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Shepherd North Project
Transportation Impact Analysis

Regional and Project Location



LSA

FIGURE 1-2

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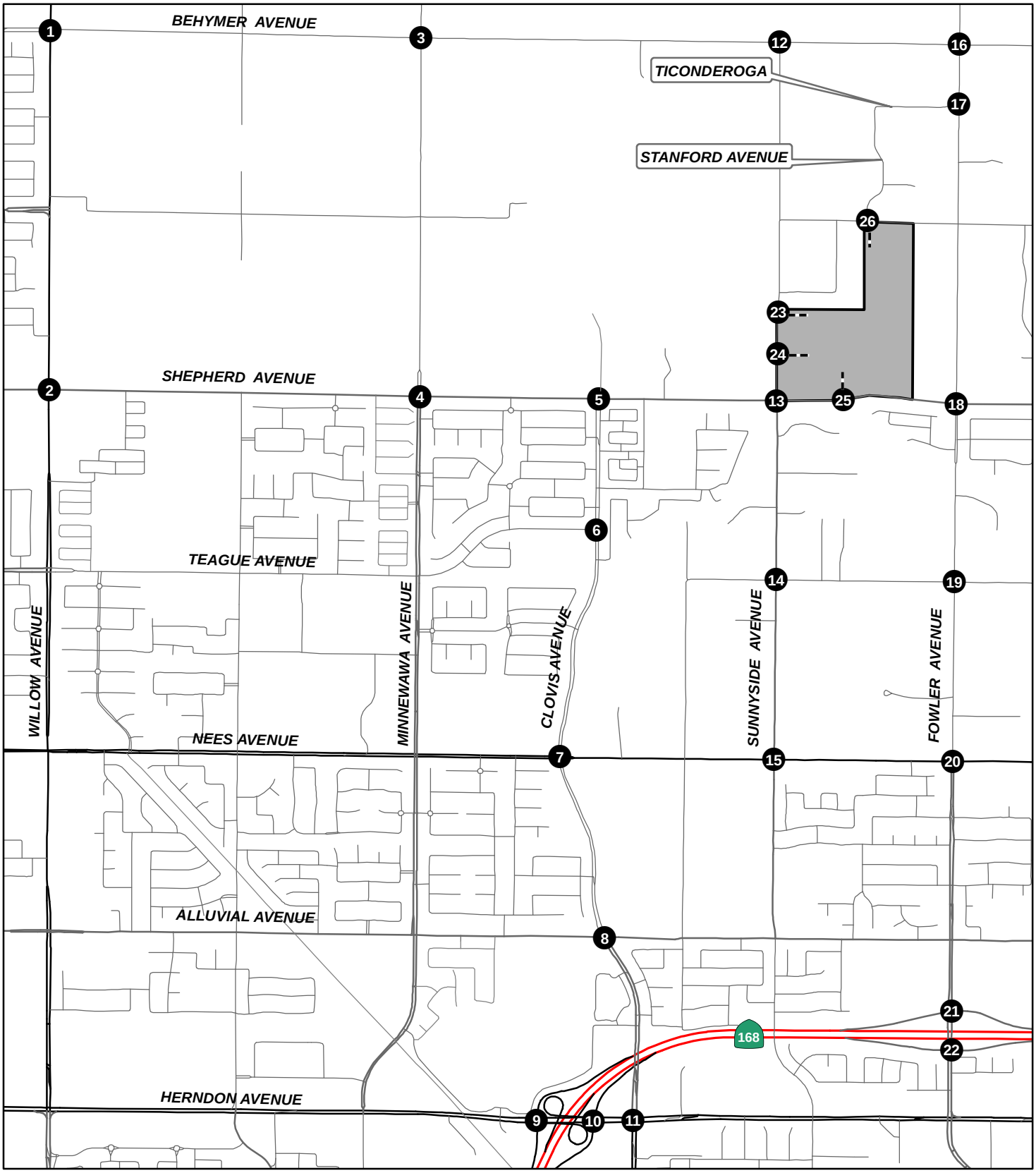
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SOURCE: Harbour & Associates, March 2022.

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Shepherd North Project
Transportation Impact Analysis

Tenative Subdivision Map



LSA

LEGEND

- Project Site
- Study Intersection
- Project Driveway

FIGURE 1-3

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SOURCE: ESRI Streetmap (2013)

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Shepherd North Project
Transportation Impact Analysis

Study Area Intersections

2.0 VEHICLE MILES TRAVELED ANALYSIS

On December 28, 2018, the California Office of Administrative Law cleared the revised CEQA Guidelines for use. Among the changes to the CEQA Guidelines was the removal of vehicle delay and LOS from consideration under CEQA. With the adopted CEQA Guidelines, transportation impacts are to be evaluated based on a project's effect on VMT.

The City's TIA Guidelines includes screening criteria, VMT analysis methodology, VMT impact thresholds, and VMT mitigation measures. Therefore, the City's TIA Guidelines were used in the evaluation of the project's VMT analysis.

2.1 METHODOLOGY

The TIA Guidelines provide multiple project types and thresholds for land use projects. The project was compared with the screening criteria established in the "Project Screening" section of the TIA Guidelines to check if the project can be screened out. The following is a brief description of the project in relation with the project screening criteria:

- **Small Project:** The TIA Guidelines states that projects generating less than 500 daily trips could be screened out of a detailed VMT analysis. As discussed in Section 6.1, Project Trip Generation, the project is estimated to generate 5,705 daily trips. Therefore, the project does not satisfy this screening criteria.

- **Provision of Affordable Housing:** The project proposes to develop market-rate, single-family dwelling units. Therefore, this screening criteria does not apply to the project.

- **Local-Serving Retail:** The project consists of residential land use only; therefore, this screening criteria does not apply to the project.

- **Project Located in a High-Quality Transit Area (HQTA):** The project is not located within an HQTA; therefore, this screening criteria does not apply to the project.

- **Project Located in Low VMT Area:** The project is not located in a low VMT area; therefore, this criteria does not apply to the project.

As shown above, the project could not be screened out from a detailed VMT analysis. As such, pursuant to the TIA Guidelines, a detailed VMT analysis was conducted to assess the project's VMT impact.

2.1.1 Thresholds of Significance

The project consists of residential land use. The TIA Guidelines established VMT per capita as the appropriate metric to evaluate residential land use projects while defining Fresno County as the "region" for determining VMT thresholds. The project would have a significant VMT impact if the baseline project VMT per capita is greater than 87 percent of the baseline Fresno County VMT per capita. Based on the TIA Guidelines, baseline Fresno County VMT per capita is 16.1 and the

corresponding threshold is 14.1 (which is 87 percent of 16.1). Therefore, the project will have a significant VMT impact if the project VMT per capita is greater than 14.1.

As recommended in the TIA Guidelines, the Fresno COG ABM was used for the project VMT analysis. The model inputs were updated with the project land uses to calculate project VMT. The project VMT was calculated from a Fresno COG ABM model run as described in the following sections.

2.1.2 Project Traffic Analysis Zone Update

The first step in preparation of this analysis was to update the traffic analysis zones (TAZs) in the model that include the project area. The Fresno COG ABM includes the ability to add or split zones. In order to isolate the project VMT, a new zone was created in the model. The project households were included in the newly created zone for modeling purposes. No project-specific network modifications were required for the model run. A model run was conducted for the existing/base scenario with updated model inputs. The outputs from this updated model run were used to calculate the project VMT per capita.

2.1.3 Model Runs and Project Vehicle Miles Traveled Estimation

A model run was conducted for this updated model upon completion of the socioeconomic data update. The outputs from this updated model run were used to calculate the project VMT per capita.

2.2 PROJECT VEHICLE MILES TRAVELED ANALYSIS

Table 2-A summarizes the regional threshold and project VMT per capita. As shown in Table 2-A, the project VMT per capita is 20.7 percent higher than the City's VMT per capita threshold. Therefore, based on the TIA Guidelines, the project will have a significant VMT impact.

Detailed VMT calculation for the project is included in Appendix B.

2.3 VMT REDUCTION MEASURES – PROJECT DESIGN FEATURES AND MITIGATION MEASURES

When a lead agency identifies a significant CEQA impact, the agency must identify feasible mitigation measures in order to avoid or substantially reduce that impact. VMT impacts can be mitigated through more behavioral changes. Enforcement of mitigation measures will be subject to the mitigation monitoring requirements under CEQA, as well as the regular police powers of the agency. These measures can also be incorporated as a part of plans, policies, regulations, or project designs. Project design features that encourage mode shift from automobiles to transit or non-motorized modes can therefore help reduce project VMT as well. Typically, VMT reduction and benefits from these project design features are not accounted in the project VMT calculations conducted using the regional travel demand model (Fresno COG ABM). Therefore, VMT reduction credit can be accounted for these design features similar to VMT mitigation measures to help reduce the project's VMT impact.

Evaluation of VMT reductions should be evaluated using state-of-the-practice methodologies recognizing that many of the VMT mitigation strategies/project design features are dependent on

building tenant performance over time. Following is a detailed description of both and the corresponding potential reduction that could be achieved with implementation of these measures.

2.3.1 Project Design Features

As per information provided by the applicant, the project intends to implement the following project design features that will help reduce project VMT. VMT reduction that can be achieved by the project design features have been estimated using the most California Air Pollution Control Officers Association's (CAPCOA) "*Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity – Designed for Local Governments, Communities, and Project Developers*" dated December 2021.

- **Pedestrian Infrastructure:** The project proposes to provide pedestrian improvements/sidewalks both internal to the project site and along the project frontage. Providing sidewalk/pedestrian improvements encourage people to walk instead of drive and thus reduces VMT. CAPCOA transportation measure **T-18: Provide Pedestrian Network Improvement** was used to estimate the VMT reduction due to project related enhancements in pedestrian access and connectivity. The CAPCOA methodology requires existing sidewalk length in the project study area in addition to the length of sidewalk being provided by the project. In order to estimate the existing sidewalk length, a survey was conducted along the proposed project frontage. Based on the survey, the project study area includes approximately 10 miles of sidewalk. The project proposes to add approximately another 2.3 miles of sidewalk/pedestrian access. Therefore, this mitigation measure may reduce the project's VMT by approximately 1.17 percent.

- **Improve Street Connectivity:** The project proposes to provide an internal circulation network. Projects with higher density of intersections would help increase street connectivity, reduce trip lengths, and promote use of alternative transportation modes of travel. CAPCOA handbook, identifies measure **T-17: Improve Street Connectivity** to evaluate project street network. The measure is recommended as an appropriate design feature for plans within urban or suburban areas. The project is located in suburban/rural area type setting, so this measure was explored as a potential VMT reduction design feature.

  Measure T-17 estimates that an increased density of vehicular intersections improves street connectivity and helps in reduction in GHG emissions and corresponding VMT. As included in the CAPCOA handbook, this measure could be applied to a project for:

  > *'Projects that increase intersection density would be building a new street network in a subdivision or retrofitting an existing street network to improve connectivity (e.g., converting cul-de-sacs or dead-end streets to grid streets)'.*

  The measure establishes the following numerical formula of VMT reduction due to increased intersection density and improved street connectivity:

$$A = \frac{B - C}{C} * D$$

Where,

A = Percent Reduction in GHG/VMT emission from vehicle Travel

B = Intersection Density in project site with measure

C = Average Intersection Density for Typical developments (36)

D = Elasticity of VMT with respect to intersection density (-0.14)

The CAPCOA handbook establishes the variable C using an average density of intersections within a square mile in a typical development as included in the *Proposed Trip Generation, Distribution, and Transit Mode Split Forecasts for the Bayview Waterfront Project Transportation Study*, Fehr & Peers. 2009. This establishes the average suburban intersection density for the entire United States.

The CAPCOA handbook adapts the variable D, Elasticity of VMT with respect to intersection density from the report '*Does Compact Development Make People Drive Less*?' published in the *Journal of the American Planning Association*, 2016, authored by Mark R. Stevens. The elasticity was determined from a meta-regression analysis from data of fifteen studies, having studied in different urban/suburban geographic regions within the Country.

While the increased intersection density helps facilitate greater number of short trips, the project consists of only single land use type (residential) and the amount of internal capture (trips that can be fulfilled within the project; with both origin and destinations within the project site) would be minimal. Also, CAPCOA suggests application of different VMT mitigation measures at different scales – project/site scale or community/plan scale. Based on CAPCOA handbook, this mitigation measure is applicable at a plan/community scale. However, this measure was explored as a VMT reduction design feature at a project scale with appropriate limitations as described below.

While all the internal intersections can be considered to estimate the VMT reduction due to increased street connectivity, given the above limitations (project location area type, single land use type, and CAPCOA applicability scale), only project driveways were reviewed for applicability for this measure. As indicated in section "1.1 – Project Description", the project has four driveways (two on Sunnyside Avenue, one of Perrin Road, and one on Shepherd Avenue) for project access. Except for the driveway on Shepherd Avenue, all other project driveways will operate as full-access driveways. The driveway on Shepherd Avenue will operate as a Right-In Right-Out Left-In (RIROLI) driveway. However, all 4 project driveways were considered as project intersections for the mitigation purposes. The proposed project site is approximately 77 acres. Therefore, the intersection density of the project would be approximately 33.25 intersections per square mile.

Since project intersection density is lower than the countrywide average intersection density of 36 intersections per square mile as identified in the CAPCOA handbook, no direct VMT reduction has been accounted for this project design feature.

- **Bicycle Infrastructure/Improvements:** The project proposes to provide 8-feet wide bike lanes (Class II Bike Lane) on Shepherd Avenue and N. Sunnyside Avenue. Additionally, the project will install a 12-foot trail (Class I Bike Path) adjacent to the Project along Shepherd Avenue. The project proposes to construct a total of 0.67 miles of bike lanes along Shepherd Avenue and Sunnyside Avenue. Similar to pedestrian facilities, these bicycle design features included in the project can encourage increase active transportation mode share in the area. The CAPCOA manual was utilized to estimate the reduction of project VMT due to proposed bicycle improvements. Specifically, CAPCOA transportation measure "T-19A: Construct or Improve Bike Facility" was deemed applicable to estimate the VMT reduction due to project bicycle features. According to the measure, providing bicycle infrastructure helps to improve biking conditions within an area. This encourages a mode shift on the roadway parallel to the bicycle facility from vehicles to bicycles, displacing VMT and thus reducing GHG emissions. Based on CAPCOA estimates, the project bicycle design features have a potential to reduce up to 0.01 percent of the project VMT.

- **Provide Electric Vehicle (EV) Parking and EV Charging Infrastructure:** Accessible EV parking and provision of charging for electric vehicles in the residential units will encourage the use of EVs. The latest California Green Building Standards (CALGreen), California Building Code, requires provision of infrastructure to accommodate electric vehicle chargers for new single family and attached dwelling units/town houses. For new construction projects such as apartments, condos, hotels, and motels, CALGreen code requires the project to provide EV charging stations as a percentage of the total project parking. While it is understood that provision of electric charging infrastructure/stations might not reduce VMT, it will reduce GHG which can be considered equivalent to reduction in VMT. According to CAPCOA, provision of additional electric charging stations, in addition to CALGreen requirements, can be considered as a GHG/VMT mitigation. Provision of EV charging infrastructure has a potential to achieve a maximum VMT reduction of up to 11.9 percent. However, the project is a single-family residential development and as such doesn't propose to provide electric charging stations beyond the CALGreen code requirements. Additionally, there is no guarantee that residents would be using electric vehicles even if charging stations are available. As such, while this project design feature has the potential to reduce GHG emissions, no direct VMT reduction has been accounted for this project design feature.

Table 2-B provides methodology, assumptions, and parameters used in the estimation/calculation of VMT reduction for the project along with the potential amount of VMT reduction that can be achieved.

In conclusion, project design features aim to promote overall mobility with the goal of reducing VMT and reducing greenhouse gas emissions. Implementation of the above project design features may possibly reduce the project's VMT by approximately up to 1.18 percent. The proposed measures and strategies should be monitored for their usage and effectiveness. A combination of measures from several VMT reduction strategies were incorporated into the Project design to achieve this VMT reduction as outlined above. This included strategies that are aimed at reducing the number of automobile trips generated by the Project, shift more trips from automobile to non-automobile modes, and/or reduce the distances that people drive. Ultimately, however, the City of Clovis is a suburban community with land use characteristics that are more spread out when compared to

dense urban communities. The land use and transportation characteristics of suburban communities such as Clovis, can make it difficult, or impossible to achieve VMT reductions to levels that the City has established as a goal, and ultimately, as a threshold of significance for CEQA analysis. The project design features are estimated to offset some of the VMT impacts of the project by reducing VMT by up to 1.18 percent, but this reduction will not reduce the impact to a less than significant level. Therefore, the project will have a significant and unavoidable transportation impact under CEQA.

2.4 LIST OF CHAPTER 2.0 TABLES

- Table 2-A: Existing (2019) Regional and Project VMT per Capita
- Table 2-B: Calculated VMT Reduction with Project Mitigation

Table 2-A: Existing (2019) Regional and Project VMT per Capita

Region (Fresno County)[1]	Project	Difference	Percentage Difference
14.1	17.0	2.9	20.7%

Source: Fresno Council of Governments' Activity-Based Model.

[1] The Fresno County VMT per capita was obtained from the Interim Transportation Impact Guidelines, City of Clovis (July 14, 2020).

VMT = vehicle miles traveled

Table 2-B: Calculated VMT Reduction with Project Mitigation

Mitigation Measure (Number corresponds to the 2021 CAPCOA Handbook)	Formula	Comments	Calculated Reduction in VMT (%)
Land Use (Maximum Reduction 30%)			
T-17: Improve Street Connectivity	A = ((B-C)/C) * D, Where B = Intersection density in project site with measure, C =Average intersection density (36 U.S. average), and D = Elasticity of VMT with respect to intersection density (-0.14 constant)	Based on the limitations described in detail above, four project driveways were considered to estimate the project intersection density. The project site is approximately 77 acres. Therefore, the intersection density of the project would be approximately 33.25 intersections per square mile which is less than countrywide average intersection density of 36 intersections per square mile. Therefore, no VMT mitigation was estimated for this measure.	N/A
Neighborhood Design (Maximum Reduction 10%)			
T-18: Provide Pedestrian Network Improvement	A = ((C/B)-1) * D, Where B = Existing sidewalk length in study area, C =Sidewalk length in study area with measure, and D = Elasticity of household VMT with respect to the ratio of sidewalks-to-streets (-0.05 constant)	Based on the survey, the project study area includes approximately 10 miles of sidewalk. The project proposes to add approximately another 2.3 miles of sidewalk/pedestrian access. A = (((10.25+2.39)/10.25)-1)*0.05 A = ((12.64/10.25)-1)*0.05 A = 0.23*0.05 = 1.17%	1.17%
T-19-A: Construct or Improve Bike Facility	A = (B*(F/I)*(C+D)*E*G)/H, Where B = Percent of plan/community VMT on parallel roadway, C = Active transportation adjustment factor, D = Credits for key destinations near project, E = Growth factor adjustment for facility type, F = Annual days of use of new facility, G = Existing regional average one-way bicycle trip length, H = Existing regional average one-way vehicle trip length, and I = Days per year (365)	Variables C, D, E, F, G, and H were obtained from appropriate tables listed in CAPCOA handbook. It was assumed that 20% of VMT on the parallel roadway is from the community. A = (0.2*(320/365)*(0.0029+0.0005)*1*2.2)/11.7 A = (0.2*0.88*0.0034*1*2.2)/11.7 A = 0.01%	0.01%
Total VMT Reduction from All Subsectors			**1.18%**

Source: Handbook for Analyzing Greenhouse Gas Emission Reduction, Assessing Climate Vulnerabilities, and Advancing Health and Equity, California Air Pollution Control Officers Association (CAPCOA), December 2021.

[1] Per CAPCOA total VMT reduction for multiple strategies within same subsector is calculated using the equation: 1-(1-A)*(1-B)*(1-C)... where A, B, C are equal to individual mitigation strategy reduction percentages.

When applied to the project, the calculation would be 1 - (1 – 0.0117)* (1 – 0.0001) = 0.0118, or 1.18%.

3.0 LOCAL TRANSPORTATION ANALYSIS METHODOLOGY

3.1 LEVEL OF SERVICE DEFINITIONS

A complete description of the meaning of LOS can be found in Transportation Research Board Special Report 209, *Highway Capacity Manual* (HCM). The HCM establishes LOS A through F for intersections. A description of LOS for signalized and unsignalized intersections is summarized in Table 3-A. A description of LOS for roadway segments is summarized in Table 3-B.

Table 3-C shows the LOS criteria for unsignalized and signalized intersections. For all study area intersections, the *Highway Capacity Manual 6th Edition* (HCM 6) analysis methodologies were used to determine intersection LOS. Intersection LOS was calculated using the Synchro 11 software, which uses the HCM 6 methodologies.

Peak-hour traffic operations were analyzed at roadway segments based on the peak-hour LOS thresholds obtained from Chapter 5.16, *Transportation and Traffic,* of the City's *General Plan and Development Code Update Draft Program Environmental Impact Report (EIR),* dated June 2014. Table 3-D summarizes the LOS criteria used to evaluate roadway segments based on the City's General Plan EIR. The peak-hour traffic volumes at roadway segments represent the total vehicles (both directions) traveling on the segments during the a.m. and p.m. peak hours.

3.2 LEVEL OF SERVICE PROCEDURES AND STANDARDS

Study intersections and roadway segments analyzed in this report are completely under the jurisdiction of the City of Clovis or lie at the borders of Clovis and Fresno. However, intersections located at freeway on-ramps and off-ramps are under the jurisdiction of Caltrans.

The City of Clovis considers LOS D as the LOS standard for study intersections and roadway segments under near-term conditions, unless a finding of overriding consideration was adopted in the City's General Plan EIR. The same criterion holds for long-term conditions, except for roadway segments that are adopted in the City's General Plan EIR to operate at LOS E or F. The City's TIA Guidelines do not define an LOS standard under Existing Plus Project conditions. For the purpose of this analysis, an LOS standard of D has been considered for intersections and roadway segments under Existing Plus Project conditions. The City considers the following operational deficiency criteria for study intersections:

- **Signalized Intersections**
    - If the project triggers a signalized intersection operating at an acceptable LOS to operate at an unacceptable LOS; OR
    - If the project increases the average delay for average delay for a signalized intersection that is already operating at an unacceptable LOS.

- **Unsignalized Intersections**
    - If the project triggers an unsignalized intersection operating at acceptable LOS to operate at unacceptable LOS (from E or better to F) and meet the signal warrants criteria; OR
    - If the project increases the applicable delay for an unsignalized study intersection that is already operating at unacceptable LOS and meets the signal warrant criteria.

The City's TIA Guidelines do not define an operational deficiency criterion for roadway segments. For purposes of this analysis, at roadway segments under the jurisdiction of the City of Clovis, an operational deficiency has been considered when the project causes an unsatisfactory condition (deterioration from LOS A through D to E or F) or when the project contributes to an existing or forecast deficiency.

Per the City of Fresno *Traffic Impact Study Report Guidelines,* updated February 2009, LOS D is considered the LOS standard for study intersections and roadway segments under near-term conditions. The same criterion holds for long-term conditions, except for roadway segments that are adopted in the City's Master General Plan to operate at LOS E or F. The City's TIA Guidelines do not define an LOS standard under Existing Plus Project conditions.

It should be noted that all City of Fresno study intersections and roadway segments are located within the City of Fresno Traffic Impact Zone (TIZ) III. Per the City of Fresno's General Plan, all intersections and roadway segments within TIZ III should maintain a peak-hour LOS standard of D or better. Therefore, an LOS standard of D has been considered for intersections and roadway segments within Fresno for all analysis conditions. The City of Fresno considers the following operational deficiency criteria for study intersections:

- An operational deficiency is created if the addition of the project traffic results in any one of the following:
    - Causes the intersection LOS to change from acceptable to unacceptable levels; OR
    - Causes the intersection LOS to change from an unacceptable LOS (LOS E) to LOS F; OR
    - Increases the average delay at a study intersection that is already operating at an unacceptable LOS.

City of Fresno's Traffic Impact Study guidelines do not define an operational deficiency criterion for roadway segments. Therefore, for purposes of this analysis, at intersections under City of Fresno jurisdiction, an operational deficiency has been considered when the project causes an unsatisfactory condition (deterioration from LOS A through D to E or F) or when the project contributes to an existing or forecast deficiency.

Caltrans considers an acceptable LOS to be between LOS C and D at all intersections under its jurisdiction (delay of 45 seconds at signalized intersections). Caltrans does not have any operational deficiency criteria for study intersections. Therefore, an operational deficiency occurs when the project causes an unsatisfactory condition (deterioration from LOS A through D to E or F) for

intersections or when the project contributes to an existing or forecast deficiency. The project needs to identify improvements to improve the intersection LOS to an acceptable level.

3.3 LIST OF CHAPTER 3.0 TABLES

- Table 3-A: Intersection Level of Service Definitions
- Table 3-B: Roadway Segment Level of Service Definitions
- Table 3-C: Level of Service Criteria for Unsignalized and Signalized Intersections
- Table 3-D: Roadway Segment Capacity and Levels of Service

Table 3-A: Intersection Level of Service Definitions

LOS	Description
A	Traffic operations with a control delay of 10 seconds per vehicle or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable or the cycle length is very short. If LOS A is the result of favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
B	Traffic operations with control delay between 10 seconds per vehicle and 20 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.
C	Traffic operations with control delay between 20 and 35 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of the insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
D	Traffic operations with control delay between 35 and 55 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
E	Traffic operations with control delay between 55 and 80 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.
F	Traffic operations with control delay exceeding 80 seconds per vehicle or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Source: Highway Capacity Manual (6th Edition).
LOS = level of service

Table 3-B: Roadway Segment Level of Service Definitions

LOS	Description
A	Describes primarily free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control Delay at the boundary intersection is minimal. The travel speed exceeds 80% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
B	Describes reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted, and control delay at the boundary is not significant. The travel speed is between 67% and 80% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
C	Describes stable operation. The ability to maneuver and change lanes at mid-segment locations may be more restricted than at LOS B. Longer queues at the boundary intersection may contribute to lower travel speeds. The travel speed is between 50% and 67% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
D	Indicates a less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections. The travel speed is between 40% and 50% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
E	Characterized by unstable operation and significant delay. Such operations may be due to some combination of adverse progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 30% and 40% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
F	Characterized by flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is between 30% or less of the base free-flow speed, and the volume-to-capacity ratio is greater than 1.0.

Source: Highway Capacity Manual (6th Edition).
LOS = level of service

Table 3-C: Level of Service Criteria for Unsignalized and Signalized Intersections

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

Source: Highway Capacity Manual (6th Edition).
sec = seconds

Table 3-D: Roadway Segment Capacity and Levels of Service

Classification	Median Type	Number of Lanes	Peak-Hour LOS Volume Thresholds				
			LOS A	LOS B	LOS C	LOS D	LOS E
Freeway	N/A	4	2,720	4,460	6,630	7,720	8,630
		3+Aux	2,360	3,860	5,640	6,730	7,530
		3	2,000	3,270	4,660	5,740	6,430
		2+Aux	1,650	2,700	3,850	4,760	5,340
		2	1,300	2,130	3,050	3,790	4,260
Expressway (Caltrans)	Divided	6	2,280	3,750	5,400	7,030	7,980
		4	1,510	2,500	3,600	4,680	5,310
Expressway (City)	Raised Median	6	-	-	3,290	6,120	6,400
		5	-	-	2,685	5,090	5,330
		4	-	-	2,080	4,060	4,260
		3	-	-	1,475	3,030	3,190
Arterial	Raised-Median	8	-	-	4,180	7,210	7,580
		6	-	-	3,060	5,390	5,680
		5	-	-	2,500	4,480	4,730
		4	-	-	1,950	3,580	3,780
		3	-	-	1,400	2,670	2,830
		2	-	-	860	1,770	1,880
	TWLTL	4	-	-	1,840	3,400	3,590
		2	-	-	810	1,680	1,790
	Undivided	4	-	-	1,320	2,500	2,640
		2	-	-	570	1,230	1,310
Collector	TWLTL	4	-	-	1,840	3,400	3,590
		3	-	-	1,325	2,540	2,690
		2	-	-	810	1,680	1,790
	Undivided	4	-	-	1,320	2,500	2,640
		2	-	-	570	1,230	1,310
State Highway	Undivided	2	310	570	1,020	1,730	2,470
Rural Arterial	Divided	4	-	-	1,950	3,580	3,780
	Undivided	2	-	-	570	1,230	1,310
Rural Collector/Local	Undivided	2	-	-	570	930	1,000

Source: City of Clovis General Plan and Development Code Update Draft Program Environmental Impact Report (EIR), dated June 2014
Aux = Auxiliary Lane
Caltrans = California Department of Transportation
City = City of Clovis
LOS = level of service
TWLTL= two-way-left-turn-lane median
N/A= not applicable

4.0 CIRCULATION NETWORK SETTING

4.1 EXISTING CIRCULATION NETWORK

The project study area includes the following major roadways as classified based on the roadway classification provided in the Circulation Element of the City's General Plan. Figure 4-1 summarizes the classifications of major roadways within the study area. Following is a brief description of these roadways:

- **Willow Avenue:** Willow Avenue is designated as an Arterial in the City's General Plan. Between Behymer Avenue and Shepherd Avenue, Willow Avenue is a six-lane, divided Arterial with a raised median. There are bicycle lanes along both directions of this segment. However, there is no provision for on-street parking.

- **Minnewawa Avenue:** Within the study area, Minnewawa Avenue is designated as an Arterial in the City's General Plan. Between Behymer Avenue and Shepherd Avenue, Minnewawa Avenue is a two-lane, undivided Arterial. There are bicycle lanes along both directions of this segment. However, there is no provision for on-street parking.

- **Clovis Avenue:** Clovis Avenue is designated as an Arterial in the City's General Plan. Between Shepherd Avenue and Herndon Avenue, Clovis Avenue is mostly a four-lane, divided Arterial with a raised median or a two-way-left-turn lane (TWLTL) median. There are bicycle lanes along some portions of this segment. However, there is no provision for on-street parking.

- **Sunnyside Avenue:** Sunnyside Avenue is designated as a Collector in the City's General Plan. Between Perrin Road and Nees Avenue, Sunnyside Avenue is a two-lane, undivided Collector. There are no bicycle facilities along both directions of this segment. There is also no provision for on-street parking.

- **Fowler Avenue:** Fowler Avenue is designated as a Rural Collector between Behymer Avenue and Shepherd Avenue, and as an Arterial between Shepherd Avenue and the State Route 168 (SR-168) Westbound Ramps in the City's General Plan. Currently, between Behymer Avenue and Shepherd Avenue, Fowler Avenue is a two-lane undivided roadway with no designated bike lane or provision for on-street parking. Between Shepherd Avenue and Enterprise Canal, Fowler Avenue is a three-lane divided roadway, with two northbound lanes and one southbound lane. There is no provision for on-street parking but a dedicated bicycle lane exists in the southbound direction along this segment. Between Enterprise Canal and Teague Avenue, Fowler Avenue is a three-lane divided roadway, with one northbound lane and two southbound lanes. There is a dedicated southbound bike lane for most of the segment. Between Teague Avenue and Nees Avenue, it is a two-lane undivided road. There is no provision for on-street parking. Between Nees Avenue and Goshen Avenue, Fowler Avenue is a three-lane divided road with a raised median. There is a bicycle lane only along the northbound direction of this segment. There is no provision for on-street parking. Between Goshen Avenue and the SR-168 Westbound Ramps, Fowler Avenue is a four-lane divided road with a raised median. There are bicycle lanes along both directions of this segment. There is no provision for on-street parking.

- **Behymer Avenue:** Within the study area, Behymer Avenue is designated as an Arterial between Willow Avenue and Clovis Avenue, as a Collector between Clovis Avenue and Sunnyside Avenue, and as a Rural Collector between Sunnyside Avenue and Fowler Avenue in the City's General Plan. Between Willow Avenue and Fowler Avenue, Behymer Avenue is a two-lane, undivided road. There are no bicycle facilities along both directions of this segment. There is also no provision for on-street parking.

- **Ticonderoga:** Ticonderoga is designated as a Local Street in the City's General Plan. Within the study area, Ticonderoga is a two-lane, undivided Local Street. There are no bicycle facilities along both directions of this segment. There is also no provision for on-street parking.

- **Shepherd Avenue:** Within the study area, Shepherd Avenue is designated as an Arterial between Willow Avenue and Clovis Avenue, and as an Expressway between Clovis Avenue and Fowler Avenue in the City's General Plan. Between Willow Avenue and Sunnyside Avenue, Shepherd Avenue is a three-lane, divided road with a raised median, while between Sunnyside Avenue and Fowler Avenue, it is a two-lane, partly undivided and partly divided road. There are bicycle lanes along both directions of the segment between Willow Avenue and Sunnyside Avenue. There are no bicycle facilities along any direction of the segment between Sunnyside Avenue and Fowler Avenue. There is no provision for on-street parking along any of these segments.

- **Teague Avenue:** Teague Avenue is designated as a Collector in the City's General Plan. Between Sunnyside Avenue and Fowler Avenue, Teague Avenue is a two-lane, undivided Arterial. There are no bicycle facilities along both directions of this segment. There is also no provision for on-street parking.

- **Nees Avenue:** Within the study area, Nees Avenue is designated as an Arterial in the City's General Plan. Between Clovis Avenue and Sunnyside Avenue, Nees Avenue is a mostly two-lane undivided road. There is a bicycle lane in the eastbound direction only along a small portion of this segment near the intersection with Sunnyside Avenue. However, there is no provision for on-street parking. Between Sunnyside Avenue and Fowler Avenue, Nees Avenue is a three-lane divided arterial with a raised median or a TWLTL median. There are bicycle lanes along some portions of this segment. However, there is no provision for on-street parking.

- **Alluvial Avenue:** Within the study area, Alluvial Avenue is designated as a Collector in the City's General Plan. Between Clovis Avenue and Sunnyside Avenue, Alluvial Avenue is a two-lane, divided Collector with a TWLTL median. However, between Sunnyside Avenue and Fowler Avenue, Alluvial Avenue is a partly three-lane and partly four-lane undivided Collector. There are bicycle lanes along both directions of these segments. However, there is no provision for on-street parking.

- **Herndon Avenue:** Within the study area, Herndon Avenue is designated as an Arterial in the City's General Plan. Between the SR-168 Eastbound Ramps and Clovis Avenue, Herndon Avenue is a 10-lane, divided Arterial with a raised median. There are no bicycle facilities along any direction of this segment. There is also no provision for on-street parking.

Figure 4-2 illustrates existing plus project study intersection geometrics and traffic control.

It is to be noted that the project will be widening Shepherd Avenue along its frontage from one lane to two lanes in the westbound direction. Therefore, Shepherd Avenue has been considered as a three-lane road under all 'plus project' scenarios in the TIA, with one lane in the eastbound direction and two lanes in the westbound direction. Figure 4-3 illustrates study intersection geometrics and traffic control under 'plus project' scenarios.

4.2 TRANSIT, BICYCLES, AND PEDESTRIANS

4.2.1 Transit Network

Clovis Transit Stageline Routes 10 and 80 operate within the study area. Route 10 operates from Monday through Saturday, while Route 80 operates only on school days, based on the Clovis Unified School District schedule. Route 10 provide access to Fresno State University and, and Route 80 provides access to Buchanan Education Complex.

Fresno Area Express (FAX) operates within the study area along Willow Avenue 7 days a week. The route connects communities in Fresno to the different campuses of Clovis Community College.

In addition to fixed route services, Round Up is the Clovis paratransit service for disabled City residents. Round Up transit vehicles are all accessible in accordance with the Americans with Disabilities Act (ADA) standards.

4.2.2 Bicycle Network

The vision of the City of Clovis *Active Transportation Plan (ATP)*, updated January 2022, is a "city with a complete and connected network of trails, walkways, and bikeways that provides convenient and intuitive connections to key destinations and supports travel within and between neighborhoods. The network improves quality of life by encouraging walking and bicycling for transportation and recreation." The ATP identifies different strategies to improve safety and accessibility for active modes of transportation such as walking and biking. There are four different types of bicycle facilities in the City:

- Class I (Trails)
- Class II (Bicycle Lanes)
- Class II (Buffered Bicycle Lanes)
- Class III (Bicycle Routes)

One of the long-term visions of the City includes upgrading existing or recommended Class II Bicycle Lanes and Buffered Bicycle Lanes to Class IV Separated Bicycle Lanes.

Figures 4-4 and 4-5 illustrate the existing and proposed bicycle facilities within the City. At present, Class II bicycle lanes exist along Clovis Avenue, Willow Avenue, and some segments of Shepherd Avenue and Fowler Avenue within the study area. However, as shown in Figure 4-5, different bicycle facilities are proposed along other roadways within the study area, such as Sunnyside Avenue, Teague Avenue, Nees Avenue, and Alluvial Avenue.

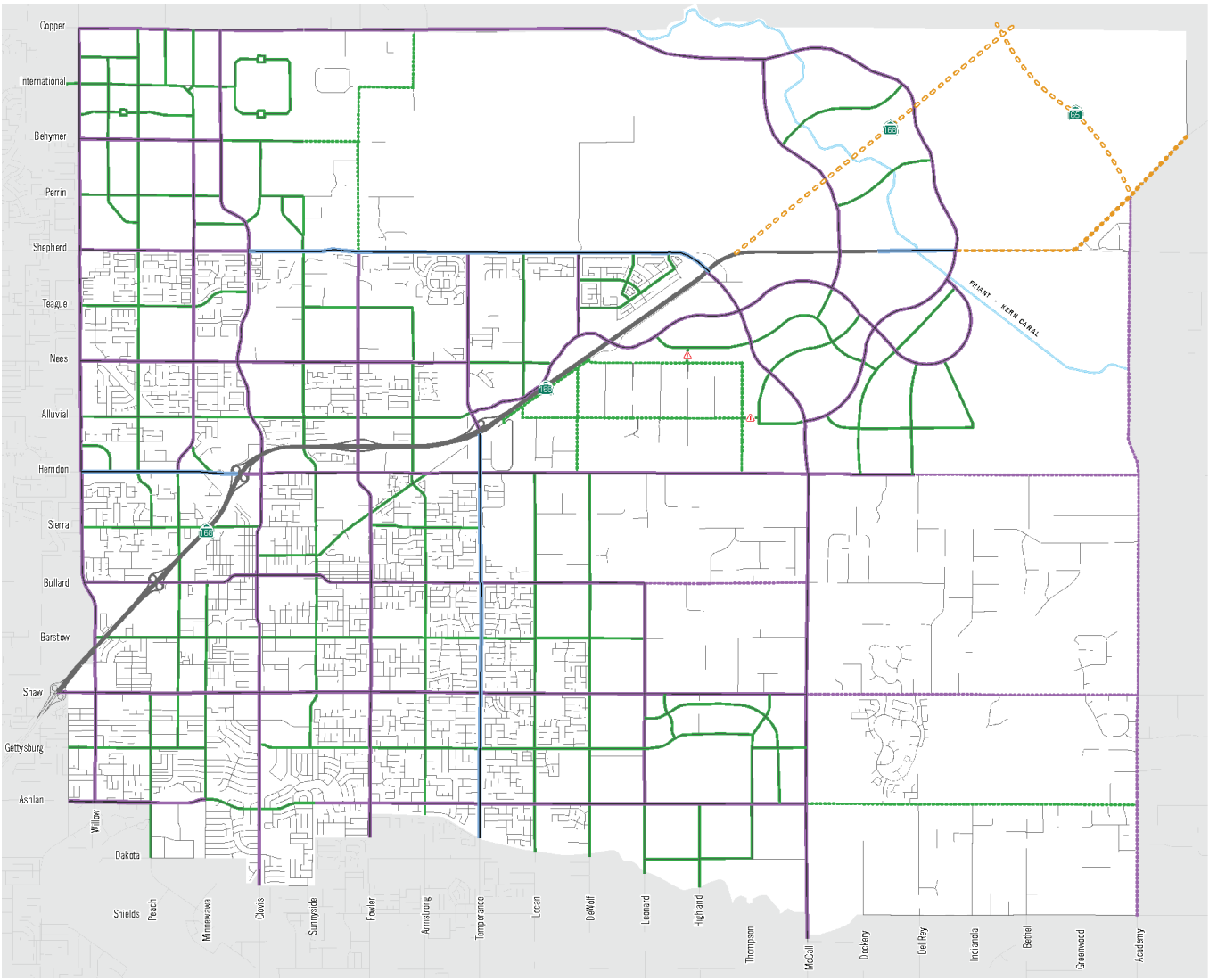
4.2.3 Pedestrian Network

The City has an extensive pedestrian network, with sidewalks along most of the major roads. However, since a portion of the study area falls within recently incorporated areas of the City, sidewalks are not present because they were previously developed as per unincorporated Fresno County design guidelines. Figure 4-6 illustrates the existing sidewalk facilities within Clovis.

The City's ATP has identified improvements to the pedestrian network based on a citywide sidewalk network gap analysis. Additionally, several potential locations have been identified to install mid-block crossings to improve trail connectivity throughout Clovis. Figure 4-7 illustrates the existing and proposed trails in Clovis and the potential locations of the mid-block trail crossings. As shown on Figure 4-7, two trails (i.e., the Dry Creek Trail and the Enterprise Trail) currently exist within the study area. However, additional trails are being proposed in the study area with potential mid-block crossings.

4.3 LIST OF CHAPTER 4.0 FIGURES

- Figure 4-1: City of Clovis Roadway Classifications
- Figure 4-2: Existing Study Intersection Geometrics and Traffic Control
- Figure 4-3: Study Intersection Geometrics and Traffic Control under 'Plus Project' Scenarios
- Figure 4-4: City of Clovis Existing Bicycle Facilities
- Figure 4-5: City of Clovis Proposed Bicycle Facilities
- Figure 4-6: City of Clovis Existing Sidewalk Facilities
- Figure 4-7: City of Clovis Existing and Proposed Trails and Potential Mid-Block Crossings



LSA

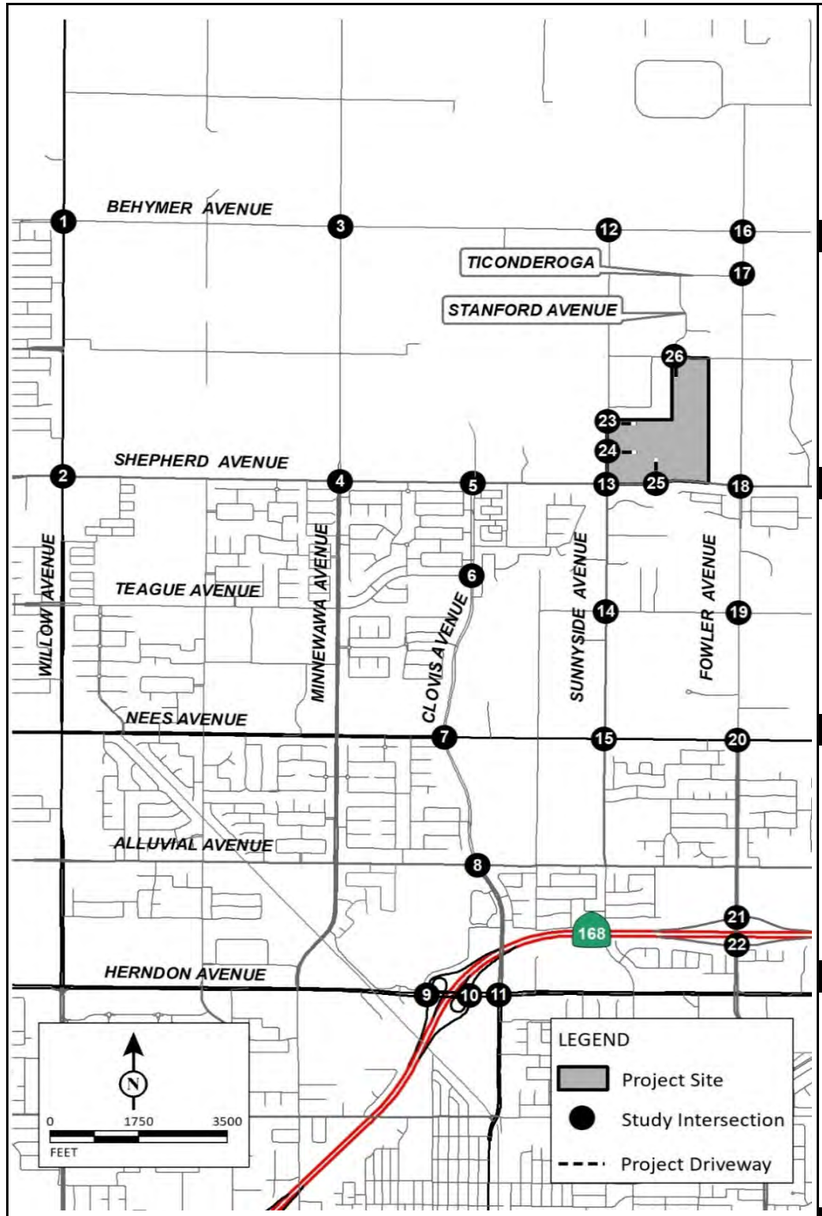
FIGURE 4-1

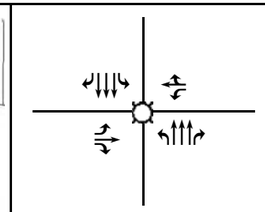
Shepherd North Project
Transportation Impact Analysis

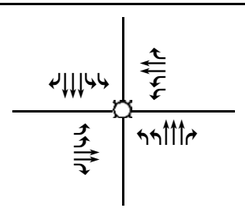
City of Clovis Roadway Classification

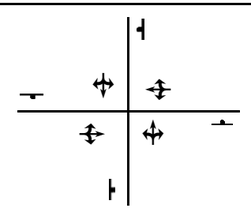
SOURCE: Clovis General Plan, August 2014

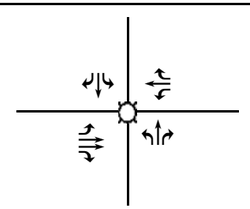
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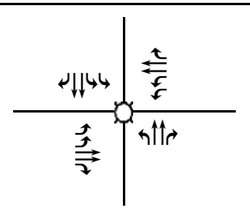


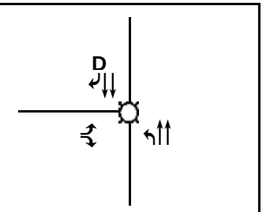

1 Willow Avenue/Behymer Avenue


2 Willow Avenue/Shepherd Avenue

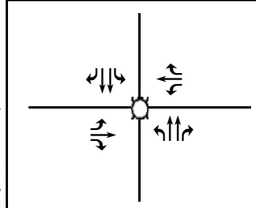

3 Minnewawa Avenue/Behymer Avenue

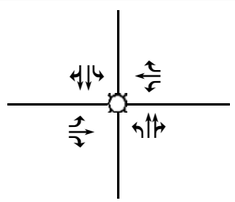

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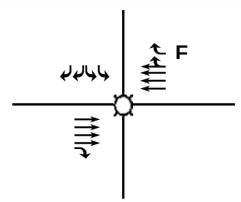

5 Clovis Avenue/Shepherd Avenue



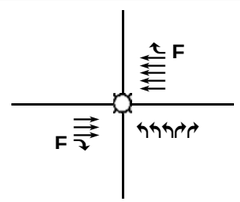
6 Clovis Avenue/Teague Avenue


7 Clovis Avenue/Nees Avenue

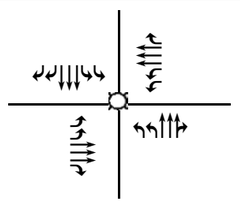

8 Clovis Avenue/Alluvial Avenue

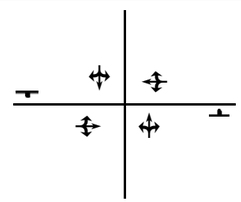


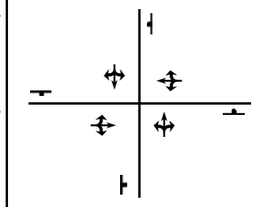
9 State Route 168 Westbound Ramps/Herndon Avenue

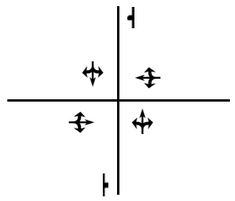


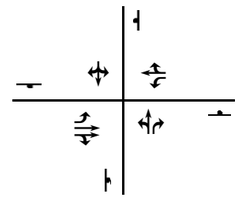
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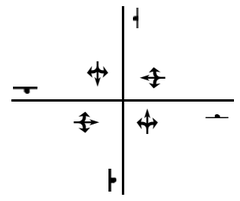

11 Clovis Avenue/Herndon Avenue

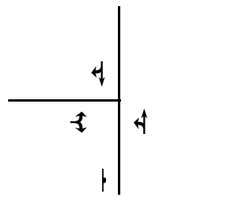

12 Sunnyside Avenue/Behymer Avenue

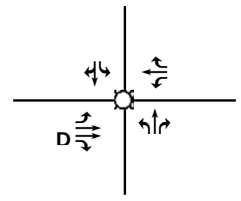

13 Sunnyside Avenue/Shepherd Avenue


14 Sunnyside Avenue/Teague Avenue

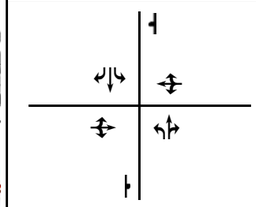

15 Sunnyside Avenue/Nees Avenue

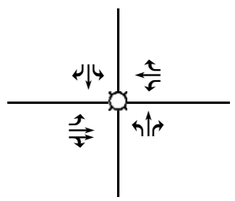

16 Fowler Avenue/Behymer Avenue

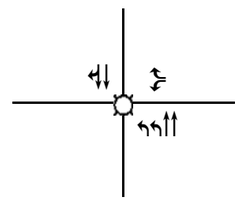

17 Fowler Avenue/Ticonderoga

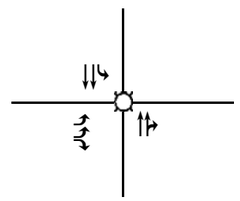


18 Fowler Avenue/Shepherd Avenue


19 Fowler Avenue/Teague Avenue


20 Fowler Avenue/Nees Avenue

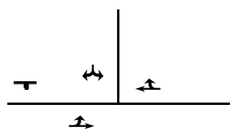

21 Fowler Avenue/State Route 168 Westbound Ramps


22 Fowler Avenue/State Route 168 Eastbound Ramps

Future Intersection
23 Sunnyside Avenue/Project Driveway 1

Future Intersection
24 Sunnyside Avenue/Project Driveway 2

Future Intersection
25 Project Driveway 3/Shepherd Avenue


26 Stanford Avenue-Project Driveway 4/Perrin Road

LSA

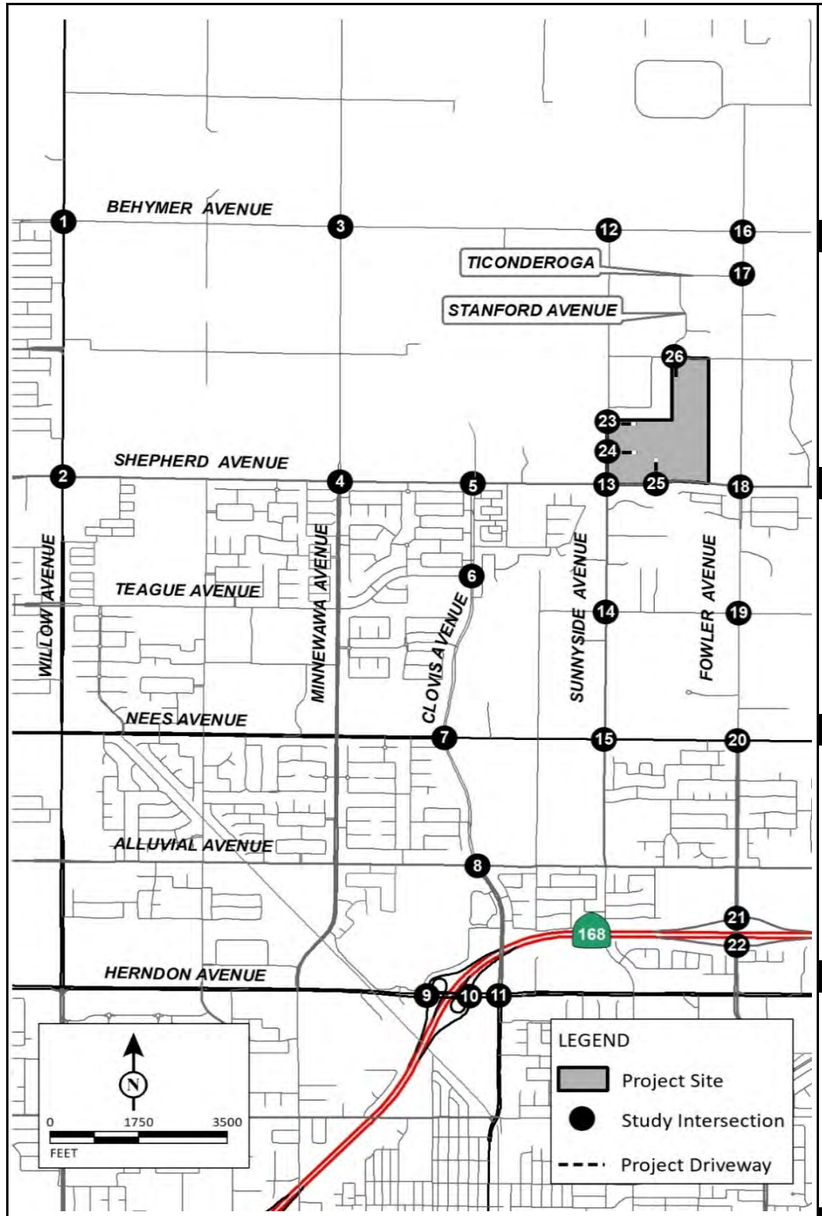
FIGURE 4-2

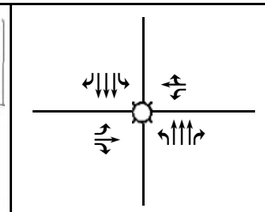
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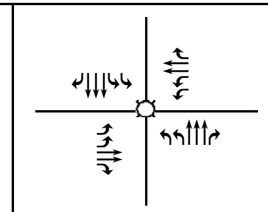
Signal
Stop Sign
D Defacto right turn
F Free right-turn
O Right-turn overlap
Y Yield
----- Project Driveway

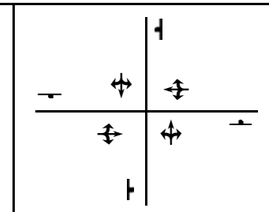
Shepherd North Project
Transportation Impact Analysis

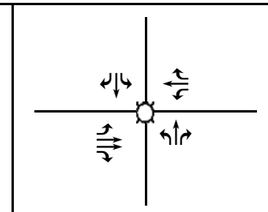
Existing Study Intersection Geometrics and Traffic Control

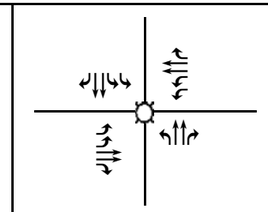


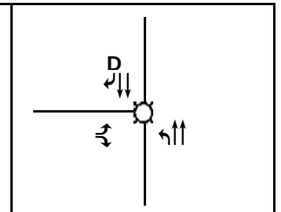


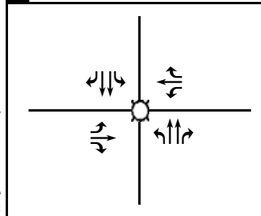


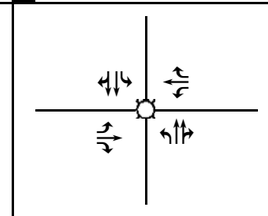


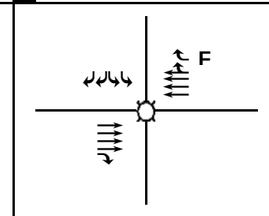


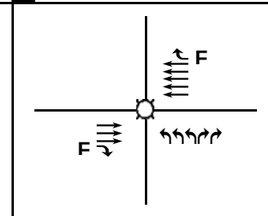


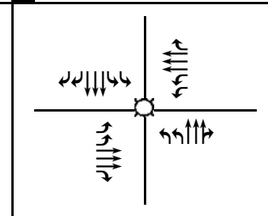


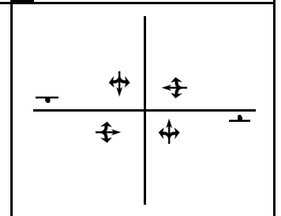


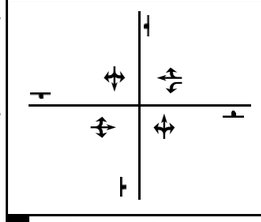


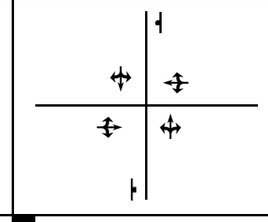


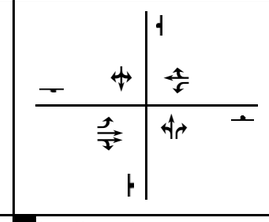


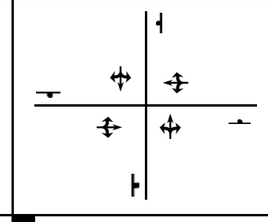


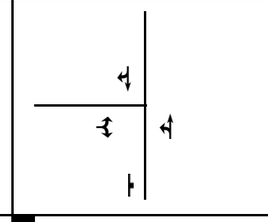


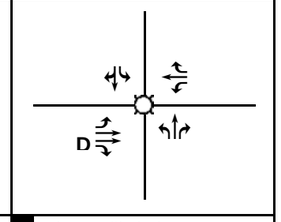


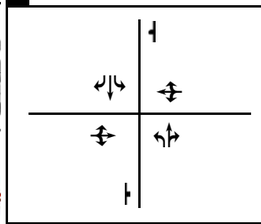


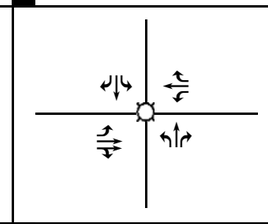


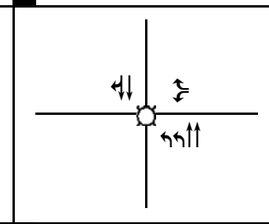


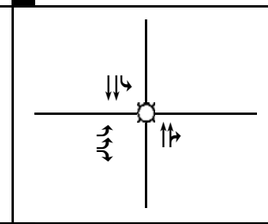


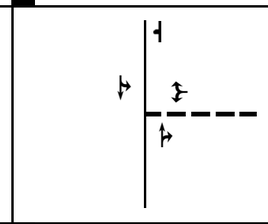


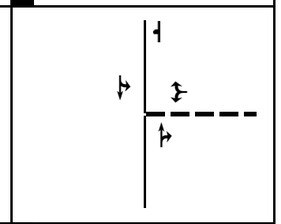


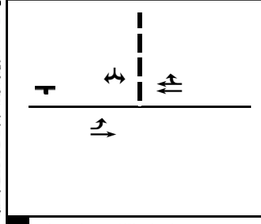


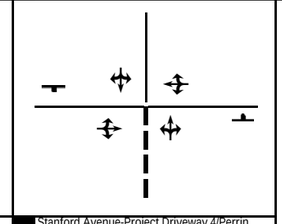












LSA

FIGURE 4-3

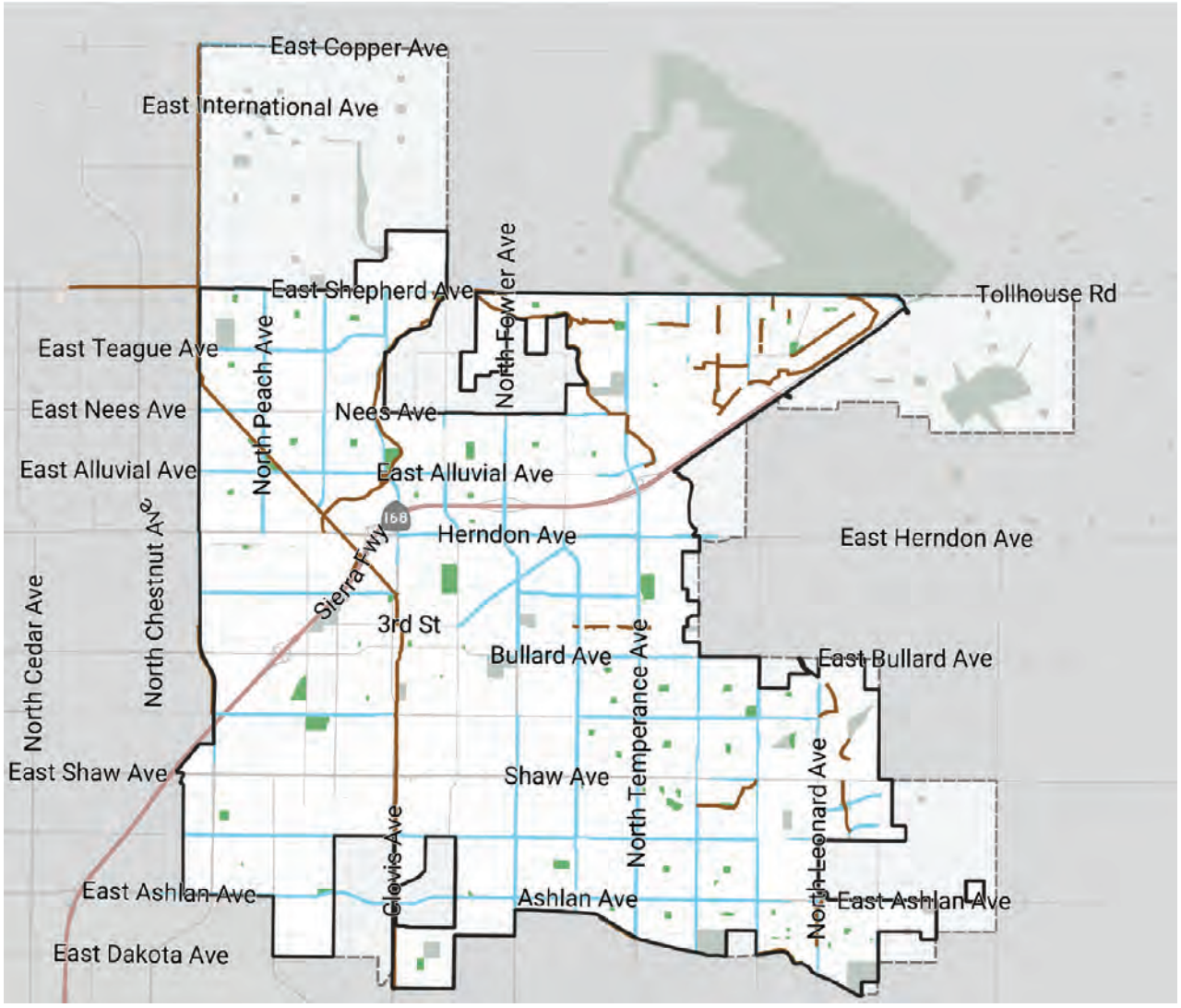
Legend

Signal
Stop Sign
D Defacto right turn
F Free right-turn
O Right-turn overlap
Y Yield
----- Project Driveway

Shepherd North Project
Transportation Impact Analysis

Study Intersection Geometrics and Traffic Control under "Plus Project" Scenarios

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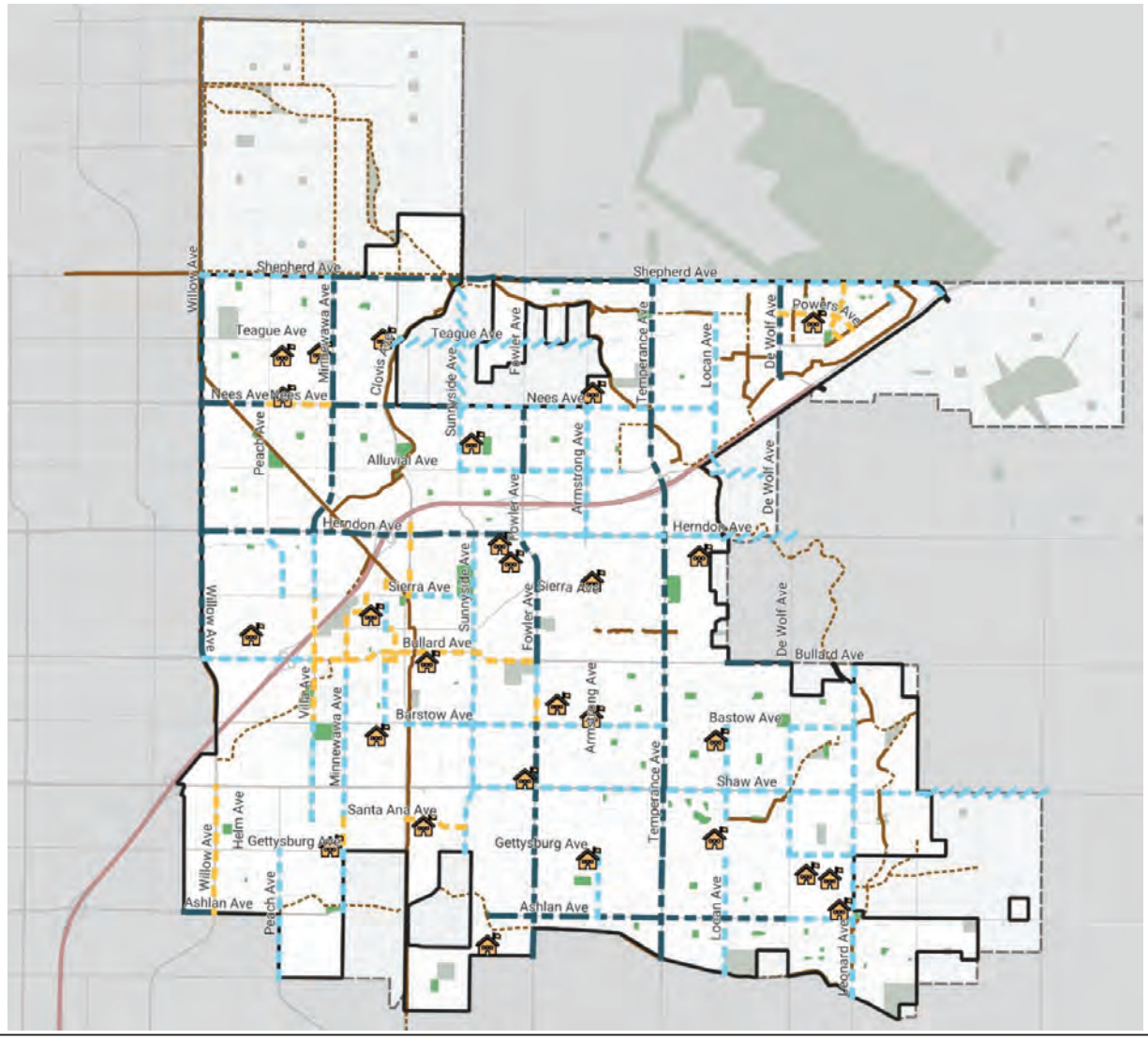
FIGURE 4-4

Shepherd North Project
Transportation Impact Analysis

City of Clovis Existing Bicycle Facilities

SOURCE: Clovis Active Transportation Plan Update 2022 -Public Review Draft

I:\DNV2201\GIS\Reports\fig4-4_Ex_Bike_Clovis.ai (2/8/2023)



LSA



City Limits
Sphere of Influence
Trails (Class I)
Existing
Planned

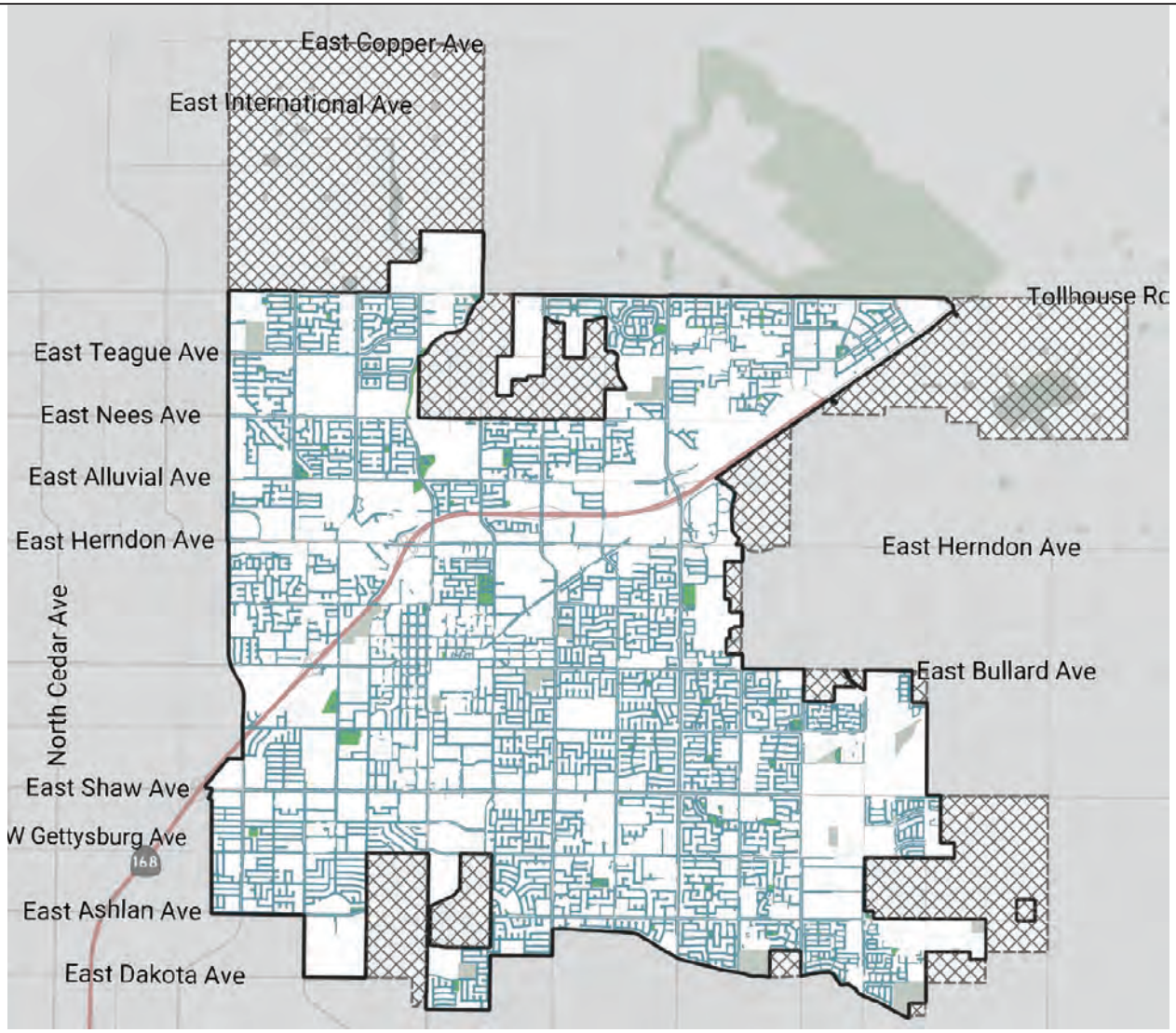
Proposed Network
Bike Lane (Class II)
Buffered Bike Lane (Class II)
Bike Route (Class III)
Proposed Facility
Proposed facility in county jurisdiction
Existing Parks
Planned Parks
School Sites

FIGURE 4-5

Shepherd North Project
Transportation Impact Analysis

City of Clovis Proposed Bicycle Facilities

SOURCE: Clovis Active Transportation Plan Update 2022 -Public Review Draft
I:\DNV2201\GIS\Reports\fig3-F_Bike_Proposed_Clovis.ai (12/16/2022)



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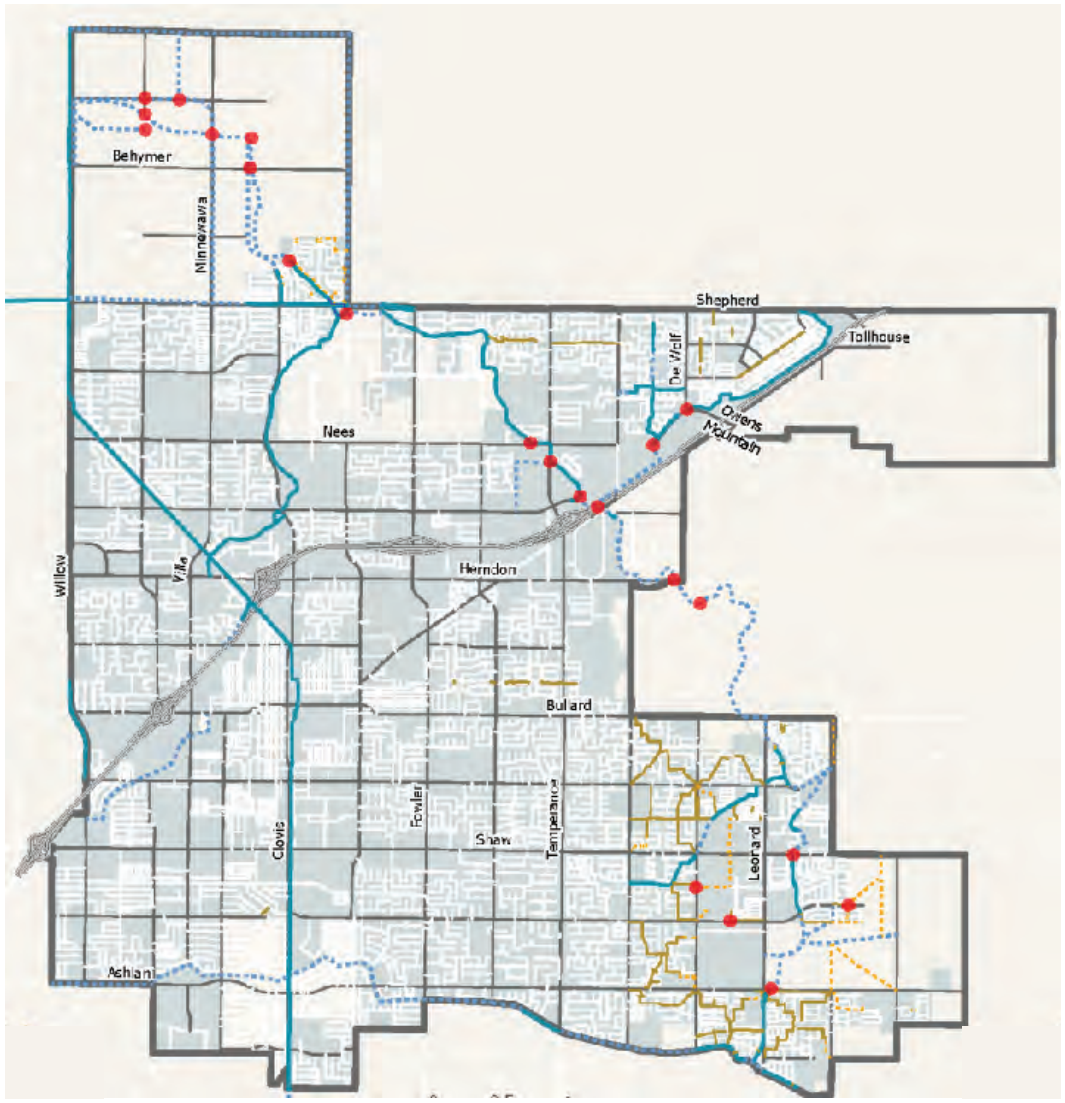
FIGURE 4-6

Shepherd North Project
Transportation Impact Analysis

City of Clovis Existing Sidewalks Facilities

SOURCE: Clovis Active Transportation Plan Update 2022 -Public Review Draft

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FIGURE 4-7

Shepherd North Project
Transportation Impact Analysis

City of Clovis Existing and Proposed Trails and Potential Mid Block Crossing

SOURCE: Clovis Active Transportation Plan Update 2022 -Public Review Draft

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5.0 TRAFFIC VOLUMES FOR WITHOUT PROJECT SCENARIOS

5.1 EXISTING TRAFFIC VOLUMES

Traffic volumes for existing conditions were developed using existing count data collected by Counts Unlimited at study intersections and roadway segments. Daily tube counts were collected for roadway segments while a.m. and p.m. peak-hour turning movement counts were collected at study intersections. Detailed count sheets are included in Appendix C. It is to be noted that counts at most intersections and roadway segments were collected in May 2022, when schools were in session. However, counts at the intersection of Sunnyside Avenue/Behymer Avenue and the segments of Behymer Avenue between Minnewawa Avenue and Sunnyside Avenue, and between Sunnyside Avenue and Fowler Avenue were collected in June 2022, when schools were not in session. The volumes at these intersections and segments were developed as follows:

- **Intersection of Sunnyside Avenue/Behymer Avenue:** In June 2022, counts were collected both at this intersection and at the adjacent intersection of Minnewawa Avenue/Behymer Avenue. An adjustment factor was applied to the counts at this intersection using the percentage difference between May 2022 and June 2022 traffic counts at the adjacent intersection of Minnewawa Avenue/Behymer Avenue.

- **Segment of Behymer Avenue Between Minnewawa Avenue and Sunnyside Avenue:** In June 2022, counts were collected both at this segment and at the adjacent segment of Behymer Avenue between Willow Avenue and Minnewawa Avenue. An adjustment factor was applied to the counts at this segment using the percentage difference between May 2022 and June 2022 traffic counts at the adjacent segment of Behymer Avenue between Willow Avenue and Minnewawa Avenue.

- **Segment of Behymer Avenue Between Sunnyside Avenue and Fowler Avenue:** In June 2022, counts were collected both at this segment and at the nearby segment of Behymer Avenue between Willow Avenue and Minnewawa Avenue. An adjustment factor was applied to the counts at this segment using the percentage difference between May 2022 and June 2022 traffic counts at the nearby segment of Behymer Avenue between Willow Avenue and Minnewawa Avenue.

Vehicle classification counts were collected at selected study area intersections. Truck percentages for every approach at these intersections were obtained from the classification counts. As for the remaining study intersections without classification counts, truck percentages for the various approaches were obtained based on the truck percentages at the adjacent intersections.

Figure 5-1 illustrates peak-hour traffic volumes at study intersections under existing conditions. Table 5-A shows peak-hour traffic volumes at roadway segments under existing conditions.

5.2 NEAR-TERM (2028) WITHOUT PROJECT TRAFFIC VOLUMES

As approved during the City's scoping agreement process (Appendix A), traffic volumes for near-term conditions were developed by adding trips from cumulative projects in the area to existing traffic volumes.

Information concerning cumulative projects in the vicinity of the proposed project was obtained from City staff and from the adjacent jurisdictions of City of Fresno and County of Fresno. Figure 5-2 illustrates the cumulative project locations.

Trip generations for cumulative projects were either obtained from the respective traffic studies prepared for the projects or developed using trip generation rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition). Table 5-B summarizes the cumulative project trip generation. As shown in Table 5-B, the cumulative projects are expected to generate 9,604 net a.m. peak-hour trips, 13,848 net p.m. peak-hour trips, and 150,662 net daily trips.

Cumulative project trips were assigned to the roadway network based on either the distributions provided in the respective traffic studies for these projects or their locations in relation to surrounding land uses and regional arterials. Figure 5-3 illustrates the peak-hour cumulative project trip assignment at study area intersections. Figure 5-4 illustrates the peak-hour traffic volumes at study intersections under near-term conditions. Table 5-C shows the peak-hour traffic volumes at roadway segments under near-term conditions.

It should be noted that volume development for this scenario have been conducted as an intermediate step for the development of traffic volumes for the Near-Term Plus Project Conditions. As such, as recommended in the City's TIA Guidelines and approved during the scoping agreement process, this scenario has not been analyzed in the LTA.

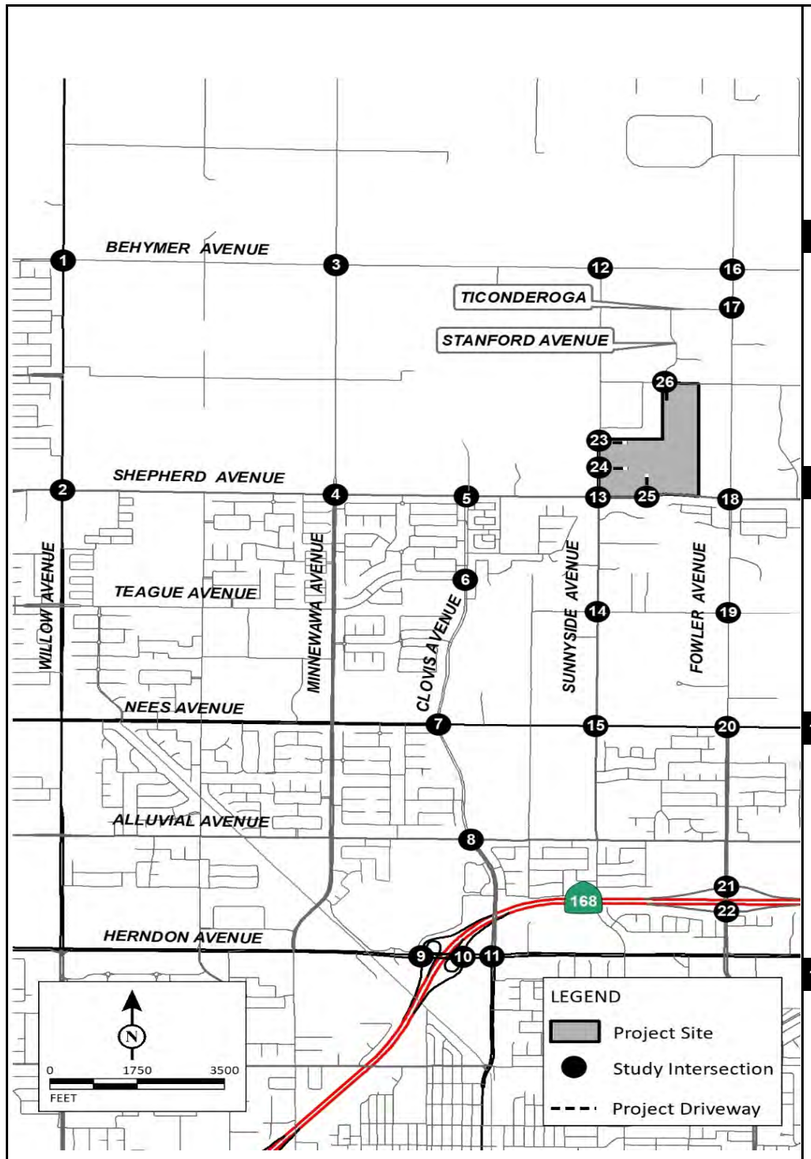
5.3 CUMULATIVE (2046) WITHOUT PROJECT TRAFFIC VOLUMES

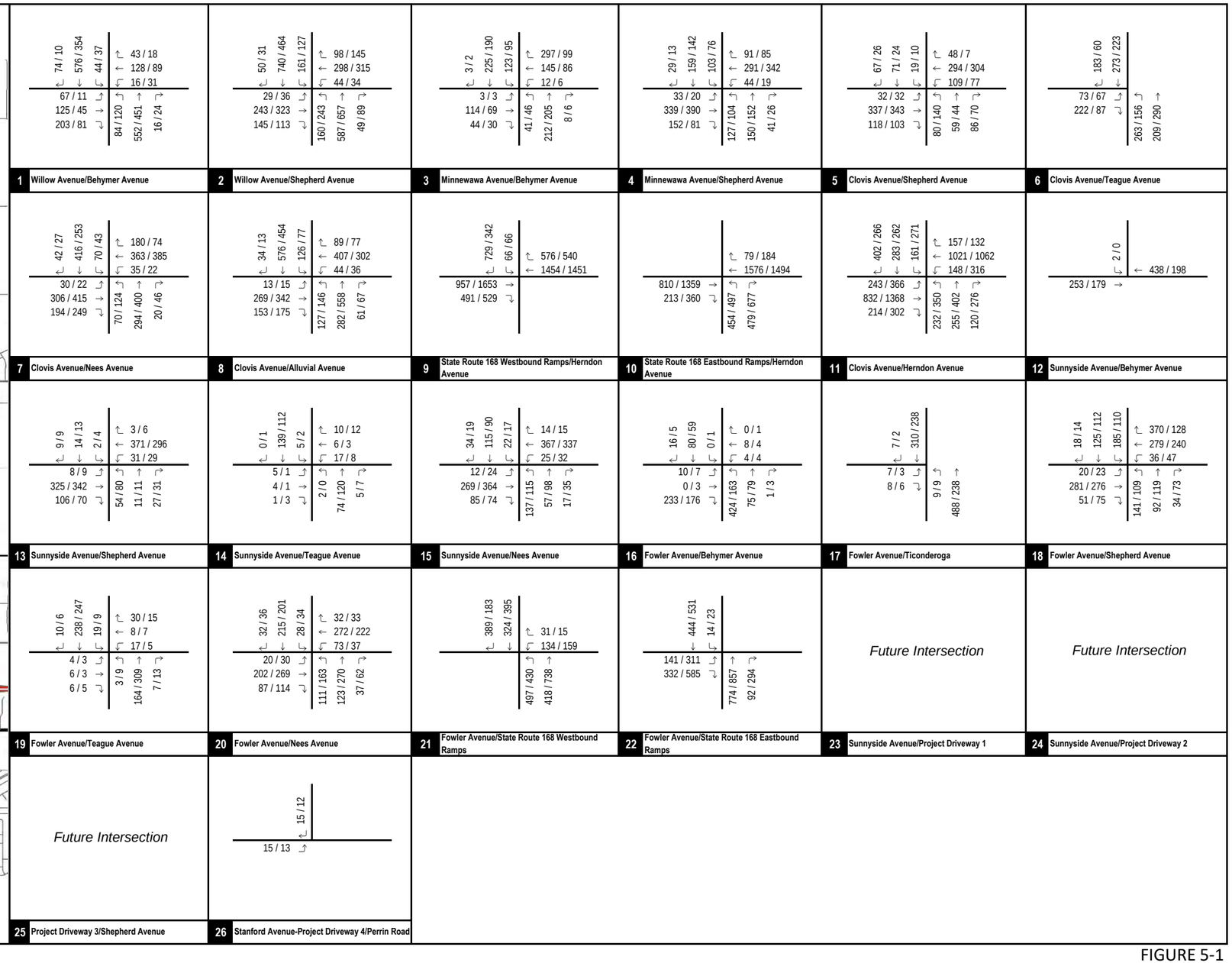
Traffic volumes for cumulative conditions were developed using the Fresno COG ABM. The methodology used to develop cumulative traffic volumes at all study intersections is consistent with the National Cooperative Highway Research Program (NCHRP) and Fresno COG's procedures for post-processing of modeled traffic volumes. Figure 5-5 illustrates the peak-hour traffic volumes at study intersections under cumulative conditions. Table 5-D shows the peak-hour traffic volumes at roadway segments under cumulative conditions.

Detailed volume development worksheets are included in Appendix D.

5.4 LIST OF CHAPTER 5.0 FIGURES AND TABLES

- Figure 5-1: Existing Peak-Hour Traffic Volumes
- Figure 5-2: Cumulative Project Locations
- Figure 5-3: Cumulative Projects Trip Assignment
- Figure 5-4: Near-Term (2028) without Project Peak-Hour Traffic Volumes
- Figure 5-5: Cumulative (2046) without Project Peak-Hour Traffic Volumes
- Table 5-A: Existing Roadway Segment Peak-Hour Traffic Volumes
- Table 5-B: Cumulative Projects Trip Generation
- Table 5-C: Near-Term (2028) Roadway Segment Peak-Hour Traffic Volumes
- Table 5-D: Cumulative (2046) Roadway Segment Peak-Hour Traffic Volumes





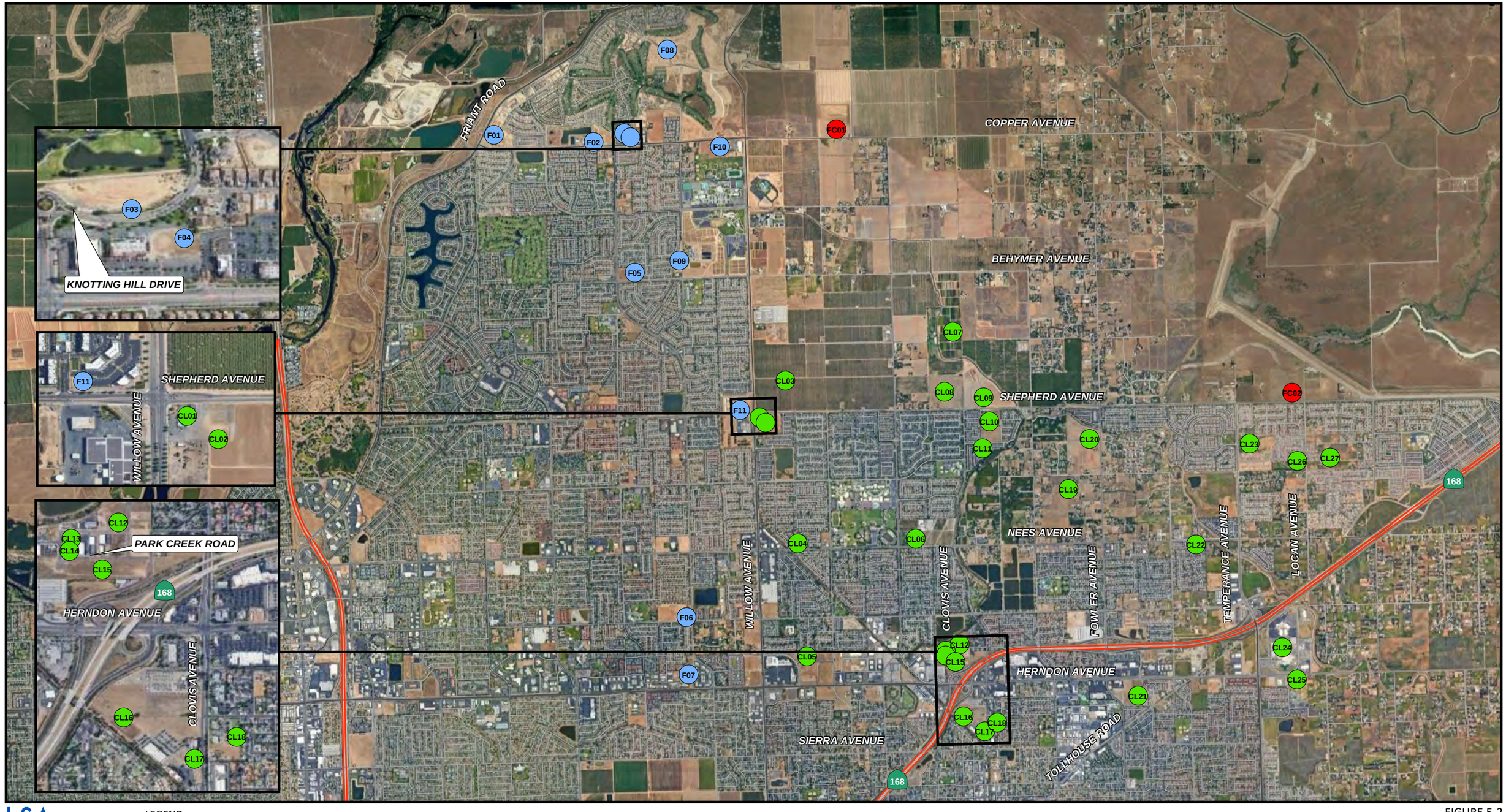
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FIGURE 5-1

XXXX / YYYY
AM / PM Peak Hour Traffic Volumes
--- Project Driveway

Shepherd North Project
Transportation Impact Analysis

Existing Peak Hour Traffic Volumes



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LEGEND

- City of Fresno Cumulative Projects
- County of Fresno Cumulative Projects
- City of Clovis Cumulative Projects

0 1800 3600
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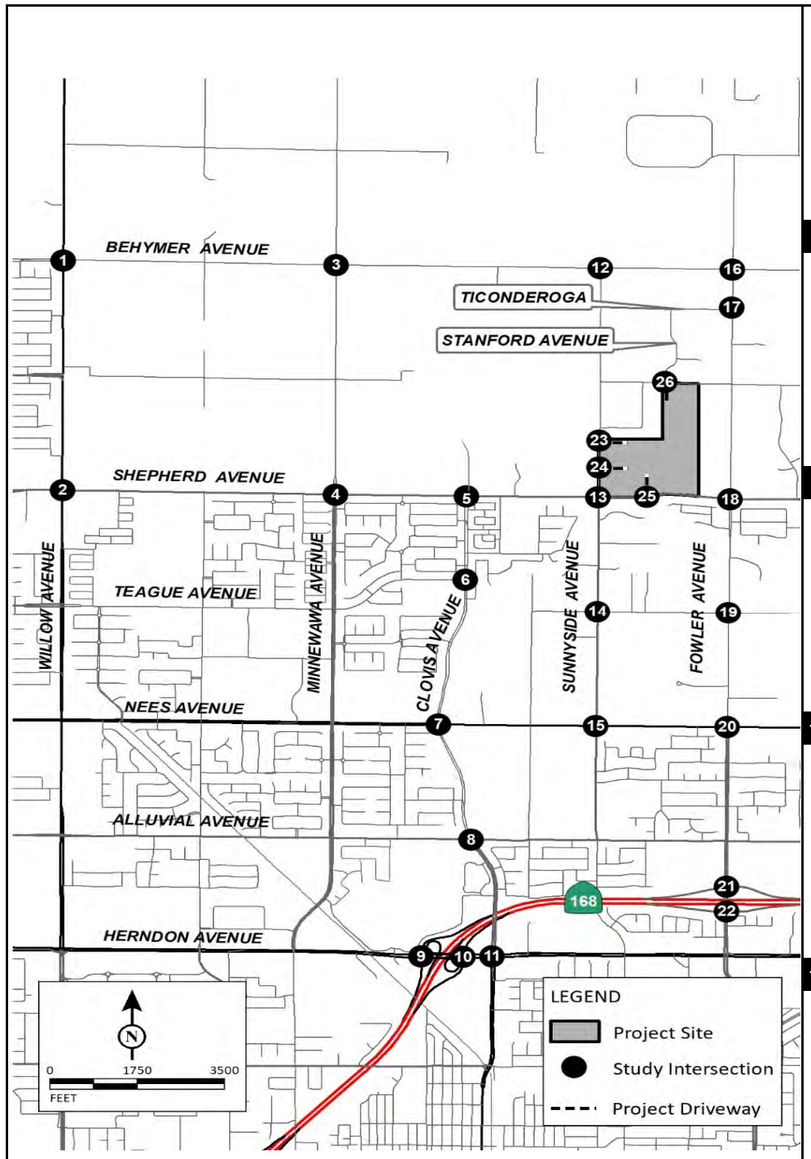
FIGURE 5-2

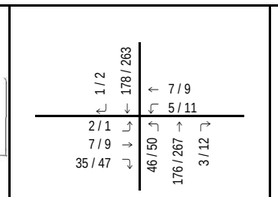
SOURCE: County of Fresno Streets Data 2021, Google Earth 2019

I:\DNV2201\GIS\Reports\figX_CumulativeProjects.mxd (12/29/2022)

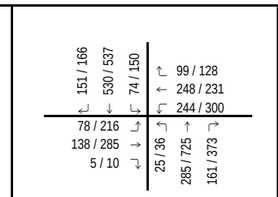
Shepherd North Project
Transportation Impact Analysis

Cumulative Project Locations

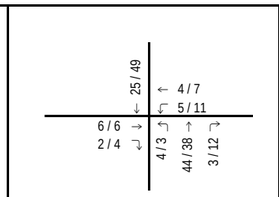




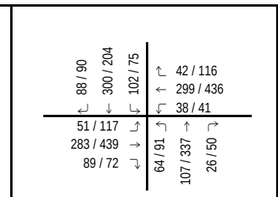
1 Willow Avenue/Behymer Avenue



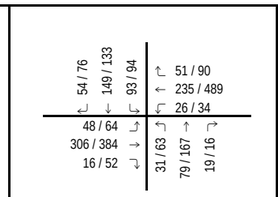
2 Willow Avenue/Shepherd Avenue



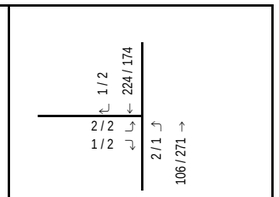
3 Minnewawa Avenue/Behymer Avenue



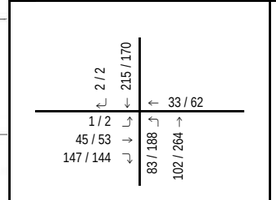
4 Minnewawa Avenue/Shepherd Avenue



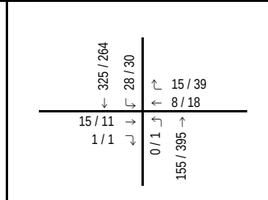
5 Clovis Avenue/Shepherd Avenue



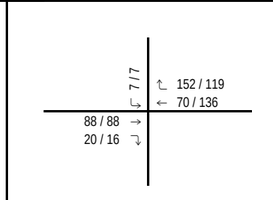
6 Clovis Avenue/Teague Avenue



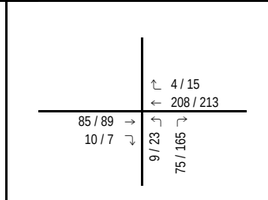
7 Clovis Avenue/Nees Avenue



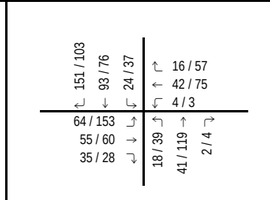
8 Clovis Avenue/Alluvial Avenue



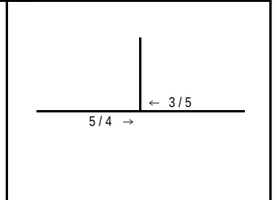
9 State Route 168 Westbound Ramps/Herndon Avenue



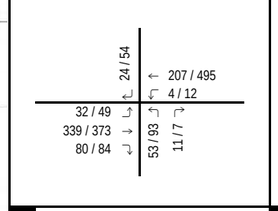
10 State Route 168 Eastbound Ramps/Herndon Avenue



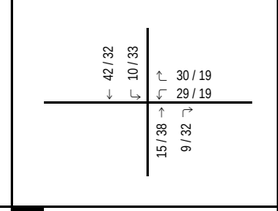
11 Clovis Avenue/Herndon Avenue



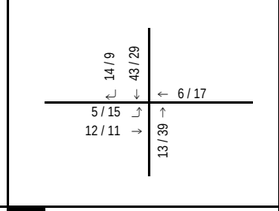
12 Sunnyside Avenue/Behymer Avenue



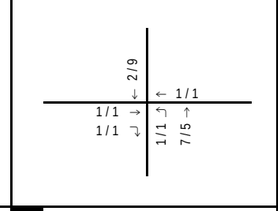
13 Sunnyside Avenue/Shepherd Avenue



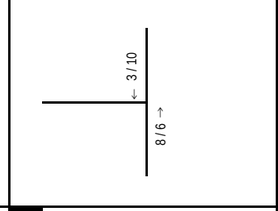
14 Sunnyside Avenue/Teague Avenue



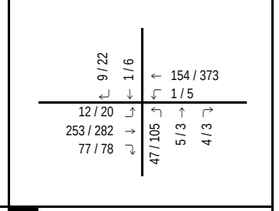
15 Sunnyside Avenue/Nees Avenue



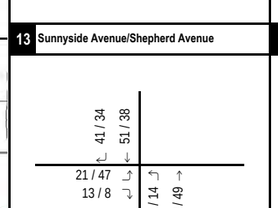
16 Fowler Avenue/Behymer Avenue



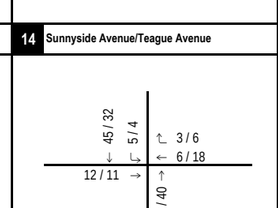
17 Fowler Avenue/Ticonderoga



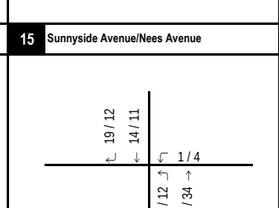
18 Fowler Avenue/Shepherd Avenue



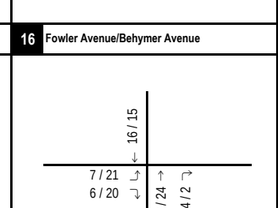
19 Fowler Avenue/Teague Avenue



20 Fowler Avenue/Nees Avenue



21 Fowler Avenue/State Route 168 Westbound Ramps



22 Fowler Avenue/State Route 168 Eastbound Ramps

Future Intersection

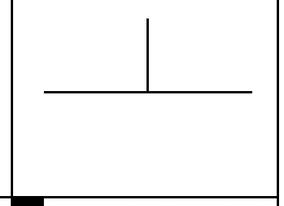
23 Sunnyside Avenue/Project Driveway 1

Future Intersection

24 Sunnyside Avenue/Project Driveway 2

Future Intersection

25 Project Driveway 3/Shepherd Avenue



26 Stanford Avenue-Project Driveway 4/Perrin Road

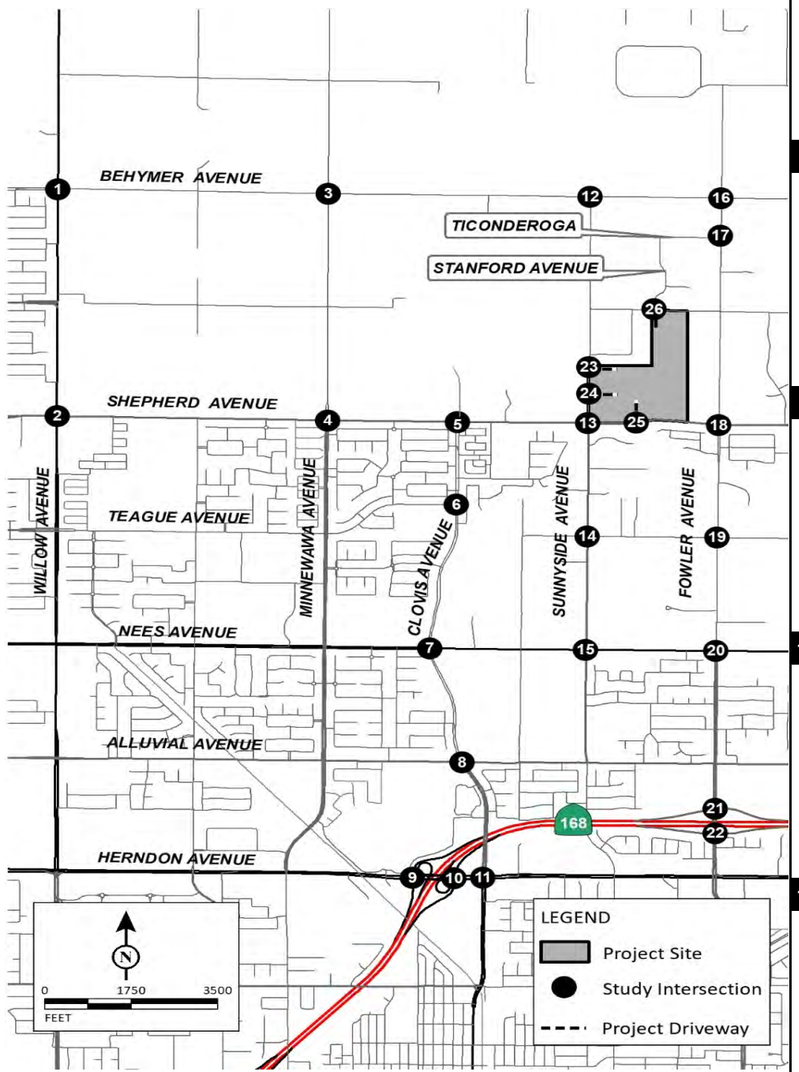
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FIGURE 5-3

XXX / YYY
AM / PM Peak Hour Traffic Volumes
--- Project Driveway

Shepherd North Project
Transportation Impact Analysis

Cumulative Projects Trip Assignment



1 Willow Avenue/Behymer Avenue

←	↓	→	↑
75 / 12	759 / 634	48 / 51	55 / 26
69 / 12			138 / 100
133 / 57			21 / 42
238 / 128		130 / 170	743 / 728

2 Willow Avenue/Shepherd Avenue

←	↓	→	↑
201 / 197	1270 / 1001	240 / 294	212 / 283
107 / 252			580 / 569
393 / 646			291 / 336
150 / 123		185 / 279	872 / 1382

3 Minnewawa Avenue/Behymer Avenue

←	↓	→	↑
3 / 2	250 / 239	126 / 105	306 / 105
3 / 3			164 / 103
125 / 92			17 / 17
46 / 34		45 / 49	256 / 243

4 Minnewawa Avenue/Shepherd Avenue

←	↓	→	↑
117 / 103	459 / 346	205 / 151	133 / 201
84 / 137			645 / 815
641 / 892			107 / 77
241 / 153		191 / 195	257 / 489

5 Clovis Avenue/Shepherd Avenue

←	↓	→	↑
201 / 156	380 / 265	152 / 131	113 / 142
108 / 186			529 / 793
643 / 727			135 / 111
134 / 155		111 / 203	193 / 392

6 Clovis Avenue/Teague Avenue

←	↓	→	↑
196 / 70	644 / 496		
79 / 83			
223 / 89		265 / 157	366 / 728

7 Clovis Avenue/Nees Avenue

←	↓	→	↑
72 / 48	751 / 504	70 / 43	180 / 74
41 / 55			396 / 447
351 / 468			35 / 22
341 / 393		153 / 312	437 / 800

8 Clovis Avenue/Alluvial Avenue

←	↓	→	↑
40 / 17	1015 / 795	154 / 107	104 / 116
15 / 22			415 / 320
284 / 353			44 / 36
154 / 176		127 / 147	476 / 1082

9 State Route 168 Westbound Ramps/Herndon Avenue

←	↓	→	↑
729 / 342	73 / 73		802 / 709
1047 / 1748			1530 / 1591
511 / 545			

10 State Route 168 Eastbound Ramps/Herndon Avenue

←	↓	→	↑
			83 / 199
897 / 1455			1864 / 1761
223 / 367		463 / 520	579 / 926

11 Clovis Avenue/Herndon Avenue

←	↓	→	↑
633 / 423	401 / 355	194 / 314	176 / 199
887 / 1428			1063 / 1137
249 / 330		250 / 389	152 / 319
335 / 609			304 / 549

12 Sunnyside Avenue/Behymer Avenue

←	↓	→	↑
	2 / 0		441 / 203
258 / 183			

13 Sunnyside Avenue/Shepherd Avenue

←	↓	→	↑
33 / 63	14 / 13	2 / 4	3 / 6
40 / 58			589 / 826
695 / 736			35 / 41
195 / 160		110 / 183	11 / 11

14 Sunnyside Avenue/Teague Avenue

←	↓	→	↑
0 / 1	190 / 150	15 / 35	40 / 31
5 / 1			6 / 3
4 / 1			46 / 27
1 / 3		2 / 0	92 / 168

15 Sunnyside Avenue/Nees Avenue

←	↓	→	↑
48 / 28	167 / 125	22 / 17	14 / 15
17 / 39			373 / 354
281 / 375			25 / 32
85 / 74		137 / 115	73 / 147

16 Fowler Avenue/Behymer Avenue

←	↓	→	↑
16 / 5	82 / 68	0 / 1	0 / 1
10 / 7			9 / 5
1 / 4			4 / 4
234 / 177		425 / 164	82 / 84

17 Fowler Avenue/Ticonderoga

←	↓	→	↑
7 / 2	313 / 248		
7 / 3			
8 / 6			9 / 9
			496 / 244

18 Fowler Avenue/Shepherd Avenue

←	↓	→	↑
27 / 36	126 / 118	185 / 110	370 / 128
32 / 43			439 / 634
552 / 570			37 / 52
140 / 161		192 / 228	97 / 122

19 Fowler Avenue/Teague Avenue

←	↓	→	↑
51 / 40	301 / 293	19 / 9	30 / 15
25 / 50			8 / 7
6 / 3			17 / 5
19 / 13		7 / 23	186 / 372

20 Fowler Avenue/Nees Avenue

←	↓	→	↑
32 / 36	269 / 239	36 / 40	36 / 42
20 / 30			278 / 240
214 / 280			73 / 37
87 / 114		111 / 163	143 / 320

21 Fowler Avenue/State Route 168 Westbound Ramps

←	↓	→	↑
408 / 195	344 / 410		31 / 15
			135 / 163
		516 / 442	435 / 779

22 Fowler Avenue/State Route 168 Eastbound Ramps

←	↓	→	↑
	466 / 550	14 / 23	
148 / 332			
338 / 605		803 / 888	96 / 296

23 Sunnyside Avenue/Project Driveway 1

Future Intersection

24 Sunnyside Avenue/Project Driveway 2

Future Intersection

25 Project Driveway 3/Shepherd Avenue

Future Intersection

26 Stanford Avenue-Project Driveway 4/Perrin Road

←	↓	→	↑
	15 / 12		
15 / 13			

LSA

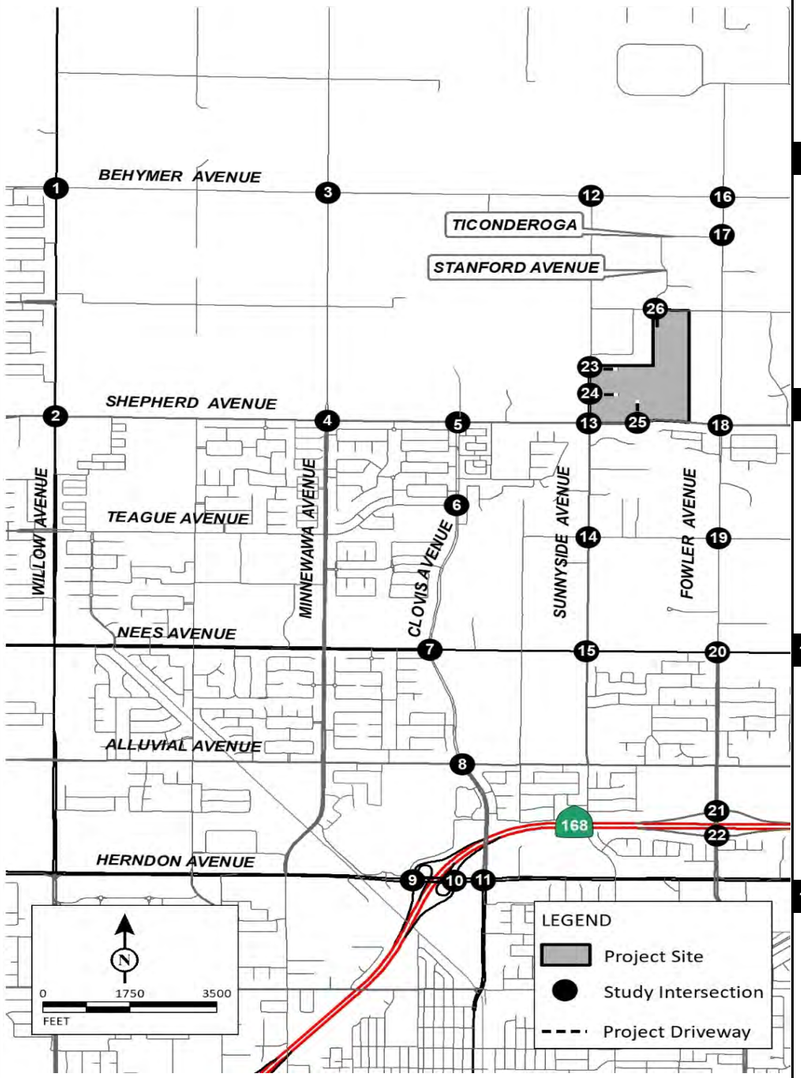
FIGURE 5-4

XXXX / YYYY
AM / PM Peak Hour Traffic Volumes
Project Driveway

Shepherd North Project
Transportation Impact Analysis

Near-Term (2028) without Project Peak Hour Traffic Volumes

P:\DNV2201\Traffic\March_2023\z45_Vol_2028_NP.xlsx 4/28/2023



1 Willow Avenue/Behymer Avenue

79 / 13	797 / 665	58 / 114
72 / 13	→	168 / 50
157 / 121	→	365 / 142
250 / 134	→	99 / 128
137 / 179	779 / 764	20 / 180

2 Willow Avenue/Shepherd Avenue

211 / 207	1334 / 1051	252 / 308
112 / 265	→	222 / 297
406 / 676	→	607 / 596
286 / 387	→	305 / 353
390 / 293	916 / 1451	319 / 488

3 Minnewawa Avenue/Behymer Avenue

8 / 3	589 / 254	166 / 203
3 / 7	→	380 / 160
132 / 370	→	523 / 216
96 / 101	→	43 / 18
115 / 149	269 / 430	12 / 28

4 Minnewawa Avenue/Shepherd Avenue

123 / 108	892 / 504	331 / 159
88 / 144	→	140 / 211
672 / 933	→	675 / 854
364 / 218	→	111 / 80
218 / 313	310 / 681	78 / 108

5 Clovis Avenue/Shepherd Avenue

286 / 161	597 / 273	159 / 136
110 / 191	→	166 / 147
675 / 763	→	555 / 833
210 / 163	→	239 / 234
117 / 222	197 / 676	146 / 277

6 Clovis Avenue/Teague Avenue

295 / 73	908 / 581	
83 / 154	→	
234 / 108	→	
283 / 165	431 / 1110	

7 Clovis Avenue/Nees Avenue

136 / 50	780 / 535	115 / 110
71 / 101	→	233 / 351
399 / 590	→	468 / 469
358 / 413	→	37 / 33
161 / 328	442 / 833	21 / 48

8 Clovis Avenue/Alluvial Avenue

63 / 32	1060 / 831	162 / 125
16 / 23	→	109 / 122
291 / 400	→	416 / 336
193 / 185	→	46 / 38
279 / 261	498 / 1130	91 / 90

9 State Route 168 Westbound Ramps/Herndon Avenue

	787 / 406	78 / 77
1234 / 1846	→	848 / 772
899 / 609	→	1698 / 2287

10 State Route 168 Eastbound Ramps/Herndon Avenue

		93 / 214
1078 / 1526	→	2060 / 2271
234 / 397	→	
486 / 788	610 / 958	

11 Clovis Avenue/Herndon Avenue

661 / 453	470 / 372	203 / 329
389 / 635	→	185 / 208
936 / 1499	→	1112 / 1423
364 / 349	→	196 / 326
380 / 609	451 / 603	158 / 320

12 Sunnyside Avenue/Behymer Avenue

	2 / 0	
270 / 236	→	512 / 234

13 Sunnyside Avenue/Shepherd Avenue

413 / 341	397 / 157	310 / 153
199 / 353	→	91 / 309
728 / 772	→	618 / 866
204 / 168	→	37 / 43
115 / 192	82 / 286	40 / 40

14 Sunnyside Avenue/Teague Avenue

0 / 1	440 / 189	16 / 37
6 / 2	→	42 / 37
4 / 1	→	6 / 3
1 / 3	→	48 / 28
3 / 0	93 / 336	15 / 41

15 Sunnyside Avenue/Nees Avenue

63 / 29	361 / 157	43 / 20
18 / 54	→	19 / 28
328 / 494	→	462 / 483
162 / 140	→	52 / 50
152 / 227	77 / 259	20 / 54

16 Fowler Avenue/Behymer Avenue

17 / 5	84 / 71	0 / 1
11 / 8	→	0 / 1
1 / 4	→	9 / 5
250 / 233	→	4 / 4
497 / 199	86 / 90	1 / 3

17 Fowler Avenue/Ticonderoga

7 / 2	331 / 300	
7 / 3	→	
8 / 6	→	
9 / 9	565 / 286	

18 Fowler Avenue/Shepherd Avenue

32 / 38	518 / 230	342 / 155
53 / 54	→	386 / 282
681 / 598	→	461 / 665
282 / 169	→	75 / 72
201 / 279	100 / 370	40 / 108

19 Fowler Avenue/Teague Avenue

54 / 42	762 / 411	135 / 23
26 / 53	→	43 / 105
10 / 3	→	8 / 28
20 / 14	→	30 / 18
7 / 24	195 / 666	19 / 22

20 Fowler Avenue/Nees Avenue

80 / 61	632 / 323	93 / 58
21 / 73	→	38 / 102
271 / 348	→	308 / 369
106 / 142	→	96 / 57
156 / 166	150 / 504	66 / 65

21 Fowler Avenue/State Route 168 Westbound Ramps

533 / 239	449 / 489	
	→	33 / 18
	→	137 / 171
539 / 464	454 / 832	

22 Fowler Avenue/State Route 168 Eastbound Ramps

	571 / 631	15 / 29
150 / 353	→	
384 / 635	→	
843 / 943	101 / 311	

23 Sunnyside Avenue/Project Driveway 1

Future Intersection

24 Sunnyside Avenue/Project Driveway 2

Future Intersection

25 Project Driveway 3/Shepherd Avenue

Future Intersection

26 Stanford Avenue-Project Driveway 4/Perrin Road

16 / 13	
16 / 14	→

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FIGURE 5-5

XXXX / YYYY
AM / PM Peak Hour Traffic Volumes
--- Project Driveway

Shepherd North Project
Transportation Impact Analysis

Cumulative (2046) without Project Peak Hour Traffic Volumes

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Table 5-A - Existing Roadway Segment Weekday Peak Hour Traffic Volumes

Roadway	#	Segment	A.M. Peak Hour			P.M. Peak Hour		
			Adjusted Existing (2022)	Project Trips	Existing (2022) Plus Project	Adjusted Existing (2022)	Project Trips	Existing (2022) Plus Project
Behymer Avenue	1	between Willow Avenue and Minnewawa Avenue	364	4	368	236	6	242
	2	between Minnewawa Avenue and Sunnyside Avenue	699	4	703	385	6	391
	3	between Sunnyside Avenue and Fowler Avenue	629	4	633	374	6	380
Shepherd Avenue	4	between Willow Avenue and Minnewawa Avenue	884	106	990	1,033	142	1,175
	5	between Minnewawa Avenue and Clovis Avenue	906	161	1,067	942	217	1,159
	6	between Clovis Avenue and Sunnyside Avenue	870	267	1,137	806	359	1,165
	7	between Sunnyside Avenue and Project Driveway 3	749	251	1,000	704	336	1,040
	8	between Project Driveway 3 and Fowler Avenue	749	93	842	704	126	830
Herndon Avenue	9	between State Route 168 Eastbound Ramps and Clovis Avenue	2,914	81	2,995	3,756	108	3,864
Willow Avenue	10	between Behymer Avenue and Shepherd Avenue	1,632	43	1,675	1,452	57	1,509
Minnewawa Avenue	11	between Behymer Avenue and Shepherd Avenue	542	0	542	483	0	483
Clovis Avenue	12	between Shepherd Avenue and Teague Avenue	503	106	609	457	142	599
	13	between Teague Avenue and Nees Avenue	1,014	97	1,111	822	131	953
	14	between Nees Avenue and Alluvial Avenue	1,007	97	1,104	1,087	131	1,218
	15	between Alluvial Avenue and Herndon Avenue	1,476	97	1,573	1,726	131	1,857
Sunnyside Avenue	16	between Project Driveway 1 and Shepherd Avenue	58	136	194	60	183	243
	17	between Shepherd Avenue and Teague Avenue	233	60	293	233	80	313
	18	between Teague Avenue and Nees Avenue	238	59	297	250	80	330
Fowler Avenue	19	between Behymer Avenue and Ticonderoga	791	4	795	476	6	482
	20	between Ticonderoga and Shepherd Avenue	792	0	792	486	0	486
	21	between Shepherd Avenue and Teague Avenue	457	63	520	579	86	665
	22	between Teague Avenue and Nees Avenue	427	63	490	578	86	664
	23	between Nees Avenue and State Route 168 Westbound Ramps	1,361	60	1,421	1,718	80	1,798

Notes:

[1]Counts at segments 2 and 3 were collected when schools were not in session. Therefore, counts were collected at the adjacent segment 1 at the same time and compared with segment 1 counts prior to school closure. For the a.m. peak hour, segment 1 counts were higher during school session. Therefore, the counts for segments 2 and 3 were adjusted accordingly. However, for the p.m. peak hour, segment 1 counts were lower during school session. Therefore, no adjustment was made to the counts for segments 2 and 3.

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Table 5-B - Cumulative Projects Trip Generation

Project No.	Land Use/Builder/Applicant/Project Name		Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
CL01 .	**Enzon's Table Commercial**									
	1958 N Willow Avenue									
	Strip Retail Plaza (<40k)[1]	24.287 TSF								
	Trips/Unit			1.42	0.94	2.36	3.30	3.29	6.59	54.45
	Trip Generation			34	23	57	80	80	160	1,322
	Pass-by Trips[2]			0	0	0	(32)	(32)	(64)	(529)
	Net New Trips			34	23	57	48	48	96	793
CL02 .	**Enzon's Table Residential**									
	1959 N Willow Avenue									
	Single-Family Detached Housing[3]	258 DU								
	Trips/Unit			0.18	0.52	0.70	0.59	0.35	0.94	9.43
	Trip Generation			46	134	180	152	90	242	2,433
CL03 .	**Heritage Grove[4]**									
	Planning Areas 1-5									
	Single-Family Detached Housing[3]	646 DU								
	Trips/Unit			0.18	0.52	0.70	0.59	0.35	0.94	9.43
	Trip Generation			116	336	452	381	226	607	6,092
	Single-Family Attached Housing[5]	56 DU								
	Trips/Unit			0.15	0.33	0.48	0.32	0.25	0.57	7.20
	Trip Generation			8	18	26	18	14	32	403
	Multifamily Housing (Low-Rise) Not Close to Rail Transit[6]	2,108 DU								
	Trips/Unit			0.10	0.30	0.40	0.32	0.19	0.51	6.74
	Trip Generation			211	632	843	675	401	1,076	14,208
	Shopping Center (>150)[7]	918.724 TSF								
	Trips/Unit			0.52	0.32	0.84	1.63	1.77	3.40	37.01
	Trip Generation			478	294	772	1,498	1,626	3,124	34,002
	Pass-by Trips[8]			0	0	0	(434)	(472)	(906)	(9,861)
	Net New Trips			478	294	772	1,064	1,154	2,218	24,141
	Planning Areas 6,7,8,10,11,12									
	Single-Family Detached Housing[3]	1,923 DU								
	Trips/Unit			0.18	0.52	0.70	0.59	0.35	0.94	9.43
	Trip Generation			346	1,000	1,346	1,135	673	1,808	18,134
	Single-Family Attached Housing[5]	339 DU								
	Trips/Unit			0.15	0.33	0.48	0.32	0.25	0.57	7.20
	Trip Generation			51	112	163	108	85	193	2,441
	Planning Area 9									
	Elementary School[9]	750 STU								
	Trips/Unit			0.40	0.34	0.74	0.07	0.09	0.16	2.27
	Trip Generation			300	255	555	53	68	121	1,703
	Planning Areas 13-17									
	Single-Family Detached Housing[3]	545 DU								
	Trips/Unit			0.18	0.52	0.70	0.59	0.35	0.94	9.43
	Trip Generation			98	283	381	322	191	513	5,139
	Shopping Plaza (40-150k) -Supermarket -Yes[10]	77.467 TSF								
	Trips/Unit			2.19	1.34	3.53	4.33	4.70	9.03	94.49
	Trip Generation			170	104	274	335	364	699	7,320
	Pass-by Trips[11]			0	0	0	(134)	(146)	(280)	(2,928)
	Net New Trips			170	104	274	201	218	419	4,392
			Total Gross Trip Generation	1,778	3,034	4,812	4,525	3,648	8,173	89,442
			Total Pass-By Trips	0	0	0	(568)	(617)	(1,186)	(12,789)
			Total Net Trip Generation	1,778	3,034	4,812	3,957	3,031	6,987	76,653
CL04 .	**TM 6348**									
	Northeast of Timmy Avenue and Ness Avenue									
	Single-Family Detached Housing[3]	10 DU								
	Trips/Unit			0.18	0.52	0.70	0.59	0.35	0.94	9.43
	Trip Generation			2	5	7	6	4	10	94
CL05 .	**TM 6262[12]**									
	Trip Generation	185 DU		20	66	86	66	38	104	1,356
CL06 .	**The Well Church[13]**									
	Trip Generation	80.000 TSF		16	11	27	18	22	40	556
CL07 .	**Tract Map 6343[14]**									
	Trip Generation	590 DU		106	307	413	348	207	555	5,564

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Table 5-B - Cumulative Projects Trip Generation

Project No.	Land Use/Builder/Applicant/Project Name	Units		A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
CL08 .	**TM 6050**[15]									
	Trip Generation	255	DU	47	142	189	159	93	252	2,407
CL09 .	**Lennar - Tract no. 6200 -Phase 1**[16]									
	Trip Generation	176	DU	32	98	130	110	64	174	1,661
CL10 .	**Tract 6263**[17]									
	Trip Generation	137	DU	25	76	101	86	50	136	1,293
CL11 .	**TM 6268**									
	Southwest of Clovis Avenue and Riordan Avenue									
	Single-Family Detached Housing[3]	10	DU							
	Trips/Unit			0.18	0.52	0.70	0.59	0.35	0.94	9.43
	Trip Generation			2	5	7	6	4	10	94
CL12 .	**SPR 2021-004**									
	622 N Pollasky Avenue									
	Warehousing[18,19]	15.100	TSF							
	Auto Trips			1	1	2	1	1	2	18
	Total Truck Trips			0	0	0	0	1	1	8
	Total Trip Generation			1	1	2	1	2	3	26
CL13 .	**SPR 2020-002**									
	466 Spruce Avenue									
	Warehousing[18,19]	11.470	TSF							
	Auto Trips			1	0	1	0	1	1	14
	Total Truck Trips			0	0	0	0	0	0	6
	Total Trip Generation			1	0	1	0	1	1	20
CL14 .	**SPR 2020-007**									
	541 DeWitt Avenue									
	Warehousing[18,19]	7.800	TSF							
	Auto Trips			1	0	1	0	1	1	9
	Total Truck Trips			0	0	0	0	0	0	4
	Total Trip Generation			1	0	1	0	1	1	13
CL15 .	**SPR 2021-014**									
	520 Park Creek									
	Warehousing[18,19]	9.897	TSF							
	Auto Trips			1	0	1	0	1	1	12
	Total Truck Trips			0	0	0	0	0	0	5
	Total Trip Generation			1	0	1	0	1	1	17
CL16 .	**Tru Hotel Site**									
	West of Clovis Avenue and Palo Alto Avenue									
	Hotel[20]	86	RM							
	Trips/Unit			0.26	0.20	0.46	0.30	0.29	0.59	7.99
	Trip Generation			22	17	39	26	25	51	687
CL17 .	**SPR 2021-005**									
	100 N Clovis Avenue									
	Medical-Dental Office Building - Stand-Alone[21]	4.406	TSF							
	Trips/Unit			2.45	0.65	3.10	1.18	2.75	3.93	36.00
	Trip Generation			11	3	14	5	12	17	159
CL18 .	**SPR 2005-037A**									
	153 N Clovis Avenue									
	General Office Building[22]	3.298	TSF							
	Trips/Unit			1.34	0.18	1.52	0.24	1.20	1.44	10.84
	Trip Generation			4	1	5	1	4	5	36
CL19 .	**TM 6284**[23]									
	Trip Generation	74	DU	14	42	56	47	27	74	700
CL20 .	**Tract 6154**[24]									
	Trip Generation	95	DU	18	54	72	60	35	95	906
CL21 .	**TM 5807**									
	Southwest of Herndon Avenue and Armstrong Avenue									
	Multifamily Housing (Low-Rise) Not Close to Rail Transit[6]	252	DU							
	Trips/Unit			0.10	0.30	0.40	0.32	0.19	0.51	6.74
	Trip Generation			25	76	101	81	48	129	1,698
CL22 .	**TM 6367**									
	West of Temperance Avenue and Ness Avenue									
	Single-Family Detached Housing[3]	8	DU							
	Trips/Unit			0.18	0.52	0.70	0.59	0.35	0.94	9.43
	Trip Generation			1	4	5	5	3	8	75
CL23 .	**TM6309**									
	East of Temperance Avenue and South of Shepherd Avenue									
	Single-Family Detached Housing[3]	101	DU							
	Trips/Unit			0.18	0.52	0.70	0.59	0.35	0.94	9.43
	Trip Generation			18	53	71	60	35	95	952

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Table 5-B - Cumulative Projects Trip Generation

Project No.	Land Use/Builder/Applicant/Project Name		Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
CL24 .	**SPR 90-088A12**[25]									
	Trip Generation	150	Occupied Beds Hotel	1,153	469	1,622	978	1,674	2,652	30,008
		220.000	TSF Retail							
		468.844	TSF Hospital							
		354.392	TSF MOB							
		100	Occupied Beds Assisted Living							
CL25 .	**SPR 2018-020**									
	West of Temperance Avenue and Herndon Avenue									
	Assisted Living[26]	150	Beds							
	Trips/Unit			0.11	0.07	0.18	0.09	0.15	0.24	2.60
	Trip Generation			17	11	28	14	23	37	390
CL26 .	**Tract 6339**[27]									
	Trip Generation	37	DU	7	20	27	23	14	37	349
CL27 .	**TM 6239**[27]									
	Trip Generation	162	DU	30	90	120	101	59	160	1,529
FC01 .	**CUP 3588**									
	Northwest of Cooper Avenue and Auberry Road									
	Campground/Recreational Vehicle Park[22]	38.030	AC							
	Trips/Unit			0.20	0.28	0.48	0.68	0.30	0.98	7.30
	Trip Generation			8	11	19	26	11	37	278
FC02 .	**CUP 3526**									
	Northwest of Cooper Avenue and Lucan Avenue									
	Campground/Recreational Vehicle Park[28]	38.910	AC							
	Trips/Unit			0.20	0.28	0.48	0.68	0.30	0.98	7.30
	Trip Generation			8	11	19	26	12	38	284
F01 .	**Copper River Apartments**									
	1000 E Copper Avenue									
	Multifamily Housing (Low-Rise) Not Close to Rail Transit[6]	501	DU							
	Trips/Unit			0.10	0.30	0.40	0.32	0.19	0.51	6.74
	Trip Generation			50	150	200	160	95	255	3,377
F02 .	**P21-05249**									
	1880 E Copper Avenue									
	Convenience Store/Gas Station - GFA (2-4k)[29]	4	VFP							
	Trips/Unit			8.03	8.03	16.06	9.21	9.21	18.42	265.12
	Trip Generation			32	32	64	37	37	74	1,060
	Pass-by Trips[30]			(19)	(19)	(38)	(21)	(21)	(41)	(615)
	Net New Trips			13	13	26	16	16	33	445
	Strip Retail Plaza (<40k)[1]	23.400	TSF							
	Trips/Unit			1.42	0.94	2.36	3.30	3.29	6.59	54.45
	Trip Generation			33	22	55	77	77	154	1,274
	Pass-by Trips[2]			0	0	0	(31)	(31)	(62)	(510)
	Net New Trips			33	22	55	46	46	92	764
			Total Gross Trip Generation	65	54	119	114	114	228	2,334
			Total Pass-By Trips	(19)	(19)	(38)	(52)	(52)	(103)	(1,124)
			Total Net Trip Generation	46	35	81	62	62	125	1,210
F03 .	**P20-02040**									
	11075 N Knotting Hill Drive									
	General Office Building[22]	28.000	TSF							
	Trips/Unit			1.34	0.18	1.52	0.24	1.20	1.44	10.84
	Trip Generation			38	5	43	7	34	41	304
F04 .	**P21-05913**									
	2066 E Copper Avenue									
	Medical-Dental Office Building - Stand-Alone[21]	43.560	TSF							
	Trips/Unit			2.45	0.65	3.10	1.18	2.75	3.93	36.00
	Trip Generation			107	28	135	51	120	171	1,568

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Table 5-B - Cumulative Projects Trip Generation

Project No.	Land Use/Builder/Applicant/Project Name		Units		A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
F05 .	**P21-01385- Maple & Behymer Commercial and Self-Storage Project**										
	10061 N Maple Avenue										
	Convenience Store/Gas Station - GFA (2-4k)[29]	16	VFP								
	Trips/Unit				8.03	8.03	16.06	9.21	9.21	18.42	265.12
	Trip Generation				128	128	256	147	147	294	4,242
	Pass-by Trips[30]				(97)	(97)	(195)	(110)	(110)	(221)	(3,203)
	Net New Trips				31	31	61	37	37	74	1,039
	Strip Retail Plaza (<40k)[1]	6.900	TSF								
	Trips/Unit				1.42	0.94	2.36	3.30	3.29	6.59	54.45
	Trip Generation				10	6	16	23	23	46	376
	Pass-by Trips[2]				0	0	0	(9)	(9)	(18)	(150)
	Net New Trips				10	6	16	14	14	28	226
	Fast-Food Restaurant without Drive-Though Window[31]	1.892	TSF								
	Trips/Unit				25.04	18.14	43.18	16.61	16.60	33.21	450.49
	Trip Generation				47	34	81	31	31	62	852
	Pass-by Trips[32]				(24)	(17)	(41)	(17)	(17)	(34)	(447)
	Net New Trips				24	17	41	14	14	28	405
	Fast-Food Restaurant with Drive-Through Window[33]	2.695	TSF								
	Trips/Unit				22.75	21.86	44.61	17.18	15.85	33.03	467.48
	Trip Generation				61	59	120	46	43	89	1,260
	Pass-by Trips[34]				(31)	(30)	(60)	(25)	(24)	(49)	(662)
	Net New Trips				31	30	60	21	19	40	599
	Mini Warehouse[35]	164.611	TSF								
	Trips/Unit				0.05	0.04	0.09	0.07	0.08	0.15	1.45
	Trip Generation				8	7	15	12	13	25	239
	Automated Car Wash[36]	2.420	TSF								
	Trips/Unit				5.66	3.32	8.98	7.10	7.10	14.20	163.09
	Trip Generation				14	8	22	17	17	34	395
				Total Gross Trip Generation	268	242	510	276	274	550	7,364
				Total Pass-By Trips	(151)	(144)	(295)	(162)	(160)	(322)	(4,462)
				Total Net Trip Generation	117	98	215	114	114	228	2,902
F06 .	**P21-02506**										
	7521 N Chesnut Avenue										
	Multifamily Housing (Low-Rise) Not Close to Rail Transit[6]	105	DU								
	Trips/Unit				0.10	0.30	0.40	0.32	0.19	0.51	6.74
	Trip Generation				11	32	43	34	20	54	708
F07 .	**P20-03299**										
	2471 E Fir Avenue										
	General Office Building[22]	18.175	TSF								
	Trips/Unit				1.34	0.18	1.52	0.24	1.20	1.44	10.84
	Trip Generation				24	3	27	4	22	26	197
F08 .	**P21-01875**										
	11479 N Willow Avenue										
	Single-Family Detached Housing[3]	518	DU								
	Trips/Unit				0.18	0.52	0.70	0.59	0.35	0.94	9.43
	Trip Generation				93	269	362	306	181	487	4,885
F09 .	**P20-00213**										
	10047 N Chestnut Avenue										
	Multifamily Housing (Low-Rise) Not Close to Rail Transit[6]	106	DU								
	Trips/Unit				0.10	0.30	0.40	0.32	0.19	0.51	6.74
	Trip Generation				11	32	43	34	20	54	714
F10 .	**T-6249[37]**										
	Trip Generation	274	DU		62	158	220	205	138	343	3,537
		28.000	TSF	Retail							
F11 .	**P22-00358**										
	2884 East Shepherd Avenue										
	Fast-Food Restaurant without Drive-Though Window[31]	1.070	TSF								
	Trips/Unit				25.04	18.14	43.18	16.61	16.60	33.21	450.49
	Trip Generation				27	19	46	18	18	36	482
	Pass-by Trips[32]				(14)	(10)	(23)	(10)	(10)	(20)	(253)
	Net New Trips				14	10	23	8	8	16	229
				Gross Trip Generation	**4,204**	**5,756**	**9,960**	**8,219**	**7,323**	**15,542**	**169,819**
				Pass-By Trips Reduction	**(184)**	**(172)**	**(356)**	**(824)**	**(871)**	**(1,694)**	**(19,157)**
				Total Net Trip Generation	**4,020**	**5,584**	**9,604**	**7,395**	**6,452**	**13,848**	**150,662**

LSA

Table 5-B - Cumulative Projects Trip Generation

Project No.	Land Use/Builder/Applicant/Project Name	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily

Notes:

DU = Dwelling Units; TSF = Thousand Square Feet; RM = Rooms; VFP = Vehicle Fueling Positions; MOB=Medical Office Building; STU = Students; AC =Acre.

[1] Rates from Institute of Transportation Engineers (ITE) Trip Generation Manual , (11th Edition) Land Use 822 - "Strip Retail Plaza (<40k)" , Setting/Location - 'General Urban/Suburban'.

[2] Since pass-by rates from the ITE *Trip Generation Manual* (11th Edition) for Land Use 822 - 'Strip Retail Plaza (<40k)' do not exist. Pass-by rates were taken from Land Use 821 - 'Shopping Plaza (40-150k).' A pass-by rate of 40% was used for the p.m. peak hour. Since daily pass-by rates are not available for this land use in the ITE *Trip Generation Manual* , the p.m. pass-by rate was used as the daily pass-by rate.

[3] Rates from ITE *Trip Generation Manual* , (11th Edition), Land Use 210 - "Single-Family Detached Housing " , Setting/Location - 'General Urban/Suburban'.

[4] Based on the information obtained from the City, only Phase 1 of the Heritage Grove Specific Plan (between Shepherd to Perrin) is estimated to be completed by 2028. Therefore, trip generation for only Phase 1 of the Heritage Grove have been considered. Trip generation rates from ITE *Trip Generation Manual* , (11th Edition)for various land uses have been used to estimate the trip generation for this project. Trip distribution for this project heve been developed using the Fresno COG ABM select zone model run for these areas.

[5] Rates from ITE *Trip Generation Manual* , (11th Edition), Land Use 215 - "Single-Family Attached Housing " , Setting/Location - 'General Urban/Suburban'.

[6] Rates from ITE *Trip Generation Manual* , (11th Edition), Land Use 220 - "Multifamily Housing (Low Rise) Not Close to Rail Transit " , Setting/Location - 'General Urban/Suburban'.

[7] Rates from ITE *Trip Generation Manual* , (11th Edition), Land Use 820 - "Shopping Center (>150k)" , Setting/Location - 'General Urban/Suburban'.

[8] Pass-by rates from the ITE *Trip Generation Manual* (11th Edition) for Land Use 820 - 'Shopping Center (>150k).' A pass-by rate of 29% was used for the p.m. peak hour. Since daily pass-by rates are not available for this land use in the ITE*Trip Generation Manual* , the p.m. pass-by rate was used as the daily pass-by rate.

[9] Rates from ITE *Trip Generation Manual* , (11th Edition), Land Use 520 - "Elementary School " , Setting/Location - 'General Urban/Suburban'.

[10] Rates from ITE *Trip Generation Manual* , (11th Edition), Land Use 821 - "Shopping Plaza (40-150k)- Supermarket - Yes " , Setting/Location - 'General Urban/Suburban'.

[11] Pass-by rates from the ITE *Trip Generation Manual* (11th Edition) for Land Use 821 - 'Shopping Plaza (40-150k)- Supermarket - Yes.' A pass-by rate of 40% was used for the p.m. peak hour. Since daily pass-by rates are not available for this land use in the ITE*Trip Generation Manual* , the p.m. pass-by rate was used as the daily pass-by rate.

[12] Trip generation taken from "Proposed Multifamily Residential Development Tentative Tract No. 6262" traffic study by Peters Engineering Group (May 2019).

[13] Trip generation taken from "Proposed Church" traffic study by Peters Engineering Group (March 2021).

[14] Trip generation taken from "Tract Map 6343" scoping agreement by LSA (July 2022).

[15] Trip generation taken from "Tentative Tract 6050 (Single-Family Housing" traffic study by JLB Traffic Engineering, Inc. (April 2020).

[16] Trip generation taken from "Shepherd Avenue" traffic study by JLB Traffic Engineering, Inc. (June 2018).

[17] Trip generation taken from "TT 6263" traffic study by JLB Traffic Engineering, Inc. (August 2019).

[18] Rates from ITE *Trip Generation Manual* , (11th Edition), Land Use 150 - "Warehousing" , Setting/Location - 'General Urban/Suburban'.

[19] The truck mix percentages were obtained from South Coast Air Quality Management District (SCAQMD) recommendations for warehousing projects. As such, The truck mix was considered as 6.8% 2-axle trucks, 5.5% 3-axle trucks, and 18.7% 4 or more axle trucks.

[20] Rates from ITE *Trip Generation Manual* , (11th Edition), Land Use 310 - "Hotel " , Setting/Location - 'General Urban/Suburban'.

[21] Rates from ITE *Trip Generation Manual* , (11th Edition), Land Use 720 - "Medical-Dental Office Building - Stand Alone" , Setting/Location - 'General Urban/Suburban'.

[22] Rates from ITE *Trip Generation Manual* , (11th Edition), Land Use 710 - "General Office Building" , Setting/Location - 'General Urban/Suburban'.

[23] Trip generation taken from "Proposed McKenney Assemblage - Tract 6284" traffic study by Peters Engineering Group (March 2020).

[24] Trip generation taken from "Proposed Dry Creek Preserve Master Plan" traffic study by Peters Engineering Group (February 2018).

[25] Trip generation taken from "Master Plan Expansion of the Clovis Community Medical Center" traffic study by JLB Traffic Engineering, Inc. (November 2017).

[26] Rates from ITE *Trip Generation Manual* , (11th Edition), Land Use 254 - "Assisted Living " , Setting/Location - 'General Urban/Suburban'.

[27] Trip generation taken from "Locan 35" traffic study by JLB Traffic Engineering, Inc. (October 2019).

[28] Rates from ITE *Trip Generation Manual* , (11th Edition), Land Use 416 - "Campground/Recreational Vehicle Park " , Setting/Location - 'General Urban/Suburban'.

[29] Rates from ITE *Trip Generation Manual* , (11th Edition), Land Use 945 - "Convenience Store/Gas Station - GFA (2-4K)" , Setting/Location - 'General Urban/Suburban'.

[30] Pass-by rates from the ITE *Trip Generation Manual* (11th Edition) for Land Use 945 - 'Convenience Store/Gas Station - GFA (2-4K).' A pass-by rate of 60% was used for the a.m. peak hour and a pass-by rate of 56% was used for the p.m. peak hour. Since daily pass-by rates are not available for this land use in the ITE *Trip Generation Manual* , the average of a.m and p.m. pass-by rate was used as the daily pass-by rate.

[31] Rates from ITE *Trip Generation Manual* , (11th Edition), Land Use 933 - "Fast-Food Restaurant without Drive-Through Window" , Setting/Location - 'General Urban/Suburban'.

[32] Since pass-by rates from the *ITE Trip Generation Manual* (11th Edition) for Land Use 933 - 'Fast-Food Restaurant without Drive-Through Window' do not exist. Pass-by rates were taken from Land Use 934 - 'Fast-Food Restaurant with Drive-Through Window.' A pass-by rate of 50% was used for the a.m. peak hour and a pass-by rate of 55% was used for the p.m. peak hour. Since daily pass-by rates are not available for this land use in the ITE*Trip Generation Manual* , the average of a.m and p.m. pass-by rate was used as the daily pass-by rate.

[33] Rates from ITE *Trip Generation Manual* , (11th Edition), Land Use 934 - "Fast-Food Restaurant with Drive-Through Window" , Setting/Location - 'General Urban/Suburban'.

[34] Pass-by rates from the ITE *Trip Generation Manual* (11th Edition) for Land Use 934 - 'Fast-Food Restaurant with Drive-Through Window.' A pass-by rate of 50% was used for the a.m. peak hour and a pass-by rate of 55% was used for the p.m. peak hour. Since daily pass-by rates are not available for this land use in the ITE *Trip Generation Manual* , the average of a.m and p.m. pass-by rate was used as the daily pass-by rate.

[35] Rates from ITE *Trip Generation Manual* , (11th Edition), Land Use 151 - "Mini Warehouse" , Setting/Location - 'General Urban/Suburban'.

[36] Rates from ITE *Trip Generation Manual* , (11th Edition), Land Use 948 - "Automated Car Wash" , Setting/Location - 'General Urban/Suburban'.

[37] Trip generation taken from "Tract 6249" traffic study by KD Anderson & Associates, Inc. (June 2019).

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Table 5-C - Near-Term (2028) Roadway Segment Weekday Peak Hour Traffic Volumes

Roadway	#	Segment	A.M. Peak Hour			P.M. Peak Hour		
			Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
Behymer Avenue	1	between Willow Avenue and Minnewawa Avenue	406	4	410	304	6	310
	2	between Minnewawa Avenue and Sunnyside Avenue	750	4	754	466	6	472
	3	between Sunnyside Avenue and Fowler Avenue	637	4	641	383	6	389
Shepherd Avenue	4	between Willow Avenue and Minnewawa Avenue	1,932	106	2,038	2,614	142	2,756
	5	between Minnewawa Avenue and Clovis Avenue	1,804	161	1,965	2,244	217	2,461
	6	between Clovis Avenue and Sunnyside Avenue	1,722	267	1,989	2,029	359	2,388
	7	between Sunnyside Avenue and Project Driveway 3	1,352	251	1,603	1,647	336	1,983
	8	between Project Driveway 3 and Fowler Avenue	1,346	93	1,439	1,645	126	1,771
Herndon Avenue	9	between State Route 168 Eastbound Ramps and Clovis Avenue	3,394	81	3,475	4,383	108	4,491
Willow Avenue	10	between Behymer Avenue and Shepherd Avenue	2,869	43	2,912	3,401	57	3,458
Minnewawa Avenue	11	between Behymer Avenue and Shepherd Avenue	1,232	0	1,232	1,422	0	1,422
Clovis Avenue	12	between Shepherd Avenue and Teague Avenue	1,051	106	1,157	1,211	142	1,353
	13	between Teague Avenue and Nees Avenue	1,546	97	1,643	1,537	131	1,668
	14	between Nees Avenue and Alluvial Avenue	1,715	97	1,812	2,070	131	2,201
	15	between Alluvial Avenue and Herndon Avenue	2,110	97	2,207	2,593	131	2,724
Sunnyside Avenue	16	between Project Driveway 1 and Shepherd Avenue	114	136	250	163	183	346
	17	between Shepherd Avenue and Teague Avenue	393	60	453	445	80	525
	18	between Teague Avenue and Nees Avenue	345	59	404	387	80	467
Fowler Avenue	19	between Behymer Avenue and Ticonderoga	802	4	806	492	6	498
	20	between Ticonderoga and Shepherd Avenue	819	0	819	537	0	537
	21	between Shepherd Avenue and Teague Avenue	608	63	671	801	86	887
	22	between Teague Avenue and Nees Avenue	529	63	592	709	86	795
	23	between Nees Avenue and State Route 168 Westbound Ramps	1,435	60	1,495	1,806	80	1,886

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Table 5-D - Cumulative (2046) Roadway Segment Weekday Peak Hour Traffic Volumes

Roadway	#	Segment	A.M. Peak Hour			P.M. Peak Hour		
			Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
Behymer Avenue	1	between Willow Avenue and Minnewawa Avenue	949	4	953	947	6	953
	2	between Minnewawa Avenue and Sunnyside Avenue	1,457	4	1,461	1,097	6	1,103
	3	between Sunnyside Avenue and Fowler Avenue	720	4	724	467	6	473
Shepherd Avenue	4	between Willow Avenue and Minnewawa Avenue	2,025	106	2,131	2,740	142	2,882
	5	between Minnewawa Avenue and Clovis Avenue	1,889	161	2,050	2,349	217	2,566
	6	between Clovis Avenue and Sunnyside Avenue	1,805	267	2,072	2,127	359	2,486
	7	between Sunnyside Avenue and Project Driveway 3	1,398	251	1,649	1,727	336	2,063
	8	between Project Driveway 3 and Fowler Avenue	1,398	93	1,491	1,724	126	1,850
Herndon Avenue	9	between State Route 168 Eastbound Ramps and Clovis Avenue	3,753	81	3,834	4,792	108	4,900
Willow Avenue	10	between Behymer Avenue and Shepherd Avenue	3,011	43	3,054	3,570	57	3,627
Minnewawa Avenue	11	between Behymer Avenue and Shepherd Avenue	1,791	0	1,791	1,561	0	1,561
Clovis Avenue	12	between Shepherd Avenue and Teague Avenue	1,434	106	1,540	1,734	142	1,876
	13	between Teague Avenue and Nees Avenue	1,767	97	1,864	1,903	131	2,034
	14	between Nees Avenue and Alluvial Avenue	1,793	97	1,890	2,163	131	2,294
	15	between Alluvial Avenue and Herndon Avenue	2,246	97	2,343	2,712	131	2,843
Sunnyside Avenue	16	between Project Driveway 1 and Shepherd Avenue	1,507	136	1,643	1,609	183	1,792
	17	between Shepherd Avenue and Teague Avenue	560	60	620	558	80	638
	18	between Teague Avenue and Nees Avenue	551	59	610	538	80	618
Fowler Avenue	19	between Behymer Avenue and Ticonderoga	890	4	894	586	6	592
	20	between Ticonderoga and Shepherd Avenue	1,410	0	1,410	1,105	0	1,105
	21	between Shepherd Avenue and Teague Avenue	1,105	63	1,168	1,225	86	1,311
	22	between Teague Avenue and Nees Avenue	966	63	1,029	1,097	86	1,183
	23	between Nees Avenue and State Route 168 Westbound Ramps	1,653	60	1,713	2,473	80	2,553

6.0 PROJECT TRAFFIC

6.1 PROJECT TRIP GENERATION

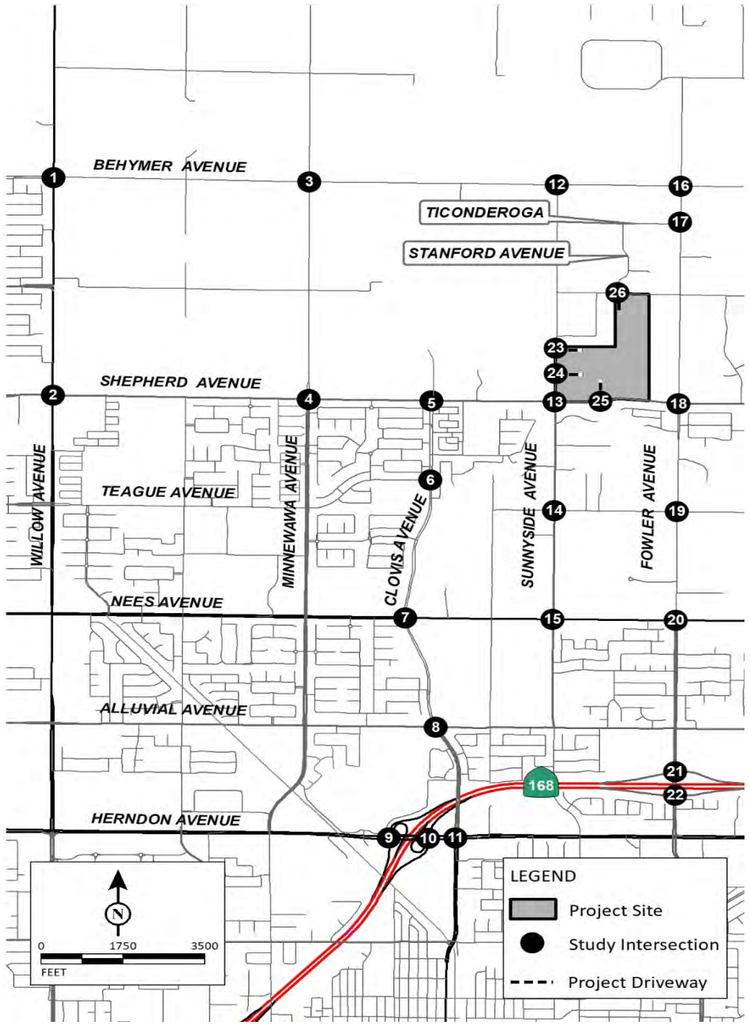
The trip generation for the proposed project was developed using rates from the ITE *Trip Generation Manual* (11th Edition) for Land Use 210 – "Single-Family Detached Housing." Table 6-A summarizes the project trip generation. As shown in Table 6-A, the project is anticipated to generate 424 trips in the a.m. peak hour, 569 trips in the p.m. peak hour, and 5,705 daily trips.

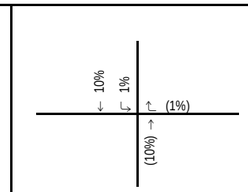
6.2 PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

The project trip distribution was developed using select zone model runs obtained from the Fresno COG ABM. Appendix A includes the select zone model plots for the proposed project. Figure 6-1 illustrates the project trip distribution. The project trip generation was applied to the corresponding trip distribution pattern to develop the project trip assignment. Figure 6-2 illustrates the project trip assignment.

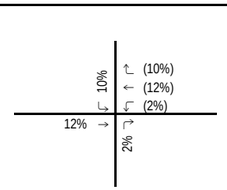
6.3 LIST OF CHAPTER 6.0 FIGURES AND TABLES

- Figure 6-1: Project Trip Distribution
- Figure 6-2: Project Trip Assignment
- Table 6-A: Project Trip Generation

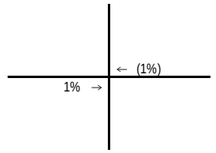




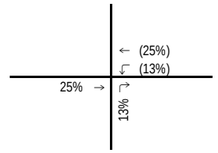
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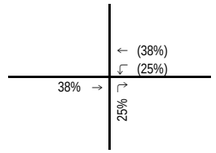
2 Willow Avenue/Shepherd Avenue



3 Minnewawa Avenue/Behymer Avenue



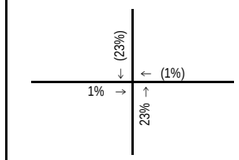
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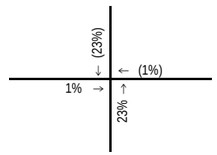
5 Clovis Avenue/Shepherd Avenue



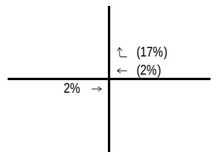
6 Clovis Avenue/Teague Avenue



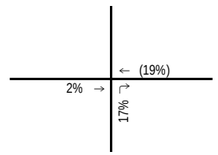
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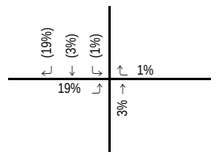
8 Clovis Avenue/Alluvial Avenue



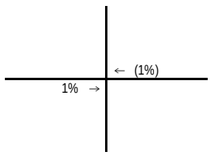
9 State Route 168 Westbound Ramps/Herndon Avenue



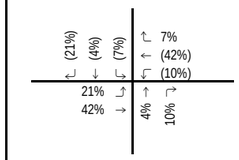
10 State Route 168 Eastbound Ramps/Herndon Avenue



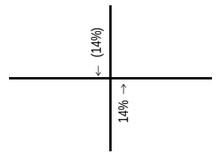
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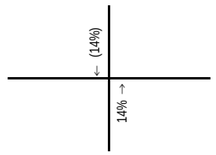
12 Sunnyside Avenue/Behymer Avenue



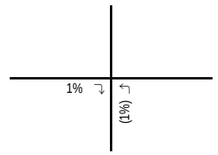
13 Sunnyside Avenue/Shepherd Avenue



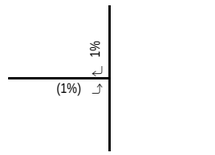
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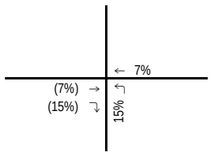
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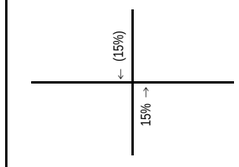
16 Fowler Avenue/Behymer Avenue



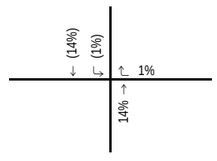
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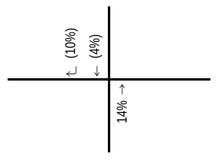
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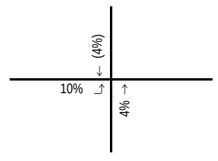
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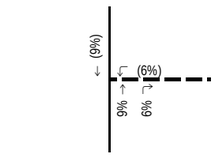
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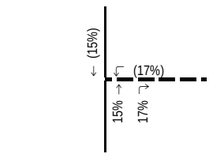
21 Fowler Avenue/State Route 168 Westbound Ramps



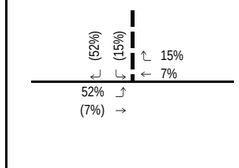
22 Fowler Avenue/State Route 168 Eastbound Ramps



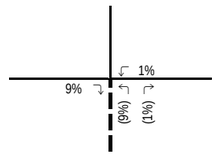
23 Sunnyside Avenue/Project Driveway 1



24 Sunnyside Avenue/Project Driveway 2



25 Project Driveway 3/Shepherd Avenue



26 Stanford Avenue-Project Driveway 4/Perrin Road

LSA

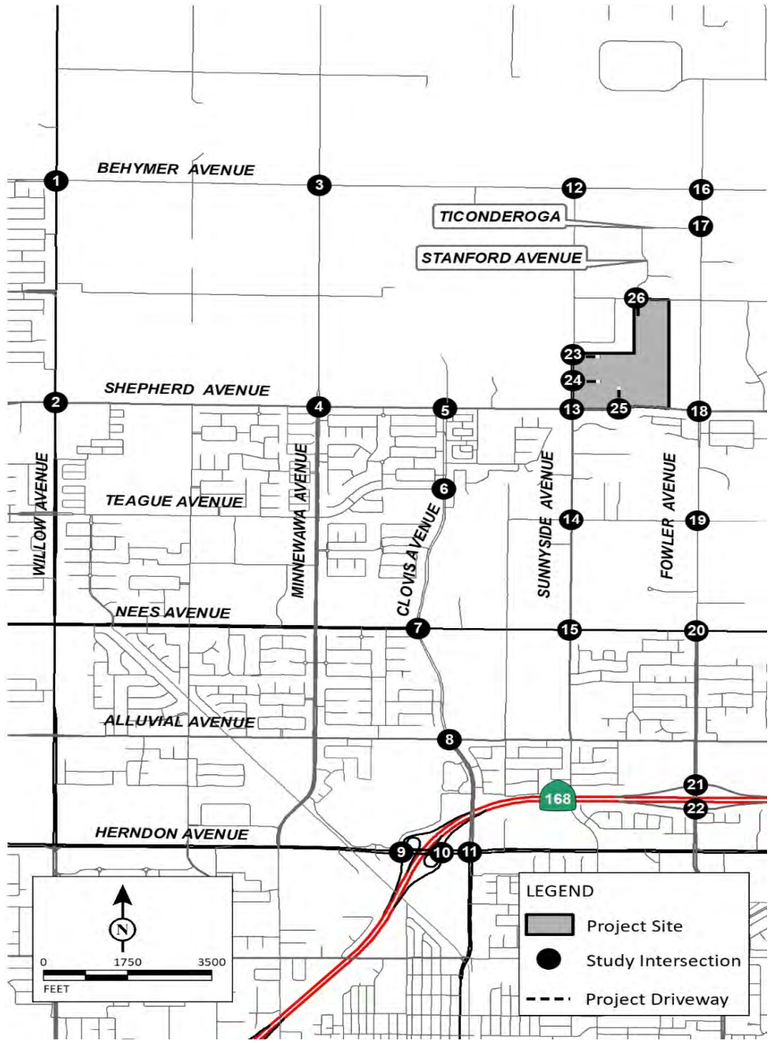
FIGURE 6-1

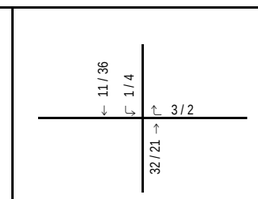
XX% (YY%)
Inbound (Outbound) Distribution
Project Driveway

Shepherd North Project
Transportation Impact Analysis

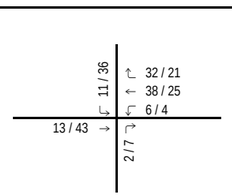
Project Trip Distribution

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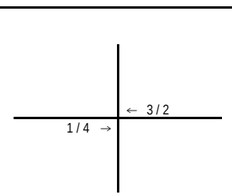




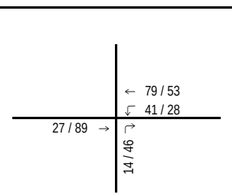
1 Willow Avenue/Behymer Avenue



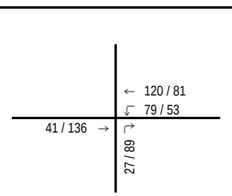
2 Willow Avenue/Shepherd Avenue



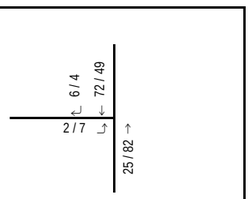
3 Minnewawa Avenue/Behymer Avenue



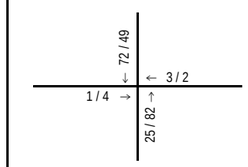
4 Minnewawa Avenue/Shepherd Avenue



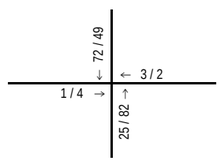
5 Clovis Avenue/Shepherd Avenue



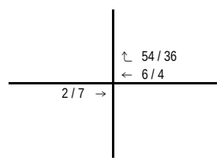
6 Clovis Avenue/Teague Avenue



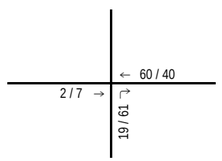
7 Clovis Avenue/Nees Avenue



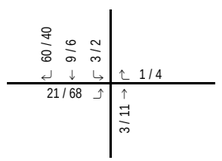
8 Clovis Avenue/Alluvial Avenue



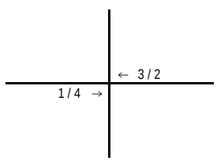
9 State Route 168 Westbound Ramps/Herndon Avenue



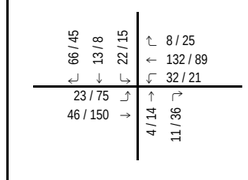
10 State Route 168 Eastbound Ramps/Herndon Avenue



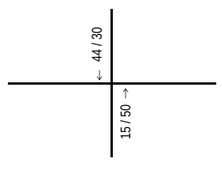
11 Clovis Avenue/Herndon Avenue



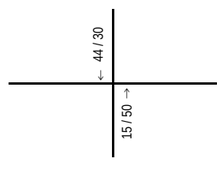
12 Sunnyside Avenue/Behymer Avenue



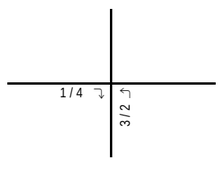
13 Sunnyside Avenue/Shepherd Avenue



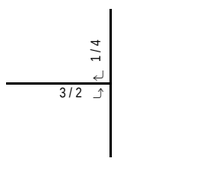
14 Sunnyside Avenue/Teague Avenue



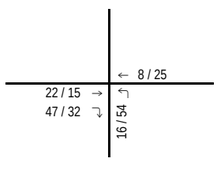
15 Sunnyside Avenue/Nees Avenue



16 Fowler Avenue/Behymer Avenue



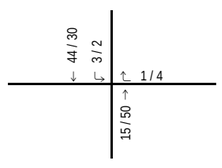
17 Fowler Avenue/Ticonderoga



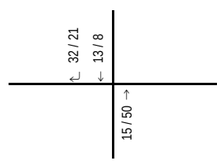
18 Fowler Avenue/Shepherd Avenue



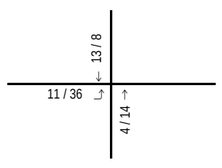
19 Fowler Avenue/Teague Avenue



20 Fowler Avenue/Nees Avenue



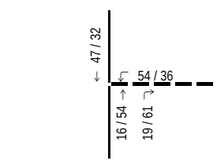
21 Fowler Avenue/State Route 168 Westbound Ramps



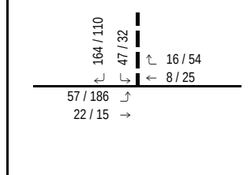
22 Fowler Avenue/State Route 168 Eastbound Ramps



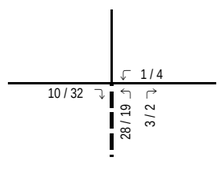
23 Sunnyside Avenue/Project Driveway 1



24 Sunnyside Avenue/Project Driveway 2



25 Project Driveway 3/Shepherd Avenue



26 Stanford Avenue-Project Driveway 4/Perrin Road

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FIGURE 6-2

XXX / YYY
AM / PM Peak Hour Traffic Volumes
Project Driveway

Shepherd North Project
Transportation Impact Analysis

Project Trip Assignment

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Table 6-A - Project Trip Generation

Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
Single-Family Detached Housing	605 DU							
Trips/Unit[1]		0.18	0.52	0.70	0.59	0.35	0.94	9.43
Trip Generation		109	315	424	357	212	569	5,705

Notes:

DU = Dwelling Units

[1] Rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition), Land Use 210 - "Single-Family Detached Housing", Setting/Location - "General Urban/Suburban."

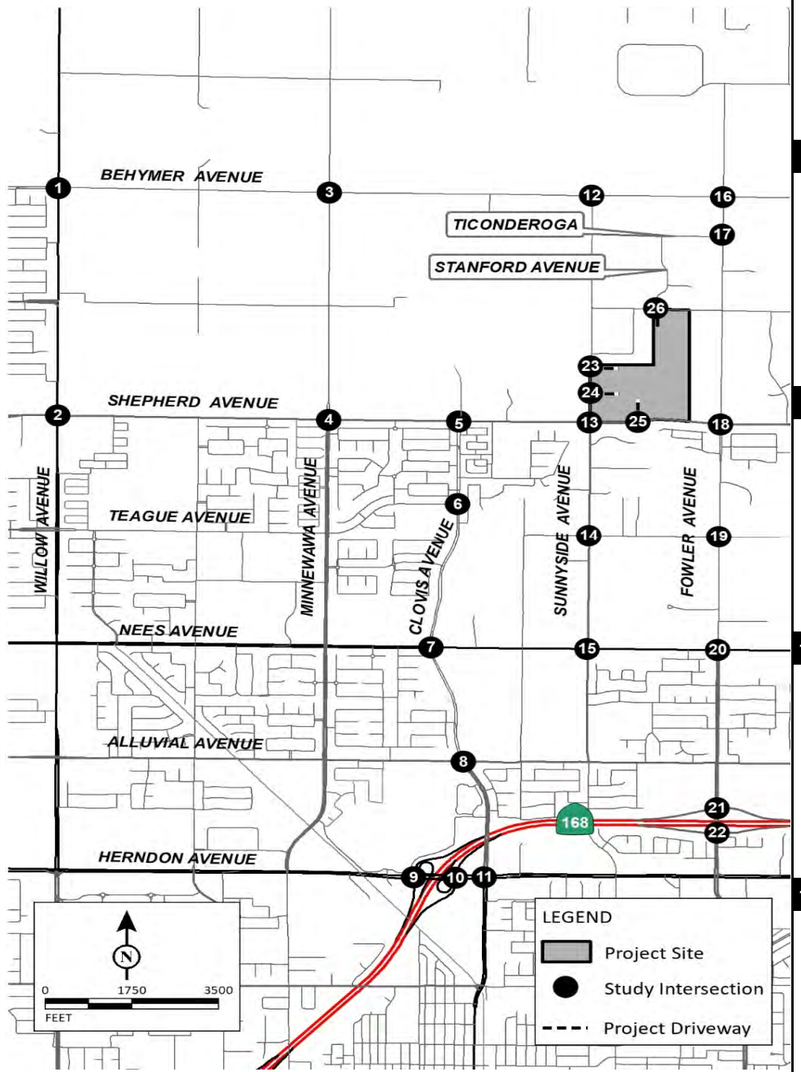
7.0 TRAFFIC VOLUMES FOR PLUS PROJECT SCENARIOS

Existing, near-term, and cumulative plus project traffic volumes were developed by adding project traffic to the traffic for the corresponding without project scenarios. Figures 7-1, 7-2 and 7-3 illustrate "plus project" peak-hour traffic volumes at study intersections under existing, near-term, and cumulative conditions, respectively.

Detailed volume development worksheets are included in Appendix D.

7.1 LIST OF CHAPTER 7.0 FIGURES

- Figure 7-1: Existing Plus Project Peak-Hour Traffic Volumes
- Figure 7-2: Near-Term (2028) Plus Project Peak-Hour Traffic Volumes
- Figure 7-3: Cumulative (2046) Plus Project Peak-Hour Traffic Volumes



1 Willow Avenue/Behymer Avenue

74 / 10	587 / 390	45 / 41
67 / 11		46 / 20
125 / 45		128 / 89
203 / 81		16 / 31
	84 / 120	584 / 472	16 / 24

2 Willow Avenue/Shepherd Avenue

50 / 31	740 / 464	172 / 163
29 / 36		130 / 166
256 / 366		336 / 340
145 / 113		50 / 38
	160 / 243	587 / 657	51 / 96

3 Minnewawa Avenue/Behymer Avenue

3 / 2	225 / 190	123 / 95
3 / 3		297 / 99
115 / 73		148 / 88
44 / 30		12 / 6
	41 / 46	212 / 205	8 / 6

4 Minnewawa Avenue/Shepherd Avenue

29 / 13	159 / 142	103 / 76
33 / 20		91 / 85
366 / 479		370 / 395
152 / 81		85 / 47
	127 / 104	150 / 152	55 / 72

5 Clovis Avenue/Shepherd Avenue

67 / 26	71 / 24	19 / 10
32 / 32		48 / 7
378 / 479		414 / 385
118 / 103		187 / 130
	80 / 140	59 / 44	113 / 159

6 Clovis Avenue/Teague Avenue

189 / 64	345 / 272	
75 / 74		
222 / 87		
	263 / 156	234 / 372

7 Clovis Avenue/Nees Avenue

42 / 27	488 / 302	70 / 43
30 / 22		180 / 74
307 / 419		366 / 387
194 / 249		67 / 43
	70 / 124	319 / 482	20 / 46

8 Clovis Avenue/Alluvial Avenue

34 / 13	680 / 524	126 / 77
13 / 15		89 / 77
270 / 346		410 / 304
153 / 175		44 / 36
	127 / 146	307 / 640	61 / 67

9 State Route 168 Westbound Ramps/Herndon Avenue

	729 / 342	66 / 66
		661 / 597
959 / 1660		1460 / 1455
491 / 529		

10 State Route 168 Eastbound Ramps/Herndon Avenue

		79 / 184
812 / 1366		1667 / 1555
213 / 360		
	454 / 497	498 / 738

11 Clovis Avenue/Herndon Avenue

493 / 327	292 / 268	164 / 273
264 / 434		158 / 136
832 / 1368		1021 / 1062
214 / 302		148 / 316
	232 / 350	258 / 413	120 / 276

12 Sunnyside Avenue/Behymer Avenue

	2 / 0	
		441 / 200
254 / 183		

13 Sunnyside Avenue/Shepherd Avenue

75 / 54	58 / 43	24 / 19
31 / 84		11 / 31
371 / 492		503 / 385
106 / 70		63 / 50
	54 / 80	15 / 25	38 / 67

14 Sunnyside Avenue/Teague Avenue

0 / 1	215 / 163	5 / 2
5 / 1		10 / 12
4 / 1		6 / 3
1 / 3		17 / 8
	2 / 0	89 / 170	5 / 7

15 Sunnyside Avenue/Nees Avenue

66 / 40	159 / 120	22 / 17
12 / 24		14 / 15
269 / 364		367 / 337
85 / 74		25 / 32
	137 / 115	72 / 148	17 / 35

16 Fowler Avenue/Behymer Avenue

16 / 5	80 / 59	0 / 1
10 / 7		0 / 1
0 / 3		8 / 4
234 / 180		4 / 4
	427 / 165	75 / 79	1 / 3

17 Fowler Avenue/Ticonderoga

8 / 6	310 / 238	
10 / 5		
24 / 17		
	9 / 9	488 / 238

18 Fowler Avenue/Shepherd Avenue

18 / 14	141 / 123	185 / 110
20 / 23		370 / 128
303 / 291		287 / 265
51 / 75		36 / 47
	157 / 163	92 / 119	34 / 73

19 Fowler Avenue/Teague Avenue

10 / 6	254 / 258	19 / 9
4 / 3		30 / 15
6 / 3		8 / 7
6 / 5		17 / 5
	3 / 9	180 / 363	7 / 13

20 Fowler Avenue/Nees Avenue

32 / 36	228 / 209	31 / 36
20 / 30		33 / 37
202 / 269		272 / 222
87 / 114		73 / 37
	111 / 163	138 / 320	37 / 62

21 Fowler Avenue/State Route 168 Westbound Ramps

389 / 183	337 / 403	
		31 / 15
		134 / 159
	497 / 430	433 / 788

22 Fowler Avenue/State Route 168 Eastbound Ramps

457 / 539	14 / 23	
152 / 347		
332 / 585		
	778 / 871	92 / 294

23 Sunnyside Avenue/Project Driveway 1

53 / 45		
	19 / 13	
	32 / 58	7 / 21

24 Sunnyside Avenue/Project Driveway 2

72 / 58		
	85 / 57	
	38 / 80	19 / 61

25 Project Driveway 3/Shepherd Avenue

	164 / 110	
		16 / 54
		413 / 356
57 / 186		
376 / 392		

26 Stanford Avenue-Project Driveway 4/Perrin Road

15 / 12	1 / 4	
15 / 13		
10 / 32		
	28 / 19	19 / 13

LSA

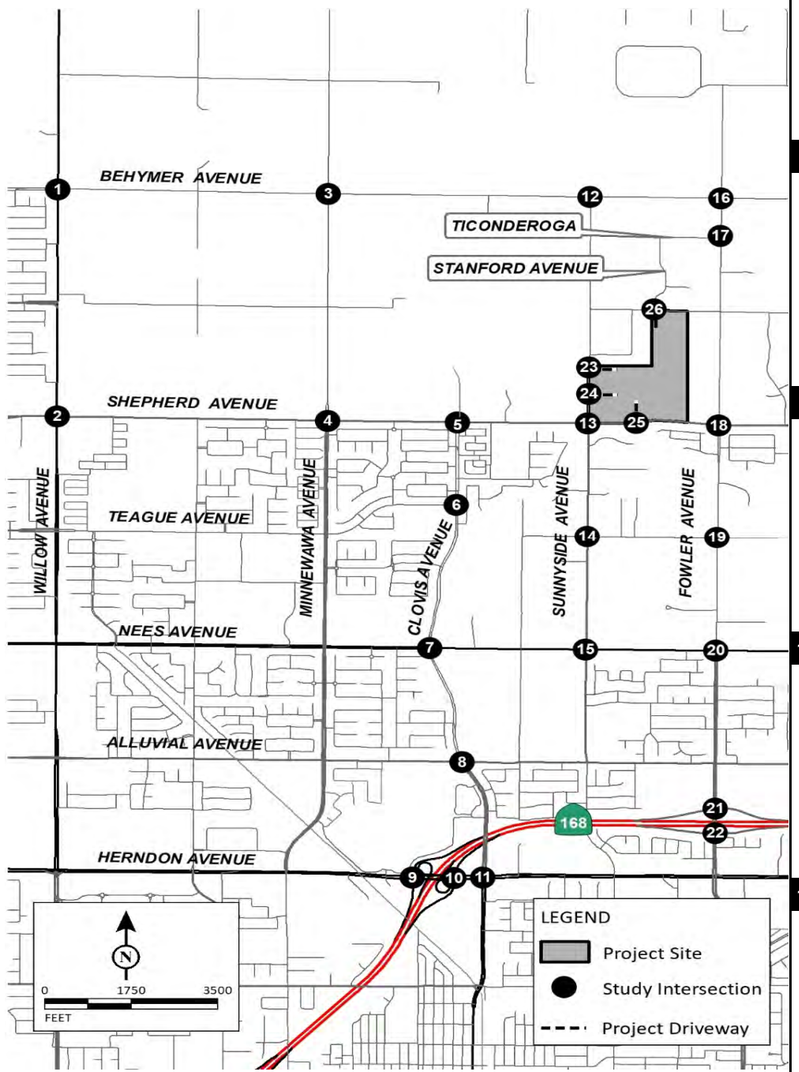
FIGURE 7-1

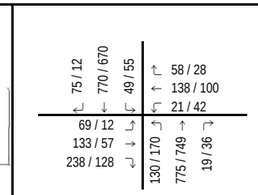
XXXX / YYYY
AM / PM Peak Hour Traffic Volumes
Project Driveway

Shepherd North Project
Transportation Impact Analysis

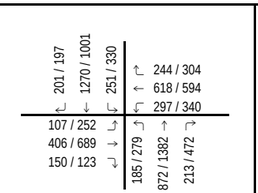
Existing Plus Project Peak Hour Traffic Volumes

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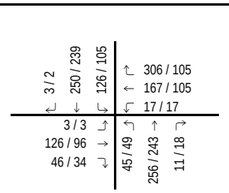




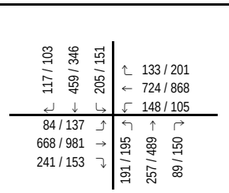
1 Willow Avenue/Behymer Avenue



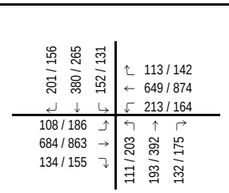
2 Willow Avenue/Shepherd Avenue



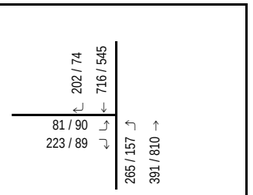
3 Minnewawa Avenue/Behymer Avenue



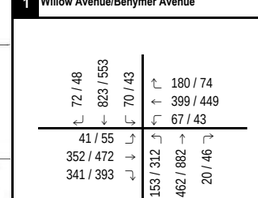
4 Minnewawa Avenue/Shepherd Avenue



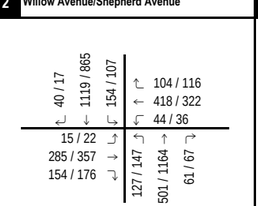
5 Clovis Avenue/Shepherd Avenue



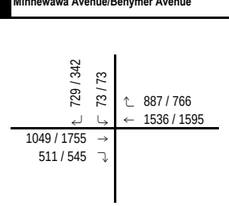
6 Clovis Avenue/Teague Avenue



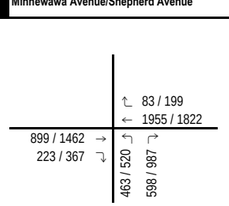
7 Clovis Avenue/Nees Avenue



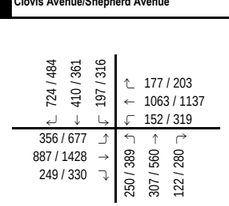
8 Clovis Avenue/Alluvial Avenue



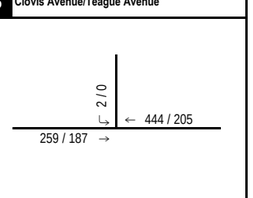
9 State Route 168 Westbound Ramps/Herndon Avenue



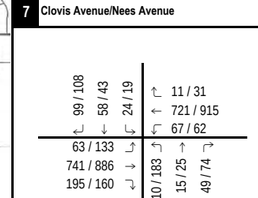
10 State Route 168 Eastbound Ramps/Herndon Avenue



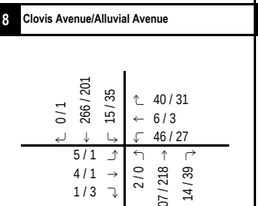
11 Clovis Avenue/Herndon Avenue



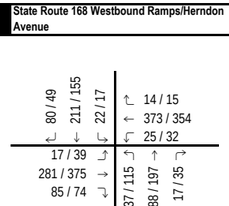
12 Sunnyside Avenue/Behymer Avenue



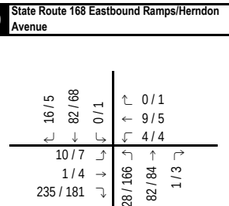
13 Sunnyside Avenue/Shepherd Avenue



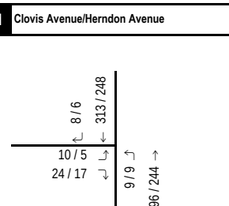
14 Sunnyside Avenue/Teague Avenue



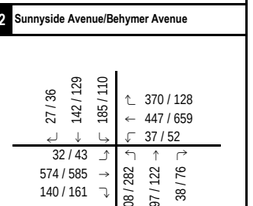
15 Sunnyside Avenue/Nees Avenue



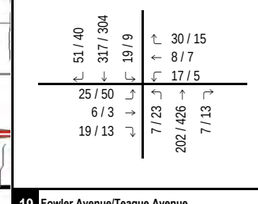
16 Fowler Avenue/Behymer Avenue



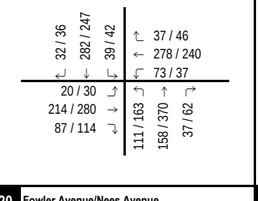
17 Fowler Avenue/Ticonderoga



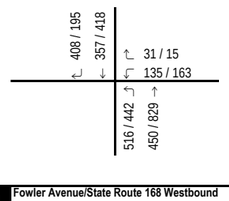
18 Fowler Avenue/Shepherd Avenue



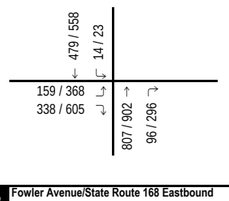
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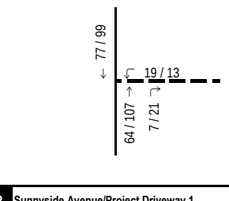
20 Fowler Avenue/Nees Avenue



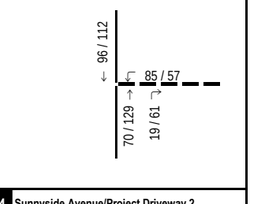
21 Fowler Avenue/State Route 168 Westbound Ramps



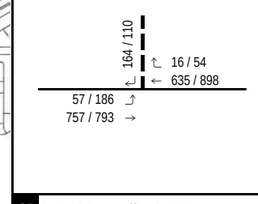
22 Fowler Avenue/State Route 168 Eastbound Ramps



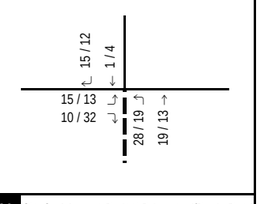
23 Sunnyside Avenue/Project Driveway 1



24 Sunnyside Avenue/Project Driveway 2



25 Project Driveway 3/Shepherd Avenue



26 Stanford Avenue-Project Driveway 4/Perrin Road

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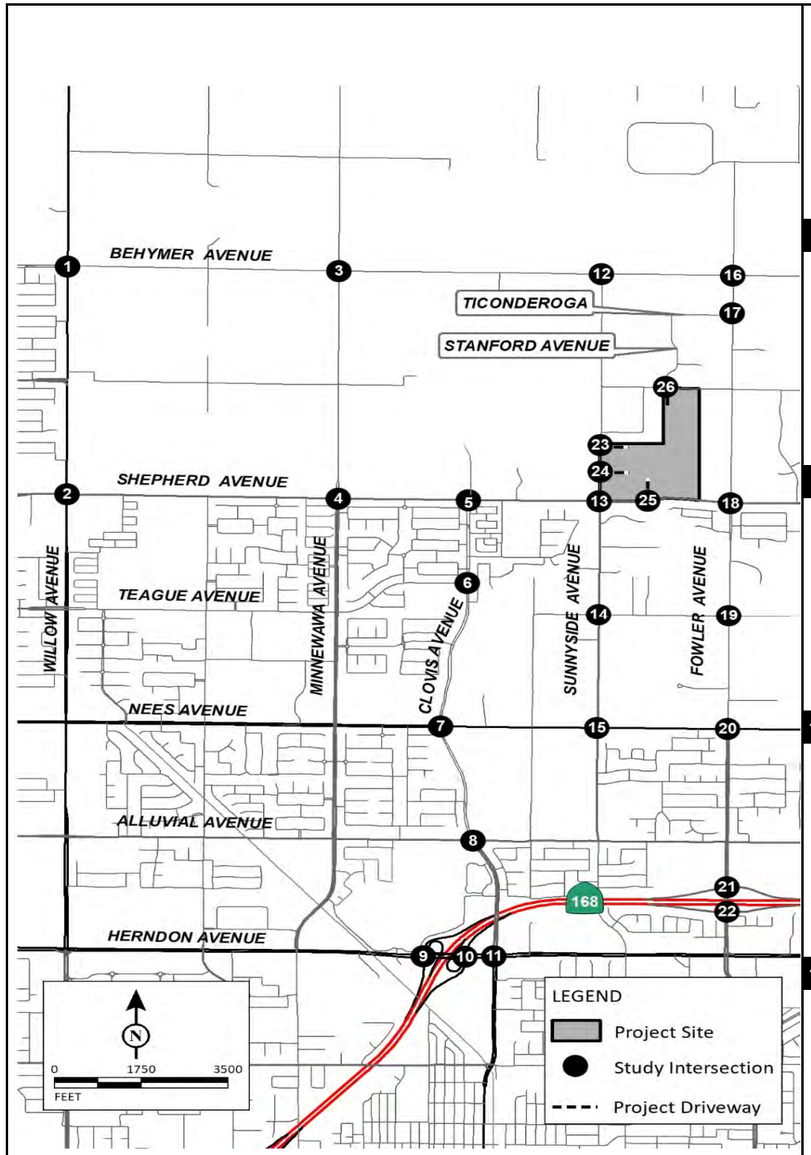
FIGURE 7-2

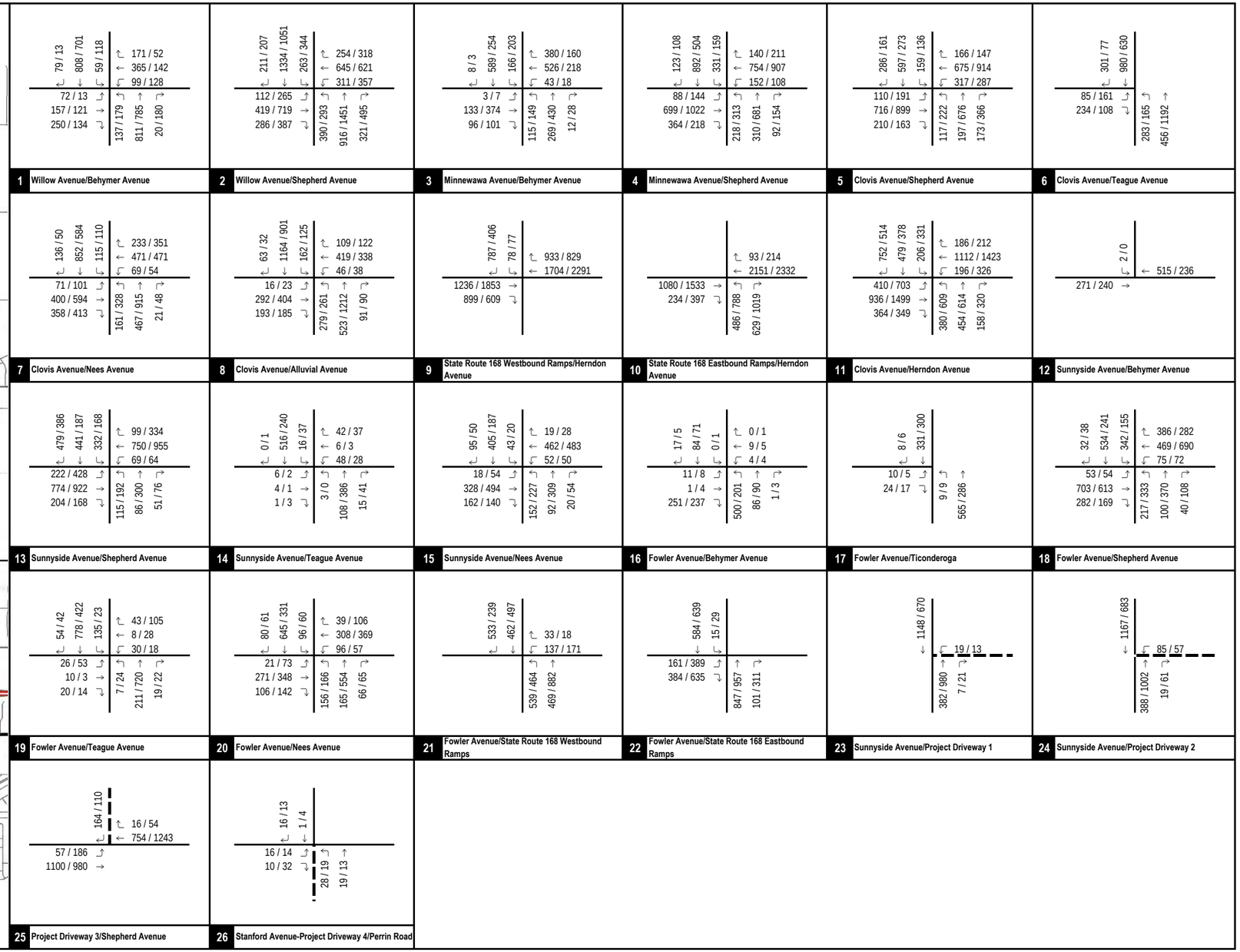
XXXX / YYYY
AM / PM Peak Hour Traffic Volumes
Project Driveway

Shepherd North Project
Transportation Impact Analysis

Near-Term (2028) Plus Project Peak Hour Traffic Volumes

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LSA

FIGURE 7-3

XXXX / YYYY
AM / PM Peak Hour Traffic Volumes
Project Driveway

Shepherd North Project
Transportation Impact Analysis

Cumulative (2046) Plus Project Peak Hour Traffic Volumes

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8.0 INTERSECTION LEVELS OF SERVICE

8.1 EXISTING LEVELS OF SERVICE

Figure 4-1 illustrates existing study intersection geometrics and traffic control.

8.1.1 Study Intersections

An intersection LOS analysis was conducted for existing conditions using the methodologies previously discussed. Existing Signal timing Sheets were obtained from the City and Caltrans for all signalized analysis intersections. The signal timing sheets are included in Appendix C. It should be noted that the existing signal timings were utilized to analyze traffic operations under near-term and cumulative (2046) scenarios as a conservative approach. Table 8-A summarizes the results of this analysis and shows that the following intersections operate at an unsatisfactory LOS under existing conditions:

- Minnewawa Avenue/Behymer Avenue (a.m. peak hour only)
- Fowler Avenue/Shepherd Avenue (a.m. peak hour only)
- Fowler Avenue/State Route 168 Eastbound Ramps (p.m. peak hour only)

All other study intersections operate at a satisfactory LOS under existing conditions.

8.1.2 Roadway Segments

A roadway segment LOS analysis was conducted for existing conditions using the methodologies previously discussed. Table 8-B summarizes the results of this analysis and shows that all the study roadway segments currently operate at a satisfactory LOS under existing conditions.

8.2 EXISTING PLUS PROJECT LEVELS OF SERVICE

Analysis of the existing with project scenario is provided to identify direct project-related operational deficiency if the project were to be built and in operation today. This scenario eliminates the effects of ambient growth and other cumulative projects and deals specifically with operational deficiencies only due to the project traffic. Figure 4-2 illustrates the study intersection geometrics and traffic control under all 'plus project' scenarios.

8.2.1 Study Intersections

An intersection LOS analysis was conducted for existing plus project conditions using the methodologies previously discussed. Table 8-A summarizes the results of this analysis and shows that the following intersection is forecasted to operate at an unsatisfactory LOS under existing plus project conditions:

- Minnewawa Avenue/Behymer Avenue (a.m. peak hour only)
- Sunnyside Avenue/Shepherd Avenue (p.m. peak hour only)
- Sunnyside Avenue/Nees Avenue (p.m. peak hour only)
- Fowler Avenue/Shepherd Avenue (a.m. and p.m. peak hours)

- Fowler Avenue/State Route 168 Eastbound Ramps (p.m. peak hour only)

Based on the operational deficiency criteria stated in Section 3.2 of this TIA, the project is forecasted to create an operational deficiency at these intersections. All other study intersections are forecasted to operate at a satisfactory LOS under existing plus project conditions.

It should be noted that out of the five intersections forecasted to operate at a deficient LOS, three intersections are currently operating at a deficient LOS. As such, the project is forecast to add to the existing deficiencies at these intersections.

8.2.2 Roadway Segments

A roadway segment LOS analysis was conducted for existing plus project conditions using the methodologies previously discussed. Table 8-B summarizes the results of this analysis and shows that all study roadway segments are forecasted to operate at a satisfactory LOS under existing plus project conditions.

8.3 NEAR-TERM (2028) PLUS PROJECT LEVELS OF SERVICE

8.3.1 Study Intersections

An intersection LOS analysis was conducted for near-term plus project conditions using the methodologies previously discussed. Table 8-C summarizes the results of this analysis and shows that the following intersections are forecasted to operate at an unsatisfactory LOS under near-term plus project conditions:

- Minnewawa Avenue/Behymer Avenue (a.m. peak hour only)
- Minnewawa Avenue/Shepherd Avenue (a.m. and p.m. peak hours)
- Clovis Avenue/Shepherd Avenue (p.m. peak hour only)
- Clovis Avenue/Nees Avenue (p.m. peak hour only)
- Clovis Avenue/Herndon Avenue (a.m. and p.m. peak hours)
- Sunnyside Avenue/Shepherd Avenue (a.m. and p.m. peak hours)
- Sunnyside Avenue/Nees Avenue (a.m. and p.m. peak hours)
- Fowler Avenue/Shepherd Avenue (a.m. and p.m. peak hours)
- Fowler Avenue/SR-168 Eastbound Ramps (p.m. peak hour only)

Based on the operational deficiency criteria stated in Section 3.2 of this TIA, the project is forecasted to create an operational deficiency at these intersections. All other study intersections are forecasted to operate at a satisfactory LOS under near-term plus project conditions.

8.3.2 Roadway Segments

A roadway segment LOS analysis was conducted for near-term plus project conditions using the methodologies previously discussed. Table 8-D summarizes the results of this analysis and shows that the following roadway segments are forecast to operate at an unsatisfactory LOS under near-term plus project conditions:

- Shepherd Avenue between Willow Avenue and Minnewawa Avenue (p.m. peak hour only)
- Shepherd Avenue between Clovis Avenue and Sunnyside Avenue (p.m. peak hour only)
- Minnewawa Avenue between Behymer Avenue and Shepherd Avenue (a.m. and p.m. peak hours)

All other roadway segments are forecasted to operate at a satisfactory LOS under near-term plus project conditions.

8.4 CUMULATIVE (2046) WITHOUT PROJECT LEVELS OF SERVICE

8.4.1 Study Intersections

An intersection LOS analysis was conducted for cumulative without project conditions using the methodologies previously discussed. Table 8-E summarizes the results of this analysis and shows that the following intersections are forecasted to operate at an unsatisfactory LOS under cumulative without project conditions:

- Willow Avenue/Shepherd Avenue (p.m. peak hour only)
- Minnewawa Avenue/Behymer Avenue (a.m. and p.m. peak hours)
- Minnewawa Avenue/Shepherd Avenue (a.m. and p.m. peak hours)
- Clovis Avenue/Shepherd Avenue (p.m. peak hour only)
- Clovis Avenue/Nees Avenue (a.m. and p.m. peak hours)
- Clovis Avenue/Herndon Avenue (a.m. and p.m. peak hours)
- Sunnyside Avenue/Shepherd Avenue (a.m. and p.m. peak hours)
- Sunnyside Avenue/Nees Avenue (a.m. and p.m. peak hours)
- Fowler Avenue/Shepherd Avenue (a.m. and p.m. peak hours)
- Fowler Avenue/Teague Avenue (a.m. and p.m. peak hours)
- Fowler Avenue/SR-168 Eastbound Ramps (p.m. peak hour only)

All other study intersections are forecasted to operate at a satisfactory LOS under cumulative (2046) without project conditions.

8.4.2 Roadway Segments

A roadway segment LOS analysis was conducted for cumulative without project conditions using the methodologies previously discussed. Table 8-F summarizes the results of this analysis and shows that the following roadway segments are forecast to operate at an unsatisfactory LOS under cumulative without project conditions:

- Behymer Avenue between Minnewawa Avenue and Sunnyside Avenue (a.m. peak hour only)
- Shepherd Avenue between Willow Avenue and Minnewawa Avenue (p.m. peak hour only)
- Shepherd Avenue between Clovis Avenue and Sunnyside Avenue (p.m. peak hour only)
- Minnewawa Avenue between Behymer Avenue and Shepherd Avenue (a.m. and p.m. peak hours)
- Sunnyside Avenue between Shepherd Avenue and Project Driveway 1 (a.m. and p.m. peak hours)

- Fowler Avenue between Ticonderoga and Shepherd Avenue (a.m. and p.m. peak hours)

All other roadway segments are forecasted to operate at a satisfactory LOS under cumulative without project conditions.

8.5 CUMULATIVE (2046) PLUS PROJECT LEVELS OF SERVICE

8.5.1 Study Intersections

An intersection LOS analysis was conducted for cumulative plus project conditions using the methodologies previously discussed. Table 8-E summarizes the results of this analysis and shows that the following intersection is forecasted to operate at an unsatisfactory LOS under cumulative plus project conditions:

- Willow Avenue/Shepherd Avenue (p.m. peak hour only)
- Minnewawa Avenue/Behymer Avenue (a.m. and p.m. peak hours)
- Minnewawa Avenue/Shepherd Avenue (a.m. and p.m. peak hours)
- Clovis Avenue/Shepherd Avenue (a.m. and p.m. peak hours)
- Clovis Avenue/Nees Avenue (a.m. and p.m. peak hours)
- Clovis Avenue/Alluvial Avenue (a.m. peak hour only)
- Clovis Avenue/Herndon Avenue (a.m. and p.m. peak hours)
- Sunnyside Avenue/Shepherd Avenue (a.m. and p.m. peak hours)
- Sunnyside Avenue/Nees Avenue (a.m. and p.m. peak hours)
- Fowler Avenue/Shepherd Avenue (a.m. and p.m. peak hours)
- Fowler Avenue/Teague Avenue (a.m. and p.m. peak hours)
- Fowler Avenue/SR-168 Eastbound Ramps (p.m. peak hour only)
- Sunnyside Avenue/Project Driveway 1 (a.m. and p.m. peak hours)
- Sunnyside Avenue/Project Driveway 2 (a.m. and p.m. peak hours)

Based on the operational deficiency criteria stated in Section 3.2 of this TIA, the project is forecasted to create an operational deficiency at these intersections. All other study intersections are forecasted to operate at a satisfactory LOS under cumulative plus project conditions.

It should be noted that out of the 14 intersections forecast to operate at a deficient LOS, 11 intersections forecast to operate at a deficient LOS under cumulative (2046) without project conditions. As such, the project is forecast to add to the forecasted deficiencies at these 11 intersections.

Detailed intersection LOS worksheets are included in Appendix E.

8.5.2 Roadway Segments

A roadway segment LOS analysis was conducted for cumulative plus project conditions using the methodologies previously discussed. Table 8-F summarizes the results of this analysis and shows that the following roadway segments are forecast to operate at an unsatisfactory LOS under cumulative plus project conditions:

- Behymer Avenue between Minnewawa Avenue and Sunnyside Avenue (a.m. peak hour only)
- Shepherd Avenue between Willow Avenue and Minnewawa Avenue (p.m. peak hour only)
- Shepherd Avenue between Clovis Avenue and Sunnyside Avenue (a.m. and p.m. peak hours)
- Shepherd Avenue between Sunnyside Avenue and Project Driveway 3 (p.m. peak hour only)
- Minnewawa Avenue between Behymer Avenue and Shepherd Avenue (a.m. and p.m. peak hours)
- Sunnyside Avenue between Shepherd Avenue and Project Driveway 1 (a.m. and p.m. peak hours)
- Fowler Avenue between Ticonderoga and Shepherd Avenue (a.m. and p.m. peak hours)

Based on the operational deficiency criteria stated in Section 3.2 of this TIA, the project is forecasted to create an operational deficiency at these roadway segments. All other roadway segments are forecasted to operate at a satisfactory LOS under cumulative plus project conditions.

It should be noted that out of the seven roadway segments forecast to operate at a deficient LOS, six segments are forecast to operate at a deficient LOS under cumulative (2046) without project conditions. As such, the project is forecast to add to the forecasted deficiencies at these six roadway segments.

8.6 LIST OF CHAPTER 8.0 TABLES

- Table 8-A: Existing Intersection Levels of Service
- Table 8-B: Existing Roadway Segment Levels of Service
- Table 8-C: Near-Term (2028) Intersection Levels of Service
- Table 8-D: Near-Term (2028) Roadway Segment Levels of Service
- Table 8-E: Cumulative (2046) Intersection Levels of Service
- Table 8-F: Cumulative (2046) Roadway Segment Levels of Service

LSA

Table 8-A - Existing Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Without Project					Plus Project					A.M. Peak Hour Increase in Delay (sec.)	P.M. Peak Hour Increase in Delay (sec.)	Improvement Required?
			Control	A.M. Peak Hour Delay (sec.)	A.M. Peak Hour LOS	P.M. Peak Hour Delay (sec.)	P.M. Peak Hour LOS	Control	A.M. Peak Hour Delay (sec.)	A.M. Peak Hour LOS	P.M. Peak Hour Delay (sec.)	P.M. Peak Hour LOS			
1 . Willow Avenue/Behymer Avenue	Clovis/Fresno	D	Signal	33.1	C	30.5	C	Signal	33.2	C	30.6	C	0.1	0.1	No
2 . Willow Avenue/Shepherd Avenue	Clovis/Fresno	D	Signal	37.1	D	40.2	D	Signal	38.2	D	41.3	D	1.1	1.1	No
3 . Minnewawa Avenue/Behymer Avenue	Clovis	D	AWSC	58.7	F *	12.3	B	AWSC	60.0	F *	12.4	B	1.3	0.1	**Yes**
4 . Minnewawa Avenue/Shepherd Avenue	Clovis	D	Signal	46.8	D	45.8	D	Signal	49.0	D	47.8	D	2.2	2.0	No
5 . Clovis Avenue/Shepherd Avenue	Clovis	D	Signal	50.7	D	54.5	D	Signal	52.0	D	54.8	D	1.3	0.3	No
6 . Clovis Avenue/Teague Avenue	Clovis	D	Signal	29.7	C	16.8	B	Signal	31.2	C	17.2	B	1.5	0.4	No
7 . Clovis Avenue/Nees Avenue	Clovis	D	Signal	50.4	D	50.9	D	Signal	51.8	D	51.1	D	1.4	0.2	No
8 . Clovis Avenue/Alluvial Avenue	Clovis	D	Signal	40.8	D	37.5	D	Signal	40.8	D	37.5	D	0.0	0.0	No
9 . State Route 168 Westbound Ramps/Herndon Avenue	Caltrans	45 sec	Signal	29.4	C	26.2	C	Signal	34.6	C	26.2	C	5.2	0.0	No
10 . State Route 168 Eastbound Ramps/Herndon Avenue	Caltrans	45 sec	Signal	21.0	C	22.7	C	Signal	21.2	C	23.7	C	0.2	1.0	No
11 . Clovis Avenue/Herndon Avenue	Clovis	D	Signal	44.0	D	51.3	D	Signal	45.3	D	52.5	D	1.3	1.2	No
12 . Sunnyside Avenue/Behymer Avenue	Clovis	D	TWSC	15.1	C	0.0	A	TWSC	15.1	C	0.0	A	0.0	0.0	No
13 . Sunnyside Avenue/Shepherd Avenue	Clovis	D	AWSC	13.3	B	12.9	B	AWSC	34.1	D	62.0	F *	20.8	49.1	**Yes**
14 . Sunnyside Avenue/Teague Avenue	Clovis	D	TWSC	10.6	B	9.8	A	TWSC	11.5	B	10.5	B	0.9	0.7	No
15 . Sunnyside Avenue/Nees Avenue	Clovis	D	AWSC	24.2	C	31.3	D	AWSC	31.8	D	44.4	E *	7.6	13.1	**Yes**
16 . Fowler Avenue/Behymer Avenue	Clovis	D	AWSC	22.5	C	9.5	A	AWSC	22.9	C	9.5	A	0.4	0.0	No
17 . Fowler Avenue/Ticonderoga	Clovis	D	OWSC	14.3	B	10.6	B	OWSC	13.3	B	10.4	B	-1.0	-0.2	No
18 . Fowler Avenue/Shepherd Avenue	Clovis	D	Signal	69.1	E *	54.6	D	Signal	69.2	E *	55.0	D	0.1	0.4	**Yes**
19 . Fowler Avenue/Teague Avenue	Clovis	D	TWSC	11.9	B	12.6	B	TWSC	12.2	B	13.2	B	0.3	0.6	No
20 . Fowler Avenue/Nees Avenue	Clovis	D	Signal	41.0	D	39.8	D	Signal	41.9	D	41.5	D	0.9	1.7	No
21 . Fowler Avenue/State Route 168 Westbound Ramps	Caltrans	45 sec	Signal	22.3	C	17.5	B	Signal	22.5	C	17.6	B	0.2	0.1	No
22 . Fowler Avenue/State Route 168 Eastbound Ramps	Caltrans	45 sec	Signal	22.5	C	60.3	E *	Signal	22.7	C	60.8	E *	0.2	0.5	**Yes**
23 . Sunnyside Avenue/Project Driveway 1	Clovis	D	-	*Future Intersection*		*Future Intersection*		OWSC	9.1	A	9.2	A	9.1	9.2	No
24 . Sunnyside Avenue/Project Driveway 2	Clovis	D	-	*Future Intersection*		*Future Intersection*		OWSC	9.6	A	9.8	A	9.6	9.8	No
25 . Project Driveway 3/Shepherd Avenue	Clovis	D	-	*Future Intersection*		*Future Intersection*		OWSC	11.0	B	10.4	B	11.0	10.4	No
26 . Stanford Avenue-Project Driveway 4/Perrin Road	Clovis	D	-	*No Conflicting Movements*		*No Conflicting Movements*		TWSC	9.3	A	9.5	A	9.3	9.5	No

Notes:

AWSC= All-Way Stop Control; OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

LSA

Table 8-B - Existing Roadway Segment Weekday Peak Hour Levels of Service

Roadway Segment	Jurisdiction	Overall Classification	Peak Hour Roadway Capacity[2]	A.M. Peak Hour				P.M. Peak Hour			
				Without Project		Plus Project		Without Project		Plus Project	
				Volume	LOS	Volume	LOS	Volume	LOS	Volume	LOS
Segments on Behymer Avenue											
1 . between Willow Avenue and Minnewawa Avenue	Clovis	2-Lane Undivided Arterial	1,310	370	C	370	C	240	C	250	C
2 . between Minnewawa Avenue and Sunnyside Avenue	Clovis	2-Lane Undivided Collector	1,310	700	D	710	D	390	C	400	C
3 . between Sunnyside Avenue and Fowler Avenue	Clovis	2-Lane Undivided Rural Collector	1,000	630	D	640	D	380	C	380	C
Segments on Shepherd Avenue											
4 . between Willow Avenue and Minnewawa Avenue	Clovis	3-Lane Raised Median Arterial	2,830	890	C	990	C	1,040	C	1,180	C
5 . between Minnewawa Avenue and Clovis Avenue	Clovis	3-Lane Raised Median Arterial	2,830	910	C	1,070	C	950	C	1,160	C
6 . between Clovis Avenue and Sunnyside Avenue	Clovis	2-Lane Undivided Expressway	2,130	870	C	1,140	D	810	C	1,170	D
7 . between Sunnyside Avenue and Project Driveway 3	Clovis	2-Lane Undivided Expressway	2,130	750	C	1,000	C	710	C	1,040	D
8 . between Project Driveway 3 and Fowler Avenue	Clovis	2-Lane Undivided Expressway	2,130	750	C	850	C	710	C	830	C
Segments on Herndon Avenue											
9 . between State Route 168 Eastbound Ramps and Clovis Avenue	Clovis	10-Lane Raised Median Arterial	9,475	2,920	C	3,000	C	3,760	C	3,870	C
Segments on Willow Avenue											
10 . between Behymer Avenue and Shepherd Avenue	Clovis/Fresno	6-Lane Raised Median Arterial	5,680	1,640	C	1,680	C	1,460	C	1,510	C
Segments on Minnewawa Avenue											
11 . between Behymer Avenue and Shepherd Avenue	Clovis	2-Lane Undivided Arterial	1,310	550	C	550	C	490	C	490	C
Segments on Clovis Avenue											
12 . between Shepherd Avenue and Teague Avenue	Clovis	4-Lane Raised Median Arterial	3,780	510	C	610	C	460	C	600	C
13 . between Teague Avenue and Nees Avenue	Clovis	4-Lane Raised Median Arterial	3,780	1,020	C	1,120	C	830	C	960	C
14 . between Nees Avenue and Alluvial Avenue	Clovis	4-Lane Raised Median Arterial	3,780	1,010	C	1,110	C	1,090	C	1,220	C
15 . between Alluvial Avenue and Herndon Avenue	Clovis	4-Lane Raised Median Arterial	3,780	1,480	C	1,580	C	1,730	C	1,860	C
Segments on Sunnyside Avenue											
16 . between Project Driveway 1 and Shepherd Avenue	Clovis	2-Lane Undivided Collector	1,310	60	C	200	C	60	C	250	C
17 . between Shepherd Avenue and Teague Avenue	Clovis	2-Lane Undivided Collector	1,310	240	C	300	C	240	C	320	C
18 . between Teague Avenue and Nees Avenue	Clovis	2-Lane Undivided Collector	1,310	240	C	300	C	250	C	330	C
Segments on Fowler Avenue											
19 . between Behymer Avenue and Ticonderoga	Clovis	2-Lane Undivided Rural Collector	1,000	800	D	800	D	480	C	490	C
20 . between Ticonderoga and Shepherd Avenue	Clovis	2-Lane Undivided Rural Collector	1,000	800	D	800	D	490	C	490	C
21 . between Shepherd Avenue and Teague Avenue	Clovis	3-Lane Raised Median Arterial	2,830	460	C	520	C	580	C	670	C
22 . between Teague Avenue and Nees Avenue	Clovis	2-Lane Undivided Arterial	1,310	430	C	490	C	580	D	670	D
23 . between Nees Avenue and State Route 168 Westbound Ramps	Clovis	3-Lane Raised Median Arterial	2,830	1,370	C	1,430	D	1,720	D	1,800	D

Notes:

LOS = Level of Service

[1] Classifications for all segments have been obtained from the City of Clovis's General Plan Circulation Diagram, dated December 2014.

[2] Roadway capacities for all segments have been obtained from the Clovis General Plan and Development Code Update Draft PEIR, dated June 2014.

LSA

Table 8-C - Near-Term (2028) Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Control	Plus Project					Improvement Required?
				A.M. Peak Hour			P.M. Peak Hour		
				Delay (sec.)	LOS		Delay (sec.)	LOS	
1 . Willow Avenue/Behymer Avenue	Clovis/Fresno	D	Signal	35.7	D		30.8	C	No
2 . Willow Avenue/Shepherd Avenue	Clovis/Fresno	D	Signal	43.7	D		53.0	D	No
3 . Minnewawa Avenue/Behymer Avenue	Clovis	D	AWSC	100.9	**F**	*	16.9	C	**Yes**
4 . Minnewawa Avenue/Shepherd Avenue	Clovis	D	Signal	118.6	**F**	*	148.0	**F**	* **Yes**
5 . Clovis Avenue/Shepherd Avenue	Clovis	D	Signal	53.0	D		69.6	**E**	* **Yes**
6 . Clovis Avenue/Teague Avenue	Clovis	D	Signal	26.5	C		11.8	B	No
7 . Clovis Avenue/Nees Avenue	Clovis	D	Signal	51.6	D		60.7	**E**	* **Yes**
8 . Clovis Avenue/Alluvial Avenue	Clovis	D	Signal	42.6	D		40.0	D	No
9 . State Route 168 Westbound Ramps/Herndon Avenue	Caltrans	45 sec	Signal	31.1	C		26.9	C	No
10 . State Route 168 Eastbound Ramps/Herndon Avenue	Caltrans	45 sec	Signal	22.4	C		36.6	D	No
11 . Clovis Avenue/Herndon Avenue	Clovis	D	Signal	57.1	**E**	*	67.6	**E**	* **Yes**
12 . Sunnyside Avenue/Behymer Avenue	Clovis	D	TWSC	15.3	C		0.0	A	No
13 . Sunnyside Avenue/Shepherd Avenue	Clovis	D	AWSC	>200	**F**	*	>200	**F**	* **Yes**
14 . Sunnyside Avenue/Teague Avenue	Clovis	D	TWSC	13.1	B		12.8	B	No
15 . Sunnyside Avenue/Nees Avenue	Clovis	D	AWSC	45.5	**E**	*	71.9	**F**	* **Yes**
16 . Fowler Avenue/Behymer Avenue	Clovis	D	AWSC	24.2	C		9.6	A	No
17 . Fowler Avenue/Ticonderoga	Clovis	D	OWSC	13.4	B		10.5	B	No
18 . Fowler Avenue/Shepherd Avenue	Clovis	D	Signal	81.8	**F**	*	137.6	**F**	* **Yes**
19 . Fowler Avenue/Teague Avenue	Clovis	D	TWSC	14.3	B		20.9	C	No
20 . Fowler Avenue/Nees Avenue	Clovis	D	Signal	39.4	D		38.3	D	No
21 . Fowler Avenue/State Route 168 Westbound Ramps	Caltrans	45 sec	Signal	22.3	C		17.1	B	No
22 . Fowler Avenue/State Route 168 Eastbound Ramps	Caltrans	45 sec	Signal	22.7	C		64.3	**E**	* **Yes**
23 . Sunnyside Avenue/Project Driveway 1	Clovis	D	OWSC	9.4	A		9.8	A	No
24 . Sunnyside Avenue/Project Driveway 2	Clovis	D	OWSC	10.1	B		10.6	B	No
25 . Project Driveway 3/Shepherd Avenue	Clovis	D	OWSC	12.7	B		14.3	B	No
26 . Stanford Avenue-Project Driveway 4/Perrin Road	Clovis	D	TWSC	9.3	A		9.5	A	No

Notes:

AWSC= All-Way Stop Control; OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

LSA

Table 8-D - Near-Term (2028) Roadway Segment Levels of Service

Roadway Segment	Jurisdiction	Overall Classification	Peak Hour Roadway Capacity[2]	A.M. Peak Hour		P.M. Peak Hour	
				Plus Project		Plus Project	
				Volume	LOS	Volume	LOS
Segments on Behymer Avenue							
1 . between Willow Avenue and Minnewawa Avenue	Clovis	2-Lane Undivided Arterial	1,310	410	C	310	C
2 . between Minnewawa Avenue and Sunnyside Avenue	Clovis	2-Lane Undivided Collector	1,310	760	D	480	C
3 . between Sunnyside Avenue and Fowler Avenue	Clovis	2-Lane Undivided Rural Collector	1,000	650	D	390	C
Segments on Shepherd Avenue							
4 . between Willow Avenue and Minnewawa Avenue	Clovis	3-Lane Raised Median Arterial	2,830	2,040	D	2,760	E *
5 . between Minnewawa Avenue and Clovis Avenue	Clovis	3-Lane Raised Median Arterial	2,830	1,970	D	2,470	D
6 . between Clovis Avenue and Sunnyside Avenue	Clovis	2-Lane Undivided Expressway	2,130	1,990	D	2,390	F *
7 . between Sunnyside Avenue and Project Driveway 3	Clovis	2-Lane Undivided Expressway	2,130	1,610	D	1,990	D
8 . between Project Driveway 3 and Fowler Avenue	Clovis	2-Lane Undivided Expressway	2,130	1,440	D	1,780	D
Segments on Herndon Avenue							
9 . between State Route 168 Eastbound Ramps and Clovis Avenue	Clovis	10-Lane Raised Median Arterial	9,475	3,480	C	4,500	C
Segments on Willow Avenue							
10 . between Behymer Avenue and Shepherd Avenue	Clovis/Fresno	6-Lane Raised Median Arterial	5,680	2,920	C	3,460	D
Segments on Minnewawa Avenue							
11 . between Behymer Avenue and Shepherd Avenue	Clovis	2-Lane Undivided Arterial	1,310	1,240	E *	1,430	F *
Segments on Clovis Avenue							
12 . between Shepherd Avenue and Teague Avenue	Clovis	4-Lane Raised Median Arterial	3,780	1,160	C	1,360	C
13 . between Teague Avenue and Nees Avenue	Clovis	4-Lane Raised Median Arterial	3,780	1,650	C	1,670	C
14 . between Nees Avenue and Alluvial Avenue	Clovis	4-Lane Raised Median Arterial	3,780	1,820	C	2,210	D
15 . between Alluvial Avenue and Herndon Avenue	Clovis	4-Lane Raised Median Arterial	3,780	2,210	D	2,730	D
Segments on Sunnyside Avenue							
16 . between Project Driveway 1 and Shepherd Avenue	Clovis	2-Lane Undivided Collector	1,310	250	C	350	C
17 . between Shepherd Avenue and Teague Avenue	Clovis	2-Lane Undivided Collector	1,310	460	C	530	C
18 . between Teague Avenue and Nees Avenue	Clovis	2-Lane Undivided Collector	1,310	410	C	470	C
Segments on Fowler Avenue							
19 . between Behymer Avenue and Ticonderoga	Clovis	2-Lane Undivided Rural Collector	1,000	810	D	500	C
20 . between Ticonderoga and Shepherd Avenue	Clovis	2-Lane Undivided Rural Collector	1,000	820	D	540	C
21 . between Shepherd Avenue and Teague Avenue	Clovis	3-Lane Raised Median Arterial	2,830	680	C	890	C
22 . between Teague Avenue and Nees Avenue	Clovis	2-Lane Undivided Arterial	1,310	600	D	800	D
23 . between Nees Avenue and State Route 168 Westbound Ramps	Clovis	3-Lane Raised Median Arterial	2,830	1,500	D	1,890	D

Notes:

LOS = Level of Service

[1] Classifications for all segments have been obtained from the City of Clovis's General Plan Circulation Diagram, dated December 2014.

[2] Roadway capacities for all segments have been obtained from the Clovis General Plan and Development Code Update Draft PEIR, dated June 2014.

LSA

Table 8-E - Cumulative (2046) Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Without Project					Plus Project					A.M. Peak Hour Increase in Delay (sec.)	P.M. Peak Hour Increase in Delay (sec.)	Improvement Required?
			Control	A.M. Peak Hour Delay (sec.)	A.M. Peak Hour LOS	P.M. Peak Hour Delay (sec.)	P.M. Peak Hour LOS	Control	A.M. Peak Hour Delay (sec.)	A.M. Peak Hour LOS	P.M. Peak Hour Delay (sec.)	P.M. Peak Hour LOS			
1 . Willow Avenue/Behymer Avenue	Clovis/Fresno	D	Signal	48.7	D	37.2	D	Signal	48.9	D	38.4	D	0.2	1.2	No
2 . Willow Avenue/Shepherd Avenue	Clovis/Fresno	D	Signal	50.6	D	60.0	E *	Signal	51.0	D	64.1	E *	0.4	4.1	**Yes**
3 . Minnewawa Avenue/Behymer Avenue	Clovis	D	AWSC	>200	F *	>200	F *	AWSC	>200	F *	>200	F *	2.6	1.5	**Yes**
4 . Minnewawa Avenue/Shepherd Avenue	Clovis	D	Signal	150.1	F *	144.1	F *	Signal	164.4	F *	162.3	F *	14.3	18.2	**Yes**
5 . Clovis Avenue/Shepherd Avenue	Clovis	D	Signal	50.5	D	56.9	E *	Signal	61.5	E *	67.4	E *	11.0	10.5	**Yes**
6 . Clovis Avenue/Teague Avenue	Clovis	D	Signal	31.1	C	18.3	B	Signal	34.4	C	21.7	C	3.3	3.4	No
7 . Clovis Avenue/Nees Avenue	Clovis	D	Signal	59.8	E *	87.0	F *	Signal	59.9	E *	87.7	F *	0.1	0.7	**Yes**
8 . Clovis Avenue/Alluvial Avenue	Clovis	D	Signal	52.1	D	47.3	D	Signal	56.4	E *	49.8	D	4.3	2.5	**Yes**
9 . State Route 168 Westbound Ramps/Herndon Avenue	Caltrans	45 sec	Signal	35.9	D	27.4	C	Signal	36.9	D	27.4	C	1.0	0.0	No
10 . State Route 168 Eastbound Ramps/Herndon Avenue	Caltrans	45 sec	Signal	22.3	C	33.2	C	Signal	22.6	C	38.3	D	0.3	5.1	No
11 . Clovis Avenue/Herndon Avenue	Clovis	D	Signal	55.8	E *	84.8	F *	Signal	62.7	E *	90.4	F *	6.9	5.6	**Yes**
12 . Sunnyside Avenue/Behymer Avenue	Clovis	D	TWSC	15.8	C	0.0	A	TWSC	15.9	C	0.0	A	0.1	0.0	No
13 . Sunnyside Avenue/Shepherd Avenue	Clovis	D	AWSC	>200	F *	>200	F *	AWSC	>200	F *	>200	F *	112.9	161.8	**Yes**
14 . Sunnyside Avenue/Teague Avenue	Clovis	D	TWSC	14.7	B	13.9	B	TWSC	16.3	C	15.5	C	1.6	1.6	No
15 . Sunnyside Avenue/Nees Avenue	Clovis	D	AWSC	130.5	F *	178.4	F *	AWSC	165.4	F *	>200	F *	34.9	39.2	**Yes**
16 . Fowler Avenue/Behymer Avenue	Clovis	D	AWSC	27.3	D	10.1	B	AWSC	27.9	D	10.2	B	0.6	0.1	No
17 . Fowler Avenue/Ticonderoga	Clovis	D	OWSC	14.7	B	11.2	B	OWSC	13.5	B	11.0	B	-1.2	-0.2	No
18 . Fowler Avenue/Shepherd Avenue	Clovis	D	Signal	85.6	F *	121.4	F *	Signal	86.3	F *	129.1	F *	0.7	7.7	**Yes**
19 . Fowler Avenue/Teague Avenue	Clovis	D	TWSC	48.6	E *	100.5	F *	TWSC	52.5	F *	133.5	F *	3.9	33.0	**Yes**
20 . Fowler Avenue/Nees Avenue	Clovis	D	Signal	41.4	D	40.6	D	Signal	41.4	D	40.8	D	0.0	0.2	No
21 . Fowler Avenue/State Route 168 Westbound Ramps	Caltrans	45 sec	Signal	23.4	C	17.7	B	Signal	23.7	C	17.9	B	0.3	0.2	No
22 . Fowler Avenue/State Route 168 Eastbound Ramps	Caltrans	45 sec	Signal	23.4	C	70.0	E *	Signal	23.7	C	70.5	E *	0.3	0.5	**Yes**
23 . Sunnyside Avenue/Project Driveway 1	Clovis	D	-	*Future Intersection*		*Future Intersection*		OWSC	46.5	E *	53.6	F *	46.5	53.6	**Yes**
24 . Sunnyside Avenue/Project Driveway 2	Clovis	D	-	*Future Intersection*		*Future Intersection*		OWSC	140.9	F *	131.1	F *	140.9	131.1	**Yes**
25 . Project Driveway 3/Shepherd Avenue	Clovis	D	-	*Future Intersection*		*Future Intersection*		OWSC	13.7	B	18.6	C	13.7	18.6	No
26 . Stanford Avenue-Project Driveway 4/Perrin Road	Clovis	D	-	*No Conflicting Movements*		*No Conflicting Movements*		TWSC	9.3	A	9.2	A	9.3	9.2	No

Notes:

AWSC= All-Way Stop Control; OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

LSA

Table 8-F - Cumulative (2046) Roadway Segment Weekday Peak Hour Levels of Service

Roadway Segment	Jurisdiction	Overall Classification	Peak Hour Roadway Capacity[2]	A.M. Peak Hour				P.M. Peak Hour			
				Without Project		Plus Project		Without Project		Plus Project	
				Volume	LOS	Volume	LOS	Volume	LOS	Volume	LOS
Segments on Behymer Avenue											
1 . between Willow Avenue and Minnewawa Avenue	Clovis	2-Lane Undivided Arterial	1,310	950	D	960	D	950	D	960	D
2 . between Minnewawa Avenue and Sunnyside Avenue	Clovis	2-Lane Undivided Collector	1,310	1,460	F *	1,470	F *	1,100	D	1,110	D
3 . between Sunnyside Avenue and Fowler Avenue	Clovis	2-Lane Undivided Rural Collector	1,000	720	D	730	D	470	C	480	C
Segments on Shepherd Avenue											
4 . between Willow Avenue and Minnewawa Avenue	Clovis	3-Lane Raised Median Arterial	2,830	2,030	D	2,140	D	2,740	E *	2,890	F *
5 . between Minnewawa Avenue and Clovis Avenue	Clovis	3-Lane Raised Median Arterial	2,830	1,890	D	2,050	D	2,350	D	2,570	D
6 . between Clovis Avenue and Sunnyside Avenue	Clovis	2-Lane Undivided Expressway	2,130	1,810	D	2,080	E *	2,130	F *	2,490	F *
7 . between Sunnyside Avenue and Project Driveway 3	Clovis	2-Lane Undivided Expressway	2,130	1,400	D	1,650	D	1,730	D	2,070	E *
8 . between Project Driveway 3 and Fowler Avenue	Clovis	2-Lane Undivided Expressway	2,130	1,400	D	1,500	D	1,730	D	1,860	D
Segments on Herndon Avenue											
9 . between State Route 168 Eastbound Ramps and Clovis Avenue	Clovis	10-Lane Raised Median Arterial	9,475	3,760	C	3,840	C	4,800	C	4,900	C
Segments on Willow Avenue											
10 . between Behymer Avenue and Shepherd Avenue	Clovis/Fresno	6-Lane Raised Median Arterial	5,680	3,020	C	3,060	D	3,570	D	3,630	D
Segments on Minnewawa Avenue											
11 . between Behymer Avenue and Shepherd Avenue	Clovis	2-Lane Undivided Arterial	1,310	1,800	F *	1,800	F *	1,570	F *	1,570	F *
Segments on Clovis Avenue											
12 . between Shepherd Avenue and Teague Avenue	Clovis	4-Lane Raised Median Arterial	3,780	1,440	C	1,550	C	1,740	C	1,880	C
13 . between Teague Avenue and Nees Avenue	Clovis	4-Lane Raised Median Arterial	3,780	1,770	C	1,870	C	1,910	C	2,040	D
14 . between Nees Avenue and Alluvial Avenue	Clovis	4-Lane Raised Median Arterial	3,780	1,800	C	1,890	C	2,170	D	2,300	D
15 . between Alluvial Avenue and Herndon Avenue	Clovis	4-Lane Raised Median Arterial	3,780	2,250	D	2,350	D	2,720	D	2,850	D
Segments on Sunnyside Avenue											
16 . between Project Driveway 1 and Shepherd Avenue	Clovis	2-Lane Undivided Collector	1,310	1,510	F *	1,650	F *	1,610	F *	1,800	F *
17 . between Shepherd Avenue and Teague Avenue	Clovis	2-Lane Undivided Collector	1,310	560	C	620	D	560	C	640	D
18 . between Teague Avenue and Nees Avenue	Clovis	2-Lane Undivided Collector	1,310	560	C	620	D	540	C	620	D
Segments on Fowler Avenue											
19 . between Behymer Avenue and Ticonderoga	Clovis	2-Lane Undivided Rural Collector	1,000	890	D	900	D	590	D	600	D
20 . between Ticonderoga and Shepherd Avenue	Clovis	2-Lane Undivided Rural Collector	1,000	1,410	F *	1,410	F *	1,110	F *	1,110	F *
21 . between Shepherd Avenue and Teague Avenue	Clovis	3-Lane Raised Median Arterial	2,830	1,110	C	1,170	C	1,230	C	1,320	C
22 . between Teague Avenue and Nees Avenue	Clovis	2-Lane Undivided Arterial	1,310	970	D	1,030	D	1,100	D	1,190	D
23 . between Nees Avenue and State Route 168 Westbound Ramps	Clovis	3-Lane Raised Median Arterial	2,830	1,660	D	1,720	D	2,480	D	2,560	D

Notes:

LOS = Level of Service

[1] Classifications for all segments have been obtained from the City of Clovis's General Plan Circulation Diagram, dated December 2014.

[2] Roadway capacities for all segments have been obtained from the Clovis General Plan and Development Code Update Draft PEIR, dated June 2014.

9.0 CIRCULATION IMPROVEMENTS AND FUNDING SOURCES

9.1 RECOMMENDED IMPROVEMENTS

Improvements have been recommended at study intersections and roadway segments where an operational deficiency has been identified based on the results of the LOS analysis. Table 9-A summarizes the recommended improvements for study intersections for all analysis scenarios. Tables 9-B, 9-C, and 9-D summarize the post-improvement intersection LOS under existing, near-term, and cumulative conditions, respectively.

It should be noted that as shown in Tables 8-A, 8-C, and 8-E, the intersections of SR- 168 Westbound Ramps/Herndon Avenue, and SR- 168 Eastbound Ramps/Herndon Avenue are forecast to operate at a satisfactory LOS under all scenarios. However, as shown in Tables 10-B and 10-C, both the ramp intersections are projected to have queuing deficiencies under future conditions (Near-term and cumulative scenarios). Additionally, the adjacent intersection of Clovis Avenue/Herndon Avenue is forecast to operate at an unsatisfactory LOS under Near-term, and cumulative scenarios, which may further deteriorate the ramp performance due to proximity of this intersection to the freeway ramps. Therefore, an evaluation of these intersections using signal timing coordination and optimization was performed under near-term and cumulative scenario. As shown in Tables 9-C, and 9-D, the intersection of Clovis Avenue/Herndon Avenue is forecast to operate at a satisfactory LOS along with the ramp intersections under Near-term, and cumulative scenarios with implementation of this improvement. Further, as shown in Tables 10-E and 10-F, and discussed in chapter 10.0 of this report, this also helps eliminate the queuing issues at the ramp intersections along with additional storage length improvement proposed to the SR- 168 Westbound Ramps at Herndon Avenue.

Detailed LOS worksheets are included in Appendix E. Figures 9-1, 9-2, and 9-3 illustrate the with recommended improvements intersection geometrics and traffic control under existing, near-term, and cumulative conditions, respectively.

A peak-hour signal warrant analyses have been conducted for the intersections where a signal has been proposed. As such, a signal was only recommended as an improvement if it meets the peak-hour signal warrant. Detailed signal warrant analysis worksheets are included in Appendix F.

Table 9-E summarizes the recommended improvements for roadway segments for all analysis scenarios. Tables 9-F and 9-G summarize the post-improvement roadway segment LOS under near-term and cumulative conditions, respectively.

Improvements identified at intersections and roadway segments adjacent to the project site along Shepherd Avenue and Sunnyside Avenue are illustrated in Figures 9-4, 9-5, and 9-6.

It should be noted that the segment of Fowler Avenue between Ticonderoga and Shepherd Avenue is forecast to operate at a deficient LOS under Cumulative (2046) without and plus project conditions. However, this segment is designated as a Rural collector (2-lanes) in the City's General Plan Circulation Element, and already constructed as per the General Plan Circulation Element

designation. Additionally, the project is not estimated to add any traffic at this segment during either peak hours. Therefore, no improvement has been recommended for this roadway segment.

9.2 FUNDING SOURCES AND MECHANISMS

Where there is a funding mechanism (fee program) for the recommended improvements, payment into the fee program would be considered sufficient project obligation to alleviate project-related operational deficiencies. At study locations where the addition of project traffic creates an operational deficiency (existing Plus project conditions) and there is no funding mechanism in place, the project will be responsible for the implementation of the improvement. At locations where the project adds to or creates a forecast deficiency and there is no funding mechanism in place, the project is responsible for its fair-share payment.

9.2.1 Fresno Council of Governments Federal Transportation Improvement Program

The Fresno COG prepares the Federal Transportation Improvement Program (FTIP) in cooperation with its member agencies and transit operators, State and federal agencies, and with public involvement. The FTIP is a compilation of project lists from the State Transportation Improvement Program (STIP), urbanized and non-urbanized areas, and other programs using federal funding. The basic premise behind an FTIP is that it is the incremental implementation (4 years) of the long-range Regional Transportation Plan (RTP) (24 years). The FTIP serves to present to federal funding agencies manageable components of funding the long-range RTP.

9.2.2 City of Clovis Development Impact Fee Program

Several recommended improvements are part of Clovis Development Impact Fee (DIF) Program. As such, since these improvements are included in the City's DIF program, the project will be paying into this fee program for these improvements. The City currently have three mechanisms within its DIF program which will be responsible for these improvements. Following is a summary of these three mechanisms within the City's DIF program:

- **Traffic Signal Fee:** The Traffic Signal fee pays for the construction and financing of those certain planned traffic signals at the intersection of Major Streets and the interconnecting fiber optic system.
- **Outside Travel Lane Fee:** The Outside Travel Lane fee pays for the construction and financing of those certain planned travel lanes of a Major Street that are located between the frontage improvements and the Center Travel Lanes.
- **Center Travel Lane Fee:** The Center Travel Lane fee pays for the construction and financing of those certain planned travel lanes of a Major Street that are located within the median area. The fee also includes the adjacent travel lane on roads with 4 lanes or less, or the 2 adjacent lanes on 6-lane roads.

9.2.3 Project Fair Share

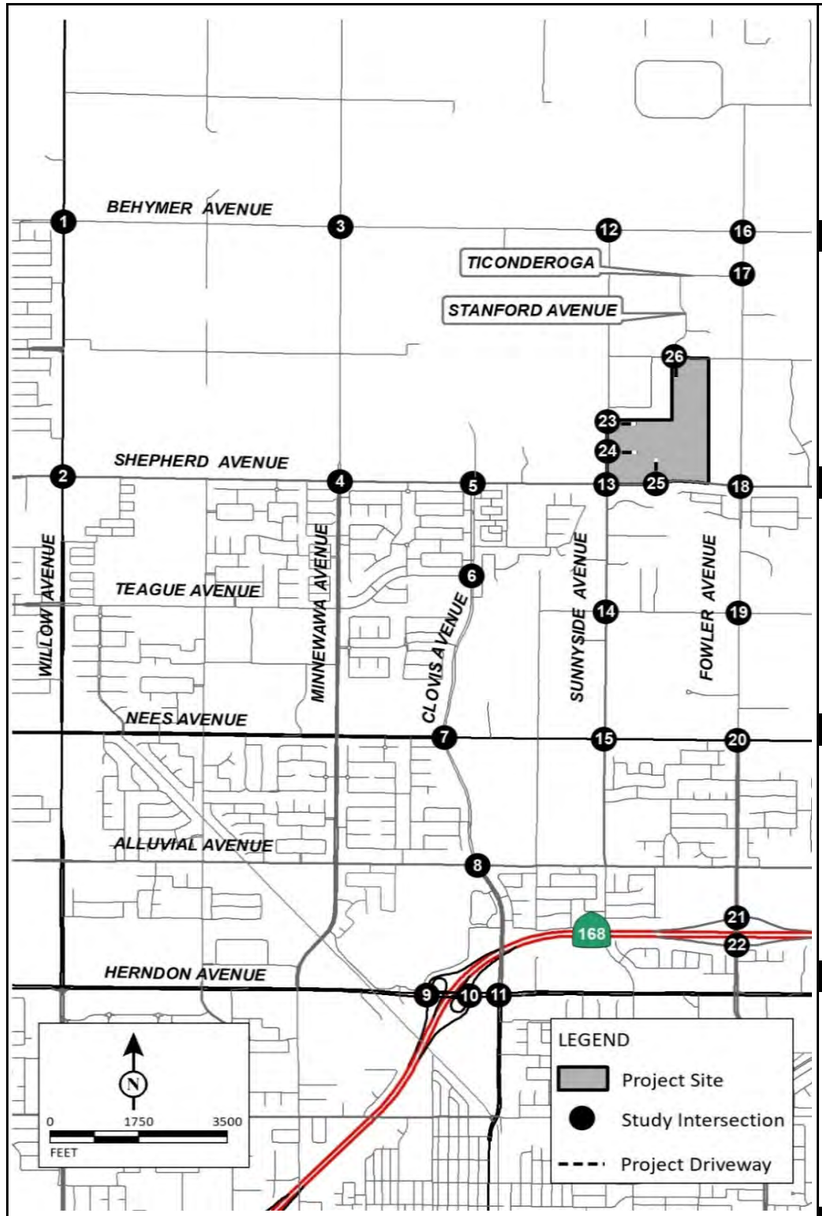
In the absence of a fee program where the project has an impact on the roadway network, the project will pay its respective fair share for the proposed improvements. The project's fair share has

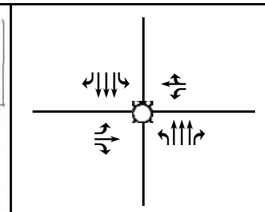
been calculated based on project traffic as a percentage of total growth of existing traffic plus project volumes.

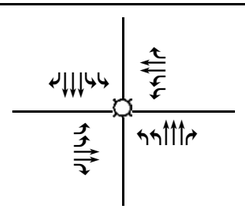
Table 9-H summarizes the recommended improvement for the deficient intersections, a funding mechanism, and its fair share percentage. Table 9-I summarizes the corresponding improvements and funding mechanism for the roadway segments.

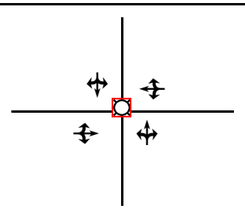
9.3 LIST OF CHAPTER 9.0 FIGURES AND TABLES

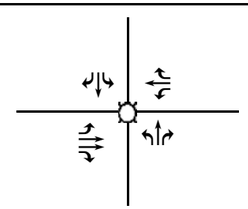
- Figure 9-1: Existing Plus Project with Improvements Study Intersection Geometrics and Traffic Control
- Figure 9-2: Near-Term (2028) Plus Project with Improvements Study Intersection Geometrics and Traffic Control
- Figure 9-3: Cumulative (2046) Plus Project with Improvements Study Intersection Geometrics and Traffic Control
- Figure 9-4: Conceptual Striping Plan at Project Frontage - Part 1
- Figure 9-5: Conceptual Striping Plan at Project Frontage - Part 2
- Figure 9-6: Conceptual Striping Plan at Project Frontage - Part 3
- Table 9-A: Recommended Improvements for Intersections
- Table 9-B: Existing Plus Project with Recommended Improvements Intersection Levels of Service
- Table 9-C: Near-Term (2028) Plus Project with Recommended Improvements Intersection Levels of Service
- Table 9-D: Cumulative (2046) Plus Project with Improvements with Recommended Improvements Intersection Levels of Service
- Table 9-E: Recommended Improvements for Roadway Segments
- Table 9-F: Near-Term (2028) Plus Project with Recommended Improvements Roadway Segments Levels of Service
- Table 9-G: Cumulative (2046) Plus Project with Recommended Improvements Roadway Segments Levels of Service
- Table 9-H: Intersection Improvement Funding Mechanism and Fair Share
- Table 9-I: Roadway Segment Improvement Funding Mechanism and Fair Share

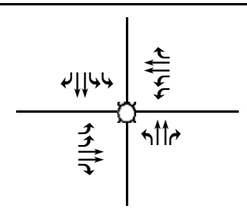


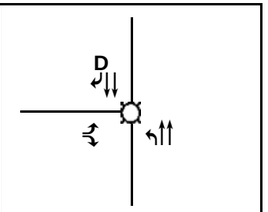

1 Willow Avenue/Behymer Avenue


2 Willow Avenue/Shepherd Avenue

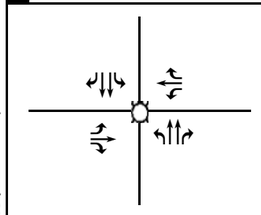

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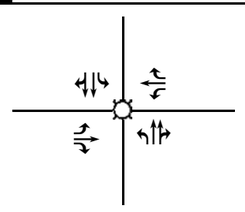

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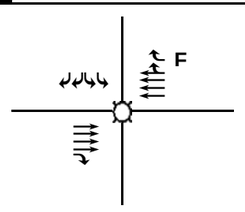

5 Clovis Avenue/Shepherd Avenue



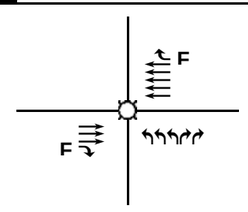
6 Clovis Avenue/Teague Avenue


7 Clovis Avenue/Nees Avenue

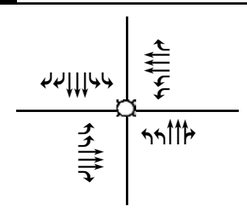

8 Clovis Avenue/Alluvial Avenue

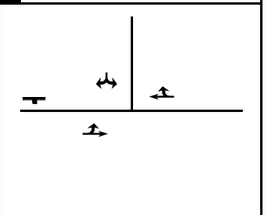


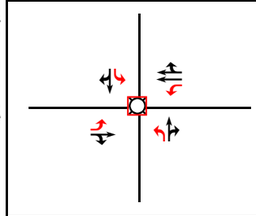
9 State Route 168 Westbound Ramps/Herndon Avenue

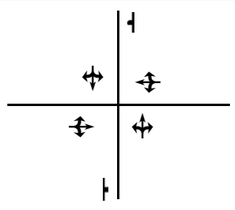


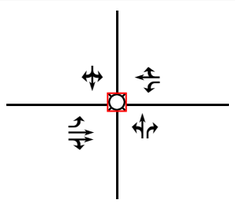
10 State Route 168 Eastbound Ramps/Herndon Avenue

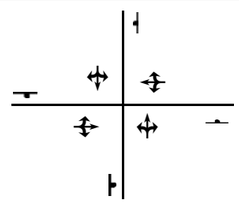

11 Clovis Avenue/Herndon Avenue

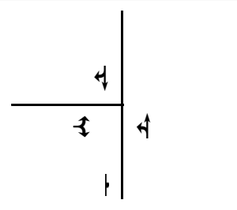

12 Sunnyside Avenue/Behymer Avenue

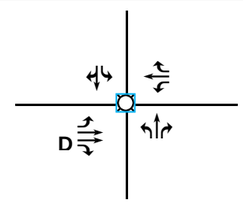

13 Sunnyside Avenue/Shepherd Avenue


14 Sunnyside Avenue/Teague Avenue

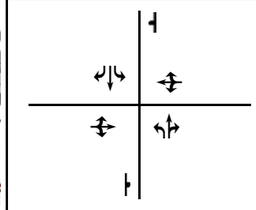

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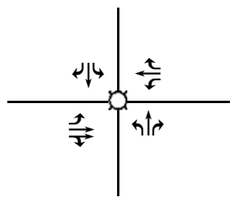

16 Fowler Avenue/Behymer Avenue

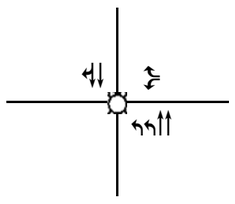

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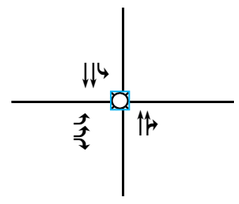


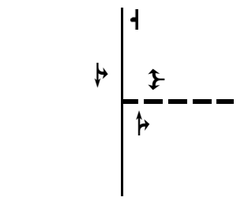
18 Fowler Avenue/Shepherd Avenue

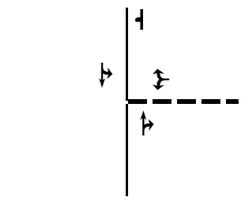

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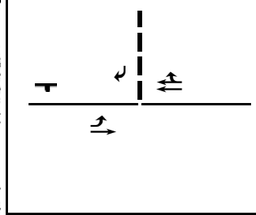

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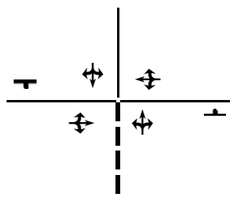

21 Fowler Avenue/State Route 168 Westbound Ramps


22 Fowler Avenue/State Route 168 Eastbound Ramps


23 Sunnyside Avenue/Project Driveway 1


24 Sunnyside Avenue/Project Driveway 2


25 Project Driveway 3/Shepherd Avenue


26 Stanford Avenue-Project Driveway 4/Perrin Road

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FIGURE 9-1

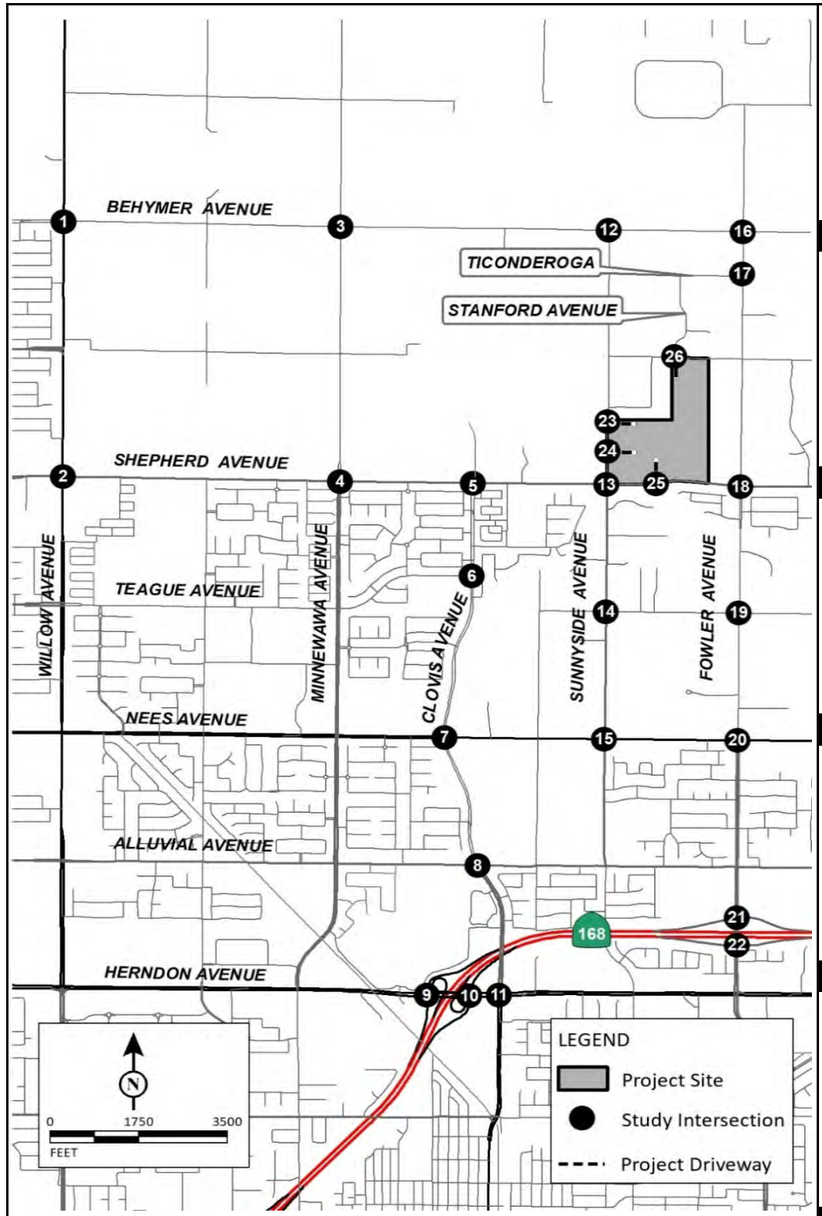
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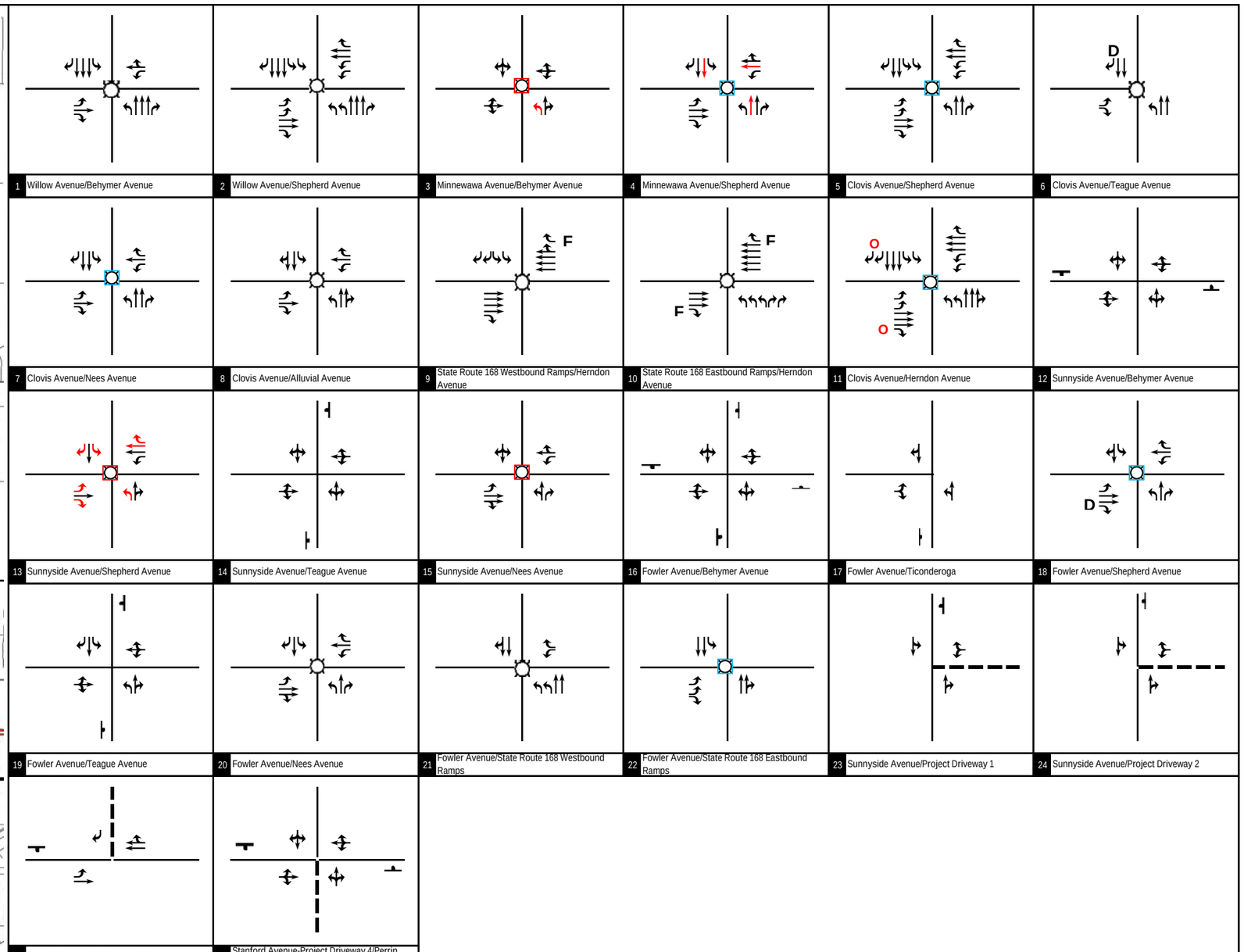
Signal
Stop Sign
D Defacto right turn
F Free right-turn
O Right-turn overlap
Y Yield
----- Project Driveway
Optimize Signal Timing
Install Traffic Signal
Recommended Improvements

Shepherd North Project
Transportation Impact Analysis

Existing Plus Project with Improvements Study Intersection Geometrics and Traffic Control

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FIGURE 9-2

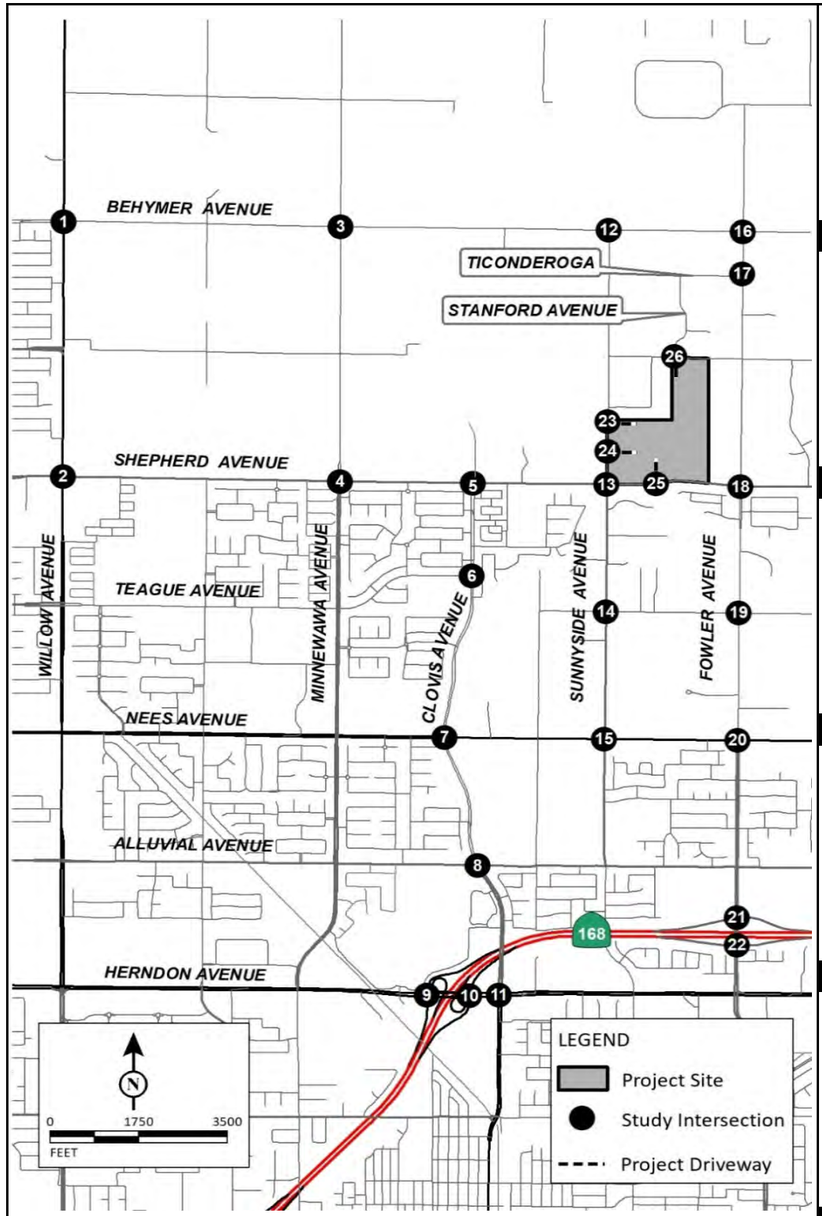
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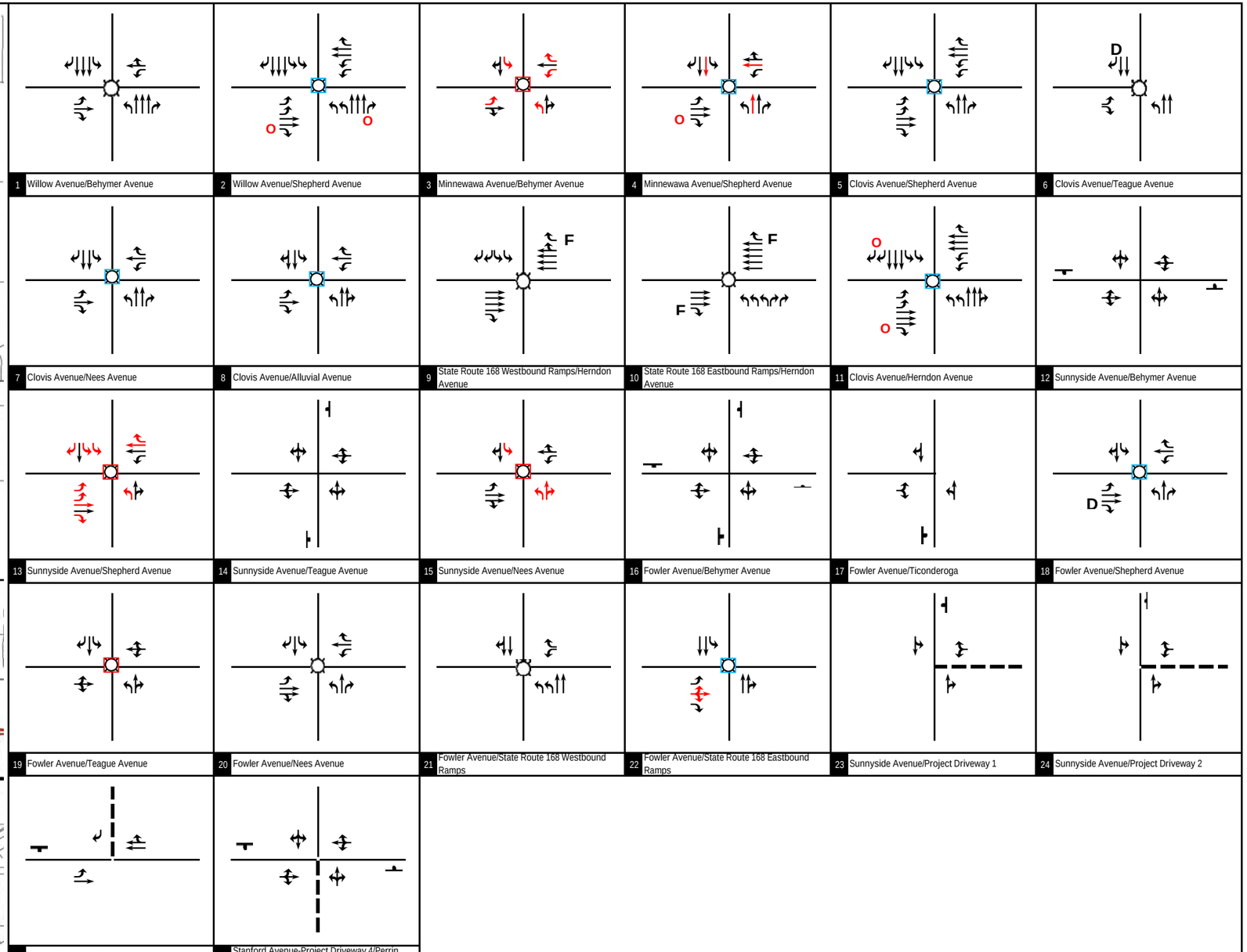
Signal
Stop Sign
D Defacto right turn
F Free right-turn
O Right-turn overlap
Y Yield
Project Driveway
Optimize Signal Timing
Install Traffic Signal
Recommended Improvements

Shepherd North Project
Transportation Impact Analysis

Near -Term (2028) Plus Project with Improvements Study Intersection Geometrics and Traffic Control

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LSA

FIGURE 9-3

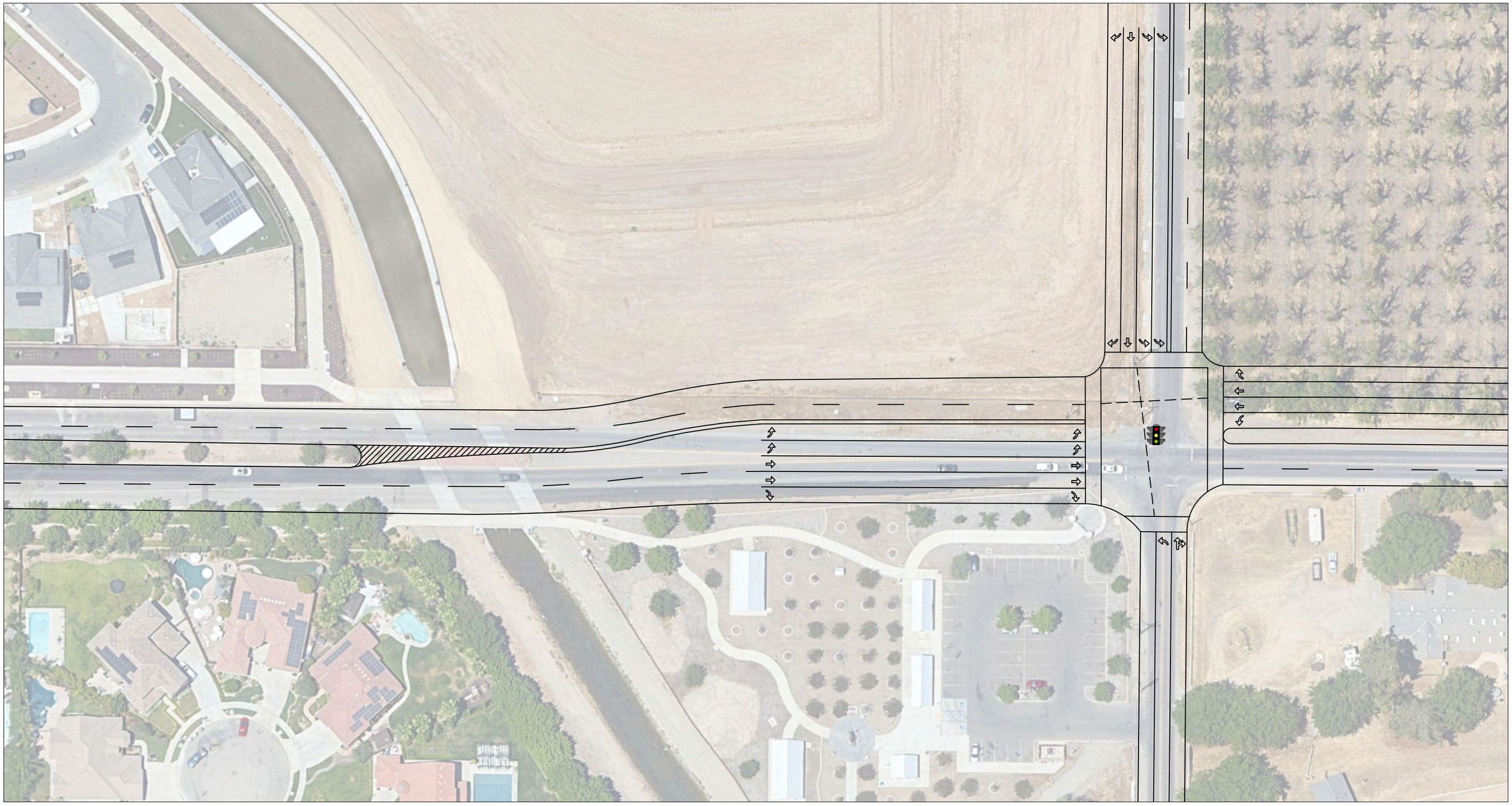
Legend

Signal
Stop Sign
D Defacto right turn
F Free right-turn
O Right-turn overlap
Y Yield
----- Project Driveway
Optimize Signal Timing
Install Traffic Signal
Recommended Improvements

Shepherd North Project
Transportation Impact Analysis

Cumulative (2046) Plus Project with Improvements Study Intersection Geometrics and Traffic Control

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LSA

FIGURE 9-4

LEGEND

Proposed Striping

Proposed Signal

N

0 35 70

FEET

SOURCE: Harbour & Associates, March 2022

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Shepherd North Project

Transportation Impact Analysis

Conceptual Striping Plan at Project Frontage - Part 1



LSA

FIGURE 9-5

LEGEND

Proposed Striping

Proposed Signal

0 60 120
FEET

SOURCE: Harbour & Associates, March 2022

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Shepherd North Project

Transportation Impact Analysis

Conceptual Striping Plan at Project Frontage - Part 2



LSA

FIGURE 9-6

LEGEND

Proposed Striping

Proposed Signal

N

0 90 180

FEET

SOURCE: Harbour & Associates, March 2022

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Shepherd North Project

Transportation Impact Analysis

Conceptual Striping Plan at Project Frontage - Part 3

LSA

Table 9-A - Recommended Improvements for Intersections

Intersection	Jurisdiction	Existing Plus Project Improvements	Near-Term (2028) Plus Project Improvements	Cumulative (2046) Plus Project Improvements
2 . Willow Avenue/Shepherd Avenue	Clovis/Fresno			Add NBR and EBR overlap phasing, Optimize signal timing.
3 . Minnewawa Avenue/Behymer Avenue	Clovis	Install a Signal.	Install a Signal, add NBL.	Install a Signal. Add NBL, SBL, EBL, WBL, WBR.
4 . Minnewawa Avenue/Shepherd Avenue	Clovis		Add NBT, SBT, WBT. Optimize the signal timing.	Add NBT, SBT, WBT. Add EBR overlap phasing. Optimize the signal timing.
5 . Clovis Avenue/Shepherd Avenue	Clovis		Optimize signal timing.	Optimize signal timing.
7 . Clovis Avenue/Nees Avenue	Clovis		Optimize signal timing.	Optimize signal timing.
8 . Clovis Avenue/Alluvial Avenue	Clovis			Optimize signal timing.
11 . Clovis Avenue/Herndon Avenue	Clovis		Add EBR and SBR overlap phasing and restrict NB and EB U-turns. Cooridinate and optimize the signal along with the SR-168 ramp intersections.	Add EBR and SBR overlap phasing and restrict NB and EB U-turns. Cooridinate and optimize the signal along with the SR-168 ramp intersections.
13 . Sunnyside Avenue/Shepherd Avenue	Clovis	Install a signal. Add EBL, WBT, SBL, NBL.	Install a signal. Add EBL, EBR, WBT, WBR, SBL, SBR, NBL.	Install a Signal. Add 2 EBL, 1 EBT, 1 EBR, 1 WBT, 1 WBR, 2 SBL, 1 SBR, 1 NBL.
15 . Sunnyside Avenue/Nees Avenue	Clovis	Install a Signal.	Install a Signal.	Install a Signal. Add SBL. Restripe the south leg to NBL and NBTR.
18 . Fowler Avenue/Shepherd Avenue	Clovis	Optimize signal timing.	Optimize signal timing.	Optimize signal timing.
19 . Fowler Avenue/Teague Avenue	Clovis			Install a Signal.
22 . Fowler Avenue/State Route 168 Eastbound Ramps	Caltrans	Optimize signal timing.	Optimize signal timing.	Restripe the second EBL to EBLTR. Optimize signal timing.
23 . Sunnyside Avenue/Project Driveway 1	Clovis			Add a TWLTL median.
24 . Sunnyside Avenue/Project Driveway 2	Clovis			Add a TWLTL median.

Notes:

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound

L = Left, T = Through, R = Right

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Table 9-B - Existing Plus Project with Recommended Improvements Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Plus Project Without Improvements						Plus Project With Improvements				
				A.M. Peak Hour		P.M. Peak Hour				A.M. Peak Hour		P.M. Peak Hour	
			Control	Delay (sec.)	LOS	Delay (sec.)	LOS		Control	Delay (sec.)	LOS	Delay (sec.)	LOS
3 . Minnewawa Avenue/Behymer Avenue	Clovis	D	AWSC	60.0	**F** *	12.4	B		Signal	17.0	B	11.4	B
13 . Sunnyside Avenue/Shepherd Avenue	Clovis	D	AWSC	34.1	D	62.0	**F** *		Signal	33.0	C	32.3	C
15 . Sunnyside Avenue/Nees Avenue	Clovis	D	AWSC	31.8	D	44.4	**E** *		Signal	15.9	B	13.7	B
18 . Fowler Avenue/Shepherd Avenue	Clovis	D	Signal	69.2	**E** *	55.0	D		Signal	37.4	D	36.8	D
22 . Fowler Avenue/State Route 168 Eastbound Ramps	Caltrans	45 sec	Signal	22.7	C	60.8	**E** *		Signal	15.3	B	25.3	C

Notes:

AWSC= All-Way Stop Control; OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

LSA

Table 9-C - Near-Term (2028) Plus Project with Recommended Improvements Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Plus Project Without Improvements						Plus Project With Improvements				
				A.M. Peak Hour			P.M. Peak Hour			A.M. Peak Hour		P.M. Peak Hour	
			Control	Delay (sec.)	LOS		Delay (sec.)	LOS		Control	Delay (sec.)	LOS	Delay (sec.)	LOS
3 . Minnewawa Avenue/Behymer Avenue	Clovis	D	AWSC	100.9	F	*	16.9	C		Signal	19.0	B	11.6	B
4 . Minnewawa Avenue/Shepherd Avenue	Clovis	D	Signal	118.6	F	*	148.0	F	*	Signal	48.6	D	45.6	D
5 . Clovis Avenue/Shepherd Avenue	Clovis	D	Signal	53.0	D		69.6	E	*	Signal	53.0	D	45.6	D
7 . Clovis Avenue/Nees Avenue	Clovis	D	Signal	51.6	D		60.7	E	*	Signal	38.7	D	44.9	D
11 . Clovis Avenue/Herndon Avenue	Clovis	D	Signal	57.1	E	*	67.6	E	*	Signal	35.1	D	41.1	D
13 . Sunnyside Avenue/Shepherd Avenue	Clovis	D	AWSC	>200	F	*	>200	F	*	Signal	34.2	C	45.8	D
15 . Sunnyside Avenue/Nees Avenue	Clovis	D	AWSC	45.5	E	*	71.9	F	*	Signal	18.6	B	13.3	B
18 . Fowler Avenue/Shepherd Avenue	Clovis	D	Signal	81.8	F	*	137.6	F	*	Signal	46.7	D	43.9	D
22 . Fowler Avenue/State Route 168 Eastbound Ramps	Caltrans	45 sec	Signal	22.7	C		64.3	E	*	Signal	15.5	B	26.7	C

Notes:

AWSC= All-Way Stop Control; OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

LSA

Table 9-D - Cumulative (2046) Plus Project with Recommended Improvements Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	Plus Project Without Improvements						Plus Project With Improvements				
				A.M. Peak Hour			P.M. Peak Hour			A.M. Peak Hour		P.M. Peak Hour	
			Control	Delay (sec.)	LOS		Delay (sec.)	LOS	Control	Delay (sec.)	LOS	Delay (sec.)	LOS
2 . Willow Avenue/Shepherd Avenue	Clovis/Fresno	D	Signal	51.0	D		64.1	E *	Signal	48.2	D	54.6	D
3 . Minnewawa Avenue/Behymer Avenue	Clovis	D	AWSC	>200	F *		>200	F *	Signal	45.2	D	31.1	C
4 . Minnewawa Avenue/Shepherd Avenue	Clovis	D	Signal	164.4	F *		162.3	F *	Signal	54.8	D	50.5	D
5 . Clovis Avenue/Shepherd Avenue	Clovis	D	Signal	61.5	E *		67.4	E *	Signal	50.1	D	50.4	D
7 . Clovis Avenue/Nees Avenue	Clovis	D	Signal	59.9	E *		87.7	F *	Signal	41.0	D	51.4	D
8 . Clovis Avenue/Alluvial Avenue	Clovis	D	Signal	56.4	E *		49.8	D	Signal	54.4	D	49.8	D
11 . Clovis Avenue/Herndon Avenue	Clovis	D	Signal	62.7	E *		90.4	F *	Signal	42.7	D	49.0	D
13 . Sunnyside Avenue/Shepherd Avenue	Clovis	D	AWSC	>200	F *		>200	F *	Signal	37.8	D	54.7	D
15 . Sunnyside Avenue/Nees Avenue	Clovis	D	AWSC	165.4	F *		>200	F *	Signal	30.9	C	27.4	C
18 . Fowler Avenue/Shepherd Avenue	Clovis	D	Signal	86.3	F *		129.1	F *	Signal	53.7	D	54.3	D
19 . Fowler Avenue/Teague Avenue	Clovis	D	TWSC	52.5	F *		133.5	F *	Signal	6.0	A	6.0	A
22 . Fowler Avenue/State Route 168 Eastbound Ramps	Caltrans	45 sec	Signal	23.7	C		70.5	E *	Signal	16.4	B	30.1	C
23 . Sunnyside Avenue/Project Driveway 1	Clovis	D	OWSC	46.5	E *		53.6	F *	OWSC	23.5	C	26.2	D
24 . Sunnyside Avenue/Project Driveway 2	Clovis	D	OWSC	140.9	F *		131.1	F *	OWSC	35.0	D	34.4	D

Notes:

AWSC= All-Way Stop Control; OWSC = One-Way Stop Control; TWSC = Two-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement).

* Exceeds LOS Standard

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Table 9-E - Recommended Improvements for Roadway Segments

Roadway Segment	Jurisdiction	Near-Term (2028) Plus Project Improvements	Cumulative (2046) Plus Project Improvements
Segments on Behymer Avenue			
2 . between Minnewawa Avenue and Sunnyside Avenue	Clovis		Convert to 2-Lane TWLTL Collector.
Segments on Shepherd Avenue			
4 . between Willow Avenue and Minnewawa Avenue	Clovis	Convert to 4-Lane Raised Median Arterial.	Convert to 4-Lane Raised Median Arterial.
6 . between Clovis Avenue and Sunnyside Avenue	Clovis	Convert to 4-Lane Raised Median Expressway.	Convert to 4-Lane Raised Median Expressway.
7 . between Sunnyside Avenue and Project Driveway 3	Clovis	-	Convert to 4-Lane Raised Median Expressway.
Segments on Minnewawa Avenue			
11 . between Behymer Avenue and Shepherd Avenue	Clovis	Convert to 2-Lane TWLTL Arterial.	Convert to 4-Lane Undivided Arterial.
Segments on Sunnyside Avenue			
16 . between Project Driveway 1 and Shepherd Avenue	Clovis		Convert to 3-Lane TWLTL Collector.
Segments on Fowler Avenue			
20 . between Ticonderoga and Shepherd Avenue	Clovis		No feasible improvements available since this roadway segment is already built to the City's General Plan Roadway classification standard.

LSA

Table 9-F - Near-Term (2028) Plus Project with Recommended Improvements Roadway Segments Levels of Service

Roadway Segment	Jurisdiction	Existing Classification	Proposed Classification	A.M. Peak Hour						P.M. Peak Hour					
				Plus Project without Improvements			Plus Project with Improvements			Plus Project without Improvements			Plus Project with Improvements		
				Capacity	Volume	LOS	Capacity	Volume	LOS	Capacity	Volume	LOS	Capacity	Volume	LOS
Segments on Shepherd Avenue															
4 . between Willow Avenue and Minnewawa Avenue	Clovis	3-Lane Raised Median Arterial	4-Lane Raised Median Arterial	2,830	2,040	D	3780	2,040	D	2,830	2,760	E *	3,780	2,760	D
6 . between Clovis Avenue and Sunnyside Avenue	Clovis	2-Lane Undivided Expressway	4-Lane Raised Median Expressway	2,130	1,990	D	4260	1,990	C	2,130	2,390	F *	4,260	2,390	D
Segments on Minnewawa Avenue															
11 . between Behymer Avenue and Shepherd Avenue	Clovis	2-Lane Undivided Arterial	2-Lane TWLTL Arterial	1,310	1,240	E *	1790	1,240	D	1,310	1,430	F *	1,790	1,430	D

Notes:

LOS = Level of Service

[1] Classifications for all segments have been obtained from the City of Clovis's General Plan Circulation Map, dated December 2014.

[2] Roadway capacities for all segments have been obtained from the Clovis General Plan and Development Code Update Draft PEIR, dated June 2014.

LSA

Table 9-G - Cumulative (2046) Plus Project with Recommended Improvements Roadway Segments Levels of Service

Roadway Segment	Jurisdiction	Existing Classification	Proposed Classification	A.M. Peak Hour						P.M. Peak Hour					
				Plus Project without Improvements			Plus Project with Improvements			Plus Project without Improvements			Plus Project with Improvements		
				Capacity	Volume	LOS	Capacity	Volume	LOS	Capacity	Volume	LOS	Capacity	Volume	LOS
Segments on Behymer Avenue															
2 . between Minnewawa Avenue and Sunnyside Avenue	Clovis	2-Lane Undivided Collector	2-Lane TWLTL Collector	1,310	1,470	F *	1790	1,470	D	1,310	1,110	D	1,790	1,110	D
Segments on Shepherd Avenue															
4 . between Willow Avenue and Minnewawa Avenue	Clovis	3-Lane Raised Median Arterial	4-Lane Raised Median Arterial	2,830	2,140	D	3780	2,140	D	2,830	2,890	F *	3,780	2,890	D
6 . between Clovis Avenue and Sunnyside Avenue	Clovis	2-Lane Undivided Expressway	4-Lane Raised Median Expressway	2,130	2,080	E *	4260	2,080	D	2,130	2,490	F *	4,260	2,490	D
7 . between Sunnyside Avenue and Project Driveway 3	Clovis	2-Lane Undivided Expressway	4-Lane Raised Median Expressway	2,130	1,650	D	4260	1,650	C	2,130	2,070	E *	4,260	2,070	C
Segments on Minnewawa Avenue															
11 . between Behymer Avenue and Shepherd Avenue	Clovis	2-Lane Undivided Arterial	4-Lane Undivided Arterial	1,310	1,800	F *	2640	1,800	D	1,310	1,570	F *	2,640	1,570	D
Segments on Sunnyside Avenue															
16 . between Project Driveway 1 and Shepherd Avenue	Clovis	2-Lane Undivided Collector	3-Lane TWLTL Collector	1,310	1,650	F *	2640	1,650	D	1,310	1,800	F *	2,640	1,800	D
Segments on Fowler Avenue															
20 . between Ticonderoga and Shepherd Avenue	Clovis	2-Lane Undivided Rural Collector	2-Lane Undivided Rural Collector	1,000	1,410	F *	1000	1,410	F *	1,000	1,110	F *	1,000	1,110	F *

Notes:

LOS = Level of Service

[1] Classifications for all segments have been obtained from the City of Clovis's General Plan Circulation Map, dated December 2014.

[2] Roadway capacities for all segments have been obtained from the Clovis General Plan and Development Code Update Draft PEIR, dated June 2014.

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Table 9-H - Intersection Improvement Funding Mechanism and Fair Share

Intersection	Jurisdiction	Recommended Improvements	Funding Mechanism	Project Responsibility[1]	Improvements Covered by Clovis Development Improvement Fee Program	Improvements Covered by FTIP	Improvements Covered by Fair Share	Fair Share Percentage[2]
2 . Willow Avenue/Shepherd Avenue	Clovis/Fresno	Add NBR and EBR overlap phasing, Optimize signal timing.	Fair Share				Add NBR and EBR overlap phasing, Optimize signal timing.	3.46%
3 . Minnewawa Avenue/Behymer Avenue	Clovis	Install a Signal. Add NBL, SBL, EBL, WBL, WBR.	Clovis DIF		Install a Signal. Add NBL, SBL, EBL, WBL, WBR.			
4 . Minnewawa Avenue/Shepherd Avenue	Clovis	Add NBT, SBT, WBT. Add EBR overlap phasing. Optimize the signal timing.	Fair Share				Add NBT, SBT, WBT. Add EBR overlap phasing. Optimize the signal timing.	7.02%
5 . Clovis Avenue/Shepherd Avenue	Clovis	Optimize signal timing.	Fair Share				Optimize signal timing.	11.07%
7 . Clovis Avenue/Nees Avenue	Clovis	Optimize signal timing.	Fresno COG 2021 FTIP			Optimize signal timing.		
8 . Clovis Avenue/Alluvial Avenue	Clovis	Optimize signal timing.	Fair Share					11.31%
11 . Clovis Avenue/Herndon Avenue	Clovis	Add EBR and SBR overlap phasing and restrict NB and EB U-turns. Cooridinate and optimize the signal along with the SR-168 ramp intersections.	Fair Share				Add EBR and SBR overlap phasing and restrict NB and EB U-turns. Cooridinate and optimize the signal along with the SR-168 ramp intersections.	8.18%
13 . Sunnyside Avenue/Shepherd Avenue	Clovis	Install a Signal. Add 2 EBL, 1 EBT, 1 EBR, 1 WBT, 1 WBR, 2 SBL, 1 SBR, 1 NBL.	Clovis DIF, Fair Share		Install a Signal. Add EBL, EBT, EBR, WBT, WBR, SBL, NBL.		Add 2nd EBL, 2nd SBL, and SBR.	15.24%
15 . Sunnyside Avenue/Nees Avenue	Clovis	Install a Signal. Add SBL. Restripe the south leg to NBL and NBTR.	Clovis DIF		Install a Signal. Add SBL. Restripe the south leg to NBL and NBTR.			
18 . Fowler Avenue/Shepherd Avenue	Clovis	Optimize signal timing.	Clovis DIF		Optimize signal timing.			
19 . Fowler Avenue/Teague Avenue	Clovis	Install a Signal.	Clovis DIF		Install a signal.			
22 . Fowler Avenue/State Route 168 Eastbound Ramps	Caltrans	Restripe the second EBL to EBLTR. Optimize signal timing.	Fair Share				Restripe the second EBL to EBLTR. Optimize signal timing.	16.16%
23 . Sunnyside Avenue/Project Driveway 1	Clovis	Add a TWLTL median.	Fair Share				Add a TWLTL median.	5.21%
24 . Sunnyside Avenue/Project Driveway 2	Clovis	Add a TWLTL median.	Fair Share				Add a TWLTL median.	11.65%

Notes:

NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound

L = Left, T = Through, R = Right

FTIP: Fresno council of Governments 2021 Federal Transportation Improvement Program

[1] Improvements listed under this section would be 100 percent project responsibility.

[2] Project Fair Share Percentage is the highest fair share value of the AM and PM peak hour when both peak hours require improvements, or only in the peak hour that require improvements.

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Table 9-I - Roadway Segment Improvement Funding Mechanism and Fair Share

Roadway Segment	Jurisdiction	Cumulative (2046) Plus Project Improvements	Funding Mechanism	Project Responsibility	Improvements Covered by Clovis Five year Community Investment Program	Improvements Covered by FTIP	Improvements Covered by Fair Share	Fair Share Percentage
Segments on Behymer Avenue								
2 . between Minnewawa Avenue and Sunnyside Avenue	Clovis	Convert to 2-Lane TWLTL Collector.	Fair Share				Convert to 2-Lane TWLTL Collector.	0.52%
Segments on Shepherd Avenue								
4 . between Willow Avenue and Minnewawa Avenue	Clovis	Convert to 4-Lane Raised Median Arterial.	Fair Share				Convert to 4-Lane Raised Median Arterial.	7.68%
6 . between Clovis Avenue and Sunnyside Avenue	Clovis	Convert to 4-Lane Raised Median Expressway.	Fair Share				Convert to 4-Lane Raised Median Expressway.	22.21%
7 . between Sunnyside Avenue and Project Driveway 3	Clovis	Convert to 4-Lane Raised Median Expressway.	Fair Share				Convert to 4-Lane Raised Median Expressway.	24.73%
Segments on Minnewawa Avenue								
11 . between Behymer Avenue and Shepherd Avenue	Clovis	Convert to 4-Lane Undivided Arterial.	Fair Share		-		Convert to 4-Lane Undivided Arterial.	0.00%
Segments on Sunnyside Avenue								
16 . between Project Driveway 1 and Shepherd Avenue	Clovis	Convert to 3-Lane TWLTL Collector.	Fair Share				Convert to 3-Lane TWLTL Collector.	10.56%
Segments on Fowler Avenue								
20 . between Ticonderoga and Shepherd Avenue	Clovis	No feasible improvements available since this roadway segment is already built to the City's General Plan Roadway classification standard.	Fair Share				No feasible improvements available since this roadway segment is already built to the City's General Plan Roadway classification standard.	0.00%

Notes:

LOS = Level of Service

[1] Classifications for all segments have been obtained from the City of Clovis's General Plan Circulation Map, dated 2014.

[2] Roadway capacities for all segments have been obtained from the Clovis General Plan and Development Code Update Draft PEIR, dated June 2014.

10.0 INTERSECTION QUEUING ANALYSIS

Tables 10-A, 10-B, and 10-C list the available turn-pocket storage lengths and summarize the 95th percentile back-of-queue lengths at the study intersections under existing, near-term, and cumulative (2046) without project and plus project conditions. The queues for the signalized intersections have been reported from Synchro, while for unsignalized intersections, the SimTraffic queues have been reported since Synchro does not appropriately report queues at unsignalized intersections.

Tables 10-D, 10-E, and 10-F lists the 95th percentile back-of-queue lengths at the study intersections for plus project and plus project with improvements conditions, under existing, near-term (2028), and cumulative (2046) scenarios. It also includes the recommended turn-pocket storage lengths at these intersections. The recommended turn pocket storage lengths have been calculated based on recommended lane geometry with improvements and availability of adequate right-of-way.

It should be noted that as shown in Tables 8-A, 8-C, and 8-E, the intersections of SR- 168 Westbound Ramps/Herndon Avenue, and SR- 168 Eastbound Ramps/Herndon Avenue are forecast to operate at a satisfactory LOS under all scenarios. However, as shown in Tables 10-B and 10-C, both the ramp intersections are projected to have queuing deficiencies under future conditions (Near-term and cumulative scenarios). Additionally, the adjacent intersection of Clovis Avenue/Herndon Avenue is forecast to operate at an unsatisfactory LOS under Near-term, and cumulative scenarios, which may further deteriorate the ramp performance due to proximity of this intersection to the freeway ramps. Therefore, an evaluation of these intersections using signal timing coordination and optimization was performed under near-term and cumulative scenario. As shown in Tables 9-C, and 9-D, the intersection of Clovis Avenue/Herndon Avenue is forecast to operate at a satisfactory LOS along with the ramp intersections under Near-term, and cumulative scenarios with implementation of this improvement. Further, as shown in Tables 10-E and 10-F, this also helps eliminate the queuing issues at the ramp intersections along with additional storage length improvement proposed to the SR- 168 Westbound Ramps at Herndon Avenue.

Detailed queuing worksheets are included in Appendix G.

10.1 LIST OF CHAPTER 10.0 TABLES

- Table 10-A: Existing Queuing Analysis
- Table 10-B: Near-Term (2028) Queuing Analysis
- Table 10-C: Cumulative (2046) Queuing Analysis
- Table 10-D: Existing Plus Project with Improvements Queuing Analysis
- Table 10-E: Near-Term (2028) Plus Project with Improvements Queuing Analysis
- Table 10-F: Cumulative (2046) Plus Project with Improvements Queuing Analysis

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Table 10-A - Existing Queuing Analysis

Intersection	Movement	Without Project Storage Length[1] (ft/ln)	Existing			
			Without Project[2]		Plus Project [2]	
			AM	PM	AM	PM
1 . Willow Avenue/Behymer Avenue	**NBL**	250	**130**	**180**	**130**	180
Signal	**NBR**	105	0	0	0	0
	SBL	250	**85**	**75**	**85**	80
	SBR	200	**10**	0	**10**	0
	EBL	235	**115**	**35**	**115**	35
	WBL	90	**40**	**65**	**40**	65
2 . Willow Avenue/Shepherd Avenue	**2x NBL**	250	125	170	125	170
Signal	**NBR**	160	0	20	0	25
	2x SBL	250	125	100	130	125
	SBR	150	0	0	0	0
	2x EBL	230	**35**	**40**	**35**	40
	EBR	100	**65**	**60**	**60**	60
	WBL	250	45	40	50	40
	WBR	100	45	65	75	75
4 . Minnewawa Avenue/Shepherd Avenue	**NBL**	230	175	155	180	155
Signal	**NBR**	105	0	0	15	30
	SBL	255	150	120	150	120
	SBR	25	0	0	0	0
	EBL	230	**65**	**50**	**65**	50
	EBR	50	**105**	**40**	**110**	35
	WBL	215	80	45	130	85
	WBR	60	50	40	45	40
5 . Clovis Avenue/Shepherd Avenue	**NBL**	235	135	200	135	200
Signal	**NBR**	50	35	15	45	60
	2x SBL	250	20	10	20	15
	SBR	50	10	0	10	0
	2x EBL	240	**35**	**35**	**35**	35
	EBR	50	**75**	**55**	**75**	20
	2x WBL	245	90	65	135	100
	WBR	175	0	0	0	0
6 . Clovis Avenue/Teague Avenue	**NBL**	200	200	140	195	140
Signal	**SBR**	50	25	20	45	20
	EBL	250	80	75	80	80
7 . Clovis Avenue/Nees Avenue	**NBL**	300	**130**	**195**	**130**	220
Signal	**NBR**	95	0	0	0	0
	SBL	260	**130**	**90**	**130**	90
	SBR	105	0	0	0	0
	EBL	230	**70**	**55**	**70**	55
	WBL	55	**80**	**55**	**125**	90
	WBR	60	115	5	115	20

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Table 10-A - Existing Queuing Analysis

Intersection	Movement	Without Project Storage Length[1] (ft/ln)	Existing			
			Without Project[2]		Plus Project [2]	
			AM	PM	AM	PM
8 . Clovis Avenue/Alluvial Avenue	**NBL**	230	**175**	**195**	**180**	195
Signal	**SBL**	235	180	120	180	120
	EBL	150	35	40	35	40
	EBR	105	**80**	**100**	**85**	110
	WBL	165	**80**	**70**	**80**	70
	WBR	105	**25**	**15**	**45**	35
9 . State Route 168 Westbound Ramps/Herndon Avenue	**SBL**	235	45	45	45	45
Signal	**SBR**	280	**480**	**190**	**490**	190
	EBR	365	45	40	45	40
10 . State Route 168 Eastbound Ramps/Herndon Avenue	**NBL**	430	**150**	**150**	**150**	150
Signal	**NBR**	430	170	**350**	180	390
11 . Clovis Avenue/Herndon Avenue	**2x NBL**	200	**175**	**240**	**175**	240
Signal	**2x SBL**	230	**130**	**195**	**130**	195
	2x SBR	185	45	40	50	45
	2x EBL	240	180	250	195	295
	2x WBL	245	**120**	**220**	**120**	220
	WBR	150	**130**	**100**	**135**	105
18 . Fowler Avenue/Shepherd Avenue	**NBL**	150	**215**	175	**230**	240
Signal	**SBL**	200	**265**	180	**265**	180
	EBL	115	50	55	50	55
	WBL	260	80	95	80	95
	WBR	55	**350**	**110**	**355**	105
20 . Fowler Avenue/Nees Avenue	**NBL**	200	150	**205**	150	205
Signal	**SBL**	85	55	65	60	70
	SBR	25	0	0	0	0
	EBL	230	45	**60**	45	60
	WBL	140	**110**	**70**	**110**	70
	WBR	25	0	0	0	0
21 . Fowler Avenue/State Route 168 Westbound Ramps	**NBL**	260	**235**	**210**	**230**	200
Signal	**WBR**	380	0	0	0	0
22 . Fowler Avenue/State Route 168 Eastbound Ramps	**SBL**	85	**30**	**45**	**25**	45
Signal	**EBL**	535	**70**	**125**	**75**	135
23 . Sunnyside Avenue/Project Driveway 1	**WBLTR**	-	0	0	40	30
OWSC						
24 . Sunnyside Avenue/Project Driveway 2	**WBLTR**	-	0	0	60	45
OWSC						

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Table 10-A - Existing Queuing Analysis

Intersection	Movement	Without Project Storage Length[1] (ft/ln)	Existing			
			Without Project[2]		Plus Project [2]	
			AM	PM	AM	PM
25 . Project Driveway 3/Shepherd Avenue	**SBR**	-	0	0	55	65
OWSC	**EBL**	200	0	0	50	70
26 . Stanford Avenue-Project Driveway 4/Perrin Road	**NBLTR**	-	0	0	50	50
TWSC						

Notes:

ft/ln = feet per lane

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; R = Right

Bold = Queue exceeds available storage.

1 Storage length for all movements obtained from Google Earth measurements and conceptual site plan.

2 All queues reported are 95th percentile queues. Queues for signalized intersections have been taken from Synchro and queues for stop controlled intersections have been taken from SimTraffic.

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Table 10-B - Near-Term (2028) Queuing Analysis

Intersection	Movement	Without Project Storage Length[1] (ft/ln)	Near Term Year (2028) Plus Project [2] AM	Near Term Year (2028) Plus Project [2] PM
1. Willow Avenue/Behymer Avenue	**NBL**	250	185	235
Signal	**NBR**	105	0	0
	SBL	250	90	100
	SBR	200	15	0
	EBL	235	115	35
	WBL	90	50	85
2. Willow Avenue/Shepherd Avenue	**2x NBL**	250	140	195
Signal	**NBR**	160	125	**450**
	2x SBL	250	180	235
	SBR	150	145	140
	2x EBL	230	90	175
	EBR	100	95	60
	WBL	250	215	250
	WBR	100	**195**	**220**
4. Minnewawa Avenue/Shepherd Avenue	**NBL**	230	**275**	**280**
Signal	**NBR**	105	40	85
	SBL	255	**310**	205
	SBR	25	**75**	**60**
	EBL	230	130	190
	EBR	50	**220**	**110**
	WBL	215	205	155
	WBR	60	**90**	**165**
5. Clovis Avenue/Shepherd Avenue	**NBL**	235	170	**280**
Signal	**NBR**	50	**65**	**125**
	2x SBL	250	105	90
	SBR	50	**165**	**100**
	2x EBL	240	90	130
	EBR	50	**85**	**95**
	2x WBL	245	150	120
	WBR	175	55	85
6. Clovis Avenue/Teague Avenue	**NBL**	200	200	140
Signal	**SBR**	50	**100**	35
	EBL	250	85	95

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Table 10-B - Near-Term (2028) Queuing Analysis

Intersection	Movement	Without Project Storage Length[1] (ft/ln)	Near Term Year (2028) Plus Project [2] AM	Near Term Year (2028) Plus Project [2] PM
7 . Clovis Avenue/Nees Avenue	**NBL**	300	235	**500**
Signal	**NBR**	95	0	0
	SBL	260	130	90
	SBR	105	5	0
	EBL	230	90	105
	WBL	55	**125**	**90**
	WBR	60	**110**	5
8 . Clovis Avenue/Alluvial Avenue	**NBL**	230	175	195
Signal	**SBL**	235	**240**	155
	EBL	150	40	50
	EBR	105	80	100
	WBL	165	80	70
	WBR	105	35	45
9 . State Route 168 Westbound Ramps/Herndon Avenue	**SBL**	235	45	50
Signal	**SBR**	280	**490**	190
	EBR	365	45	40
10 . State Route 168 Eastbound Ramps/Herndon Avenue	**NBL**	430	155	155
Signal	**NBR**	430	275	**670**
11 . Clovis Avenue/Herndon Avenue	**2x NBL**	200	185	**260**
Signal	**2x SBL**	230	155	220
	2x SBR	185	150	50
	2x EBL	240	**250**	**590**
	2x WBL	245	125	220
	WBR	150	**155**	**170**
18 . Fowler Avenue/Shepherd Avenue	**NBL**	150	**290**	**425**
Signal	**SBL**	200	**265**	180
	EBL	115	70	90
	WBL	260	80	100
	WBR	55	**360**	**90**

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Table 10-B - Near-Term (2028) Queuing Analysis

Intersection	Movement	Without Project Storage Length[1] (ft/ln)	Near Term Year (2028) Plus Project [2] AM	Near Term Year (2028) Plus Project [2] PM
20 . Fowler Avenue/Nees Avenue	**NBL**	200	150	**205**
Signal	**SBL**	85	70	75
	SBR	25	0	0
	EBL	230	45	60
	WBL	140	110	70
	WBR	25	0	10
21 . Fowler Avenue/State Route 168 Westbound Ramps	**NBL**	260	240	210
Signal	**WBR**	380	0	0
22 . Fowler Avenue/State Route 168 Eastbound Ramps	**SBL**	85	25	40
Signal	**EBL**	535	75	145
23 . Sunnyside Avenue/Project Driveway 1	**WBLTR**	-	45	35
OWSC				
24 . Sunnyside Avenue/Project Driveway 2	**WBLTR**	-	55	50
OWSC				
25 . Project Driveway 3/Shepherd Avenue	**SBR**	-	420	430
OWSC	**EBL**	200	50	70
26 . Stanford Avenue-Project Driveway 4/Perrin Road	**NBLTR**	-	50	45
TWSC				

Notes:

ft/ln = feet per lane

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; R = Right

Bold = Queue exceeds available storage.

[1] Storage length for all movements obtained from Google Earth measurements and conceptual site plan.

[2] All queues reported are 95th percentile queues. Queues for signalized intersections have been taken from Synchro and queues for stop controlled intersections have been taken from SimTraffic.

LSA

Table 10-C - Cumulative (2046) Queuing Analysis

Intersection	Movement	Without Project Storage Length[1] (ft/ln)	Cumulative (2046)			
			Without Project[2]		Plus Project [2]	
			AM	PM	AM	PM
1 . Willow Avenue/Behymer Avenue	**NBL**	250	240	245	240	245
Signal	**NBR**	105	0	95	0	95
	SBL	250	105	170	105	175
	SBR	200	20	0	20	0
	EBL	235	120	35	120	35
	WBL	90	**155**	**210**	**155**	**210**
2 . Willow Avenue/Shepherd Avenue	**2x NBL**	250	**255**	200	**255**	200
Signal	**NBR**	160	**175**	**490**	**180**	**500**
	2x SBL	250	175	210	185	250
	SBR	150	**165**	150	**165**	150
	2x EBL	230	95	185	95	185
	EBR	100	**155**	**310**	**160**	**320**
	WBL	250	225	**265**	230	**270**
	WBR	100	**175**	**215**	**205**	**235**
4 . Minnewawa Avenue/Shepherd Avenue	**NBL**	230	**335**	**530**	**335**	**530**
Signal	**NBR**	105	40	65	45	**115**
	SBL	255	**580**	215	**580**	215
	SBR	25	**85**	**65**	**85**	**65**
	EBL	230	135	195	135	195
	EBR	50	**350**	**170**	**390**	**175**
	WBL	215	160	125	210	155
	WBR	60	**95**	**175**	**95**	**175**
5 . Clovis Avenue/Shepherd Avenue	**NBL**	235	185	**320**	185	**320**
Signal	**NBR**	50	50	**255**	50	**400**
	2x SBL	250	115	95	115	95
	SBR	50	**220**	**105**	**220**	**105**
	2x EBL	240	90	135	90	135
	EBR	50	**180**	**110**	**180**	**115**
	2x WBL	245	210	155	**305**	185
	WBR	175	85	90	110	90
6 . Clovis Avenue/Teague Avenue	**NBL**	200	**225**	155	**225**	160
Signal	**SBR**	50	**150**	35	**160**	35
	EBL	250	90	140	90	145
7 . Clovis Avenue/Nees Avenue	**NBL**	300	245	**540**	245	**600**
Signal	**NBR**	95	0	0	0	0
	SBL	260	190	180	195	180
	SBR	105	70	0	70	0
	EBL	230	130	165	130	165
	WBL	55	**80**	**75**	**130**	**105**
	WBR	60	**170**	**325**	**170**	**355**

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Table 10-C - Cumulative (2046) Queuing Analysis

Intersection	Movement	Without Project Storage Length[1] (ft/ln)	Cumulative (2046)			
			Without Project[2]		Plus Project[2]	
			AM	PM	AM	PM
8. Clovis Avenue/Alluvial Avenue	**NBL**	230	**445**	**405**	**445**	**405**
Signal	**SBL**	235	**255**	175	**255**	175
	EBL	150	40	50	40	50
	EBR	105	105	105	105	105
	WBL	165	80	70	80	70
	WBR	105	40	50	40	50
9. State Route 168 Westbound Ramps/Herndon Avenue	**SBL**	235	50	50	50	50
Signal	**SBR**	280	**565**	225	**575**	225
	EBR	365	50	45	50	45
10. State Route 168 Eastbound Ramps/Herndon Avenue	**NBL**	430	155	240	155	240
Signal	**NBR**	430	305	**645**	320	**710**
11. Clovis Avenue/Herndon Avenue	**2x NBL**	200	**260**	**445**	**260**	**445**
Signal	**2x SBL**	230	155	225	160	225
	2x SBR	185	155	50	**225**	60
	2x EBL	240	**275**	**540**	**290**	**620**
	2x WBL	245	150	225	150	225
	WBR	150	**165**	**200**	**165**	**200**
18. Fowler Avenue/Shepherd Avenue	**NBL**	150	**280**	**415**	**300**	**545**
Signal	**SBL**	200	**565**	**230**	**565**	**230**
	EBL	115	100	105	100	105
	WBL	260	130	130	130	130
	WBR	55	**395**	**265**	**400**	**265**
20. Fowler Avenue/Nees Avenue	**NBL**	200	195	**220**	195	**235**
Signal	**SBL**	85	**135**	**95**	**135**	**95**
	SBR	25	**35**	20	**35**	20
	EBL	230	45	110	45	110
	WBL	140	135	95	135	95
	WBR	25	0	**50**	0	**55**
21. Fowler Avenue/State Route 168 Westbound Ramps	**NBL**	260	250	220	250	215
Signal	**WBR**	380	0	0	0	0
22. Fowler Avenue/State Route 168 Eastbound Ramps	**SBL**	85	25	45	25	45
Signal	**EBL**	535	65	140	70	150
23. Sunnyside Avenue/Project Driveway 1	**WBLTR**	-	0	0	55	245
OWSC						
24. Sunnyside Avenue/Project Driveway 2	**WBLTR**	-	0	0	100	465
OWSC						

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Table 10-C - Cumulative (2046) Queuing Analysis

Intersection	Movement	Without Project Storage Length[1] (ft/ln)	Cumulative (2046)			
			Without Project[2]		Plus Project[2]	
			AM	PM	AM	PM
25 . Project Driveway 3/Shepherd Avenue	**SBR**	-	0	0	460	410
OWSC	**EBL**	200	0	0	25	65
26 . Stanford Avenue-Project Driveway 4/Perrin Road	**NBLTR**	-	0	0	50	45
TWSC						

Notes:

ft/ln = feet per lane

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; R = Right

Bold = Queue exceeds available storage.

[1] Storage length for all movements obtained from Google Earth measurements and conceptual site plan.

[2] All queues reported are 95th percentile queues. Queues for signalized intersections have been taken from Synchro and queues for stop controlled intersections have been taken from SimTraffic.

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Table 10-D - Existing Plus Project with Improvements Queuing Analysis

Intersection	Movement	Without Project Storage Length[1] (ft/ln)	Plus Project Storage Length[1] (ft/ln)	Existing			
				Plus Project [2]		Plus Project with Improvements[2]	
				AM	PM	AM	PM
1 . Willow Avenue/Behymer Avenue	**NBL**	250	250	130	180	130	180
Signal	**NBR**	105	105	0	0	0	0
	SBL	250	250	85	80	85	80
	SBR	200	200	10	0	10	0
	EBL	235	235	115	35	115	35
	WBL	90	210	40	65	40	65
2 . Willow Avenue/Shepherd Avenue	**2x NBL**	250	260	125	170	125	170
Signal	**NBR**	160	225	0	25	15	30
	2x SBL	250	280	130	125	130	125
	SBR	150	165	0	0	0	0
	2x EBL	230	230	35	40	35	40
	EBR	100	175	60	60	60	45
	WBL	250	280	50	40	50	40
	WBR	100	200	75	75	60	65
4 . Minnewawa Avenue/Shepherd Avenue	**NBL**	230	230	180	155	170	145
Signal	**NBR**	105	105	15	30	0	25
	SBL	255	255	150	120	140	110
	SBR	25	25	0	0	0	5
	EBL	230	250	65	50	65	45
	EBR	50	50	**110**	35	**75**	30
	WBL	215	215	130	85	125	80
	WBR	60	130	45	40	40	35
5 . Clovis Avenue/Shepherd Avenue	**NBL**	235	235	135	200	135	170
Signal	**NBR**	50	50	45	**60**	45	50
	2x SBL	250	250	20	15	20	15
	SBR	50	270	10	0	10	0
	2x EBL	240	240	35	35	35	30
	EBR	50	50	**75**	20	**75**	30
	2x WBL	245	245	135	100	135	85
	WBR	175	175	0	0	0	0
6 . Clovis Avenue/Teague Avenue	**NBL**	200	225	195	140	200	140
Signal	**SBR**	50	50	45	20	45	20
	EBL	250	250	80	80	80	80
7 . Clovis Avenue/Nees Avenue	**NBL**	300	475	130	220	95	160
Signal	**NBR**	95	95	0	0	0	5
	SBL	260	260	130	90	95	75
	SBR	105	105	0	0	0	0
	EBL	230	230	70	55	50	45
	WBL	55	60	**125**	**90**	**95**	**75**
	WBR	60	60	**115**	20	**100**	20
8 . Clovis Avenue/Alluvial Avenue	**NBL**	230	420	180	195	175	195
Signal	**SBL**	235	215	180	120	180	120
	EBL	150	150	35	40	35	40
	EBR	105	110	85	**110**	80	100
	WBL	165	165	80	70	80	70
	WBR	105	105	45	35	25	15
9 . State Route 168 Westbound Ramps/Herndon Avenue	**SBL**	235	235	45	45	45	45
Signal	**SBR**[3]	280	445	**490**	190	**480**	190
	EBR	365	365	45	40	45	40

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Table 10-D - Existing Plus Project with Improvements Queuing Analysis

Intersection	Movement	Without Project Storage Length[1] (ft/ln)	Plus Project Storage Length[1] (ft/ln)	Existing			
				Plus Project [2]		Plus Project with Improvements[2]	
				AM	PM	AM	PM
10 . State Route 168 Eastbound Ramps/Herndon Avenue	**NBL**	430	430	150	150	150	150
Signal	**NBR**	430	430	180	390	180	390
11 . Clovis Avenue/Herndon Avenue	**2x NBL**	200	200	175	**240**	165	**225**
Signal	**2x SBL**	230	230	130	195	125	215
	2x SBR	185	185	50	45	**220**	115
	2x EBL	240	350	195	**295**	180	265
	2x WBL	245	245	120	220	115	230
	WBR	150	150	135	105	55	35
13 . Sunnyside Avenue/Shepherd Avenue	**NBL**		250	0	0	70	120
Signal	**SBL**		250	0	0	40	40
	EBL		250	0	0	45	120
	WBL		250	0	0	80	85
15 . Sunnyside Avenue/Nees Avenue	**EBL**	50	70	0	0	10	20
Signal	**WBL**	65	65	0	0	30	25
18 . Fowler Avenue/Shepherd Avenue	**NBL**	150	285	**215**	**175**	210	170
Signal	**SBL**	200	200	**265**	180	165	125
	EBL	115	115	50	55	20	40
	WBL	260	260	80	95	55	70
	WBR	55	205	**350**	**110**	60	35
20 . Fowler Avenue/Nees Avenue	**NBL**	200	220	150	**205**	150	205
Signal	**SBL**	85	125	55	65	60	70
	SBR	25	50	0	0	0	0
	EBL	230	230	45	60	40	65
	WBL	140	140	110	70	110	70
	WBR	25	60	0	0	0	0
21 . Fowler Avenue/State Route 168 Westbound Ramps	**NBL**	260	260	235	210	205	190
Signal	**WBR**	380	380	0	0	0	0
22 . Fowler Avenue/State Route 168 Eastbound Ramps	**SBL**	85	85	30	45	20	35
Signal	**EBL**	535	535	70	125	105	300
23 . Sunnyside Avenue/Project Driveway 1	**WBLTR**	-	-	40	30	40	35
OWSC							
24 . Sunnyside Avenue/Project Driveway 2	**WBLTR**	-	-	60	45	55	50
OWSC							
25 . Project Driveway 3/Shepherd Avenue	**SBR**	-	-	55	65	60	45
OWSC	**EBL**	200	200	50	70	50	90
26 . Stanford Avenue-Project Driveway 4/Perrin Road	**NBLTR**	-	-	50	50	45	50
TWSC							

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Notes:

ft/ln = feet per lane

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; R = Right

Bold = Queue exceeds available storage.

[1] Storage length for all movements obtained from Google Earth measurements and conceptual site plan.

[2] All queues reported are 95th percentile queues. Queues for signalized intersections have been taken from Synchro and queues for stop controlled intersections have been taken from SimTraffic.

[3] Storage length based on signal coordinations mitigation with SR-168 Ramps.

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Table 10-E - Near-Term (2028) Plus Project with Improvements Queuing Analysis

Intersection	Movement	Without Project Storage Length[1] (ft/ln)	Plus Project Storage Length[1] (ft/ln)	Near Term Year (2028)			
				Plus Project [2]		Plus Project with Improvements[2]	
				AM	PM	AM	PM
1 . Willow Avenue/Behymer Avenue	**NBL**	250	250	185	235	185	235
Signal	**NBR**	105	105	0	0	0	0
	SBL	250	250	90	100	90	100
	SBR	200	200	15	0	15	0
	EBL	235	235	115	35	115	35
	WBL	90	210	50	85	50	85
2 . Willow Avenue/Shepherd Avenue	**2x NBL**	250	260	140	195	140	190
Signal	**NBR**	160	225	125	**450**	125	**430**
	2x SBL	250	280	180	235	180	265
	SBR	150	165	145	140	145	120
	2x EBL	230	230	90	175	90	175
	EBR	100	175	95	60	55	80
	WBL	250	280	215	250	215	260
	WBR	100	200	**195**	**220**	95	150
3 . Minnewawa Avenue/Behymer Avenue	**NBL**		250	0	0	20	35
Signal							
4 . Minnewawa Avenue/Shepherd Avenue	**NBL**	230	230	**275**	**280**	**270**	**315**
Signal	**NBR**	105	105	40	85	20	55
	SBL	255	255	**310**	205	**285**	235
	SBR	25	25	**75**	**60**	**40**	10
	EBL	230	250	130	190	155	230
	EBR	50	50	**220**	**110**	**170**	**55**
	WBL	215	215	205	155	**225**	170
	WBR	60	130	**90**	**165**	0	0
5 . Clovis Avenue/Shepherd Avenue	**NBL**	235	235	170	**280**	170	**300**
Signal	**NBR**	50	50	**65**	**125**	**65**	**80**
	2x SBL	250	250	105	90	105	85
	SBR	50	270	**165**	**100**	50	50
	2x EBL	240	240	90	130	90	115
	EBR	50	50	**85**	**95**	**85**	**70**
	2x WBL	245	245	150	120	150	105
	WBR	175	175	55	85	55	60
6 . Clovis Avenue/Teague Avenue	**NBL**	200	225	200	140	200	140
Signal	**SBR**	50	50	**100**	35	**100**	35
	EBL	250	250	85	95	85	95
7 . Clovis Avenue/Nees Avenue	**NBL**	300	475	235	**500**	230	445
Signal	**NBR**	95	95	0	0	0	5
	SBL	260	260	130	90	95	75
	SBR	105	105	5	0	20	0
	EBL	230	230	90	105	65	90
	WBL	55	60	**125**	**90**	**95**	**70**
	WBR	60	60	**110**	5	**100**	20
8 . Clovis Avenue/Alluvial Avenue	**NBL**	230	420	175	195	175	195
Signal	**SBL**	235	215	**240**	155	**240**	155
	EBL	150	150	40	50	40	50
	EBR	105	110	80	100	80	100
	WBL	165	165	80	70	80	70
	WBR	105	105	35	45	35	45

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Table 10-E - Near-Term (2028) Plus Project with Improvements Queuing Analysis

Intersection	Movement	Without Project Storage Length[1] (ft/ln)	Plus Project Storage Length[1] (ft/ln)	Near Term Year (2028)			
				Plus Project [2]		Plus Project with Improvements[2]	
				AM	PM	AM	PM
9 . State Route 168 Westbound Ramps/Herndon Avenue	**SBL**	235	235	45	50	35	55
Signal	**SBR**	280	445	**490**	190	350	190
	EBR	365	365	45	40	60	35
10 . State Route 168 Eastbound Ramps/Herndon Avenue	**NBL**	430	430	155	155	120	105
Signal	**NBR**	430	430	275	**670**	250	430
11 . Clovis Avenue/Herndon Avenue	**2x NBL**	200	200	185	**260**	150	**240**
Signal	**2x SBL**	230	230	155	220	175	**265**
	2x SBR	185	185	150	50	**205**	170
	2x EBL	240	350	**250**	**590**	260	**475**
	2x WBL	245	245	125	220	100	235
	WBR	150	150	**155**	**170**	65	115
13 . Sunnyside Avenue/Shepherd Avenue	**NBL**		250	0	0	160	**255**
Signal	**SBL**		250	0	0	40	40
	SBR		300				
	EBL		250	0	0	75	175
	WBL		250	0	0	50	115
	WBR		250			0	0
15 . Sunnyside Avenue/Nees Avenue	**EBL**	50	70	0	0	15	30
Signal	**WBL**	65	65	0	0	30	25
18 . Fowler Avenue/Shepherd Avenue	**NBL**	150	285	**290**	**425**	**295**	**335**
Signal	**SBL**	200	200	**265**	180	165	150
	EBL	115	115	70	90	20	65
	WBL	260	260	80	100	55	75
	WBR	55	205	**360**	**90**	60	30
20 . Fowler Avenue/Nees Avenue	**NBL**	200	220	150	**205**	150	205
Signal	**SBL**	85	125	70	75	70	75
	SBR	25	50	0	0	0	0
	EBL	230	230	45	60	45	65
	WBL	140	140	110	70	110	70
	WBR	25	60	0	10	0	10
21 . Fowler Avenue/State Route 168 Westbound Ramps	**NBL**	260	260	240	210	210	190
Signal	**WBR**	380	380	0	0	0	0
22 . Fowler Avenue/State Route 168 Eastbound Ramps	**SBL**	85	85	25	40	20	35
Signal	**EBL**	535	535	75	145	110	325
		0	0				
23 . Sunnyside Avenue/Project Driveway 1	**WBLTR**	-	-	45	35	40	40
OWSC							
24 . Sunnyside Avenue/Project Driveway 2	**WBLTR**	-	-	55	50	55	55
OWSC							
25 . Project Driveway 3/Shepherd Avenue	**SBR**	-	-	420	430	75	60
OWSC	**EBL**	200	200	50	70	65	105

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Table 10-E - Near-Term (2028) Plus Project with Improvements Queuing Analysis

Intersection	Movement	Without Project Storage Length[1] (ft/ln)	Plus Project Storage Length[1] (ft/ln)	Near Term Year (2028)			
				Plus Project [2]		Plus Project with Improvements[2]	
				AM	PM	AM	PM
26 . Stanford Avenue-Project Driveway 4/Perrin Road	**NBLTR**	-	-	50	45	45	45
TWSC							

Notes:

ft/ln = feet per lane

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; R = Right

Bold = Queue exceeds available storage.

[1] Storage length for all movements obtained from Google Earth measurements and conceptual site plan.

[2] All queues reported are 95th percentile queues. Queues for signalized intersections have been taken from Synchro and queues for stop controlled intersections have been taken from SimTraffic.

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Table 10-F - Cumulative (2046) Plus Project with Improvements Queuing Analysis

Intersection	Movement	Without Project Storage Length[1] (ft/ln)	Plus Project Storage Length[1] (ft/ln)	Cumulative (2046)			
				Plus Project [2]		Plus Project with Improvements[2]	
				AM	PM	AM	PM
1 . Willow Avenue/Behymer Avenue	**NBL**	250	250	240	245	240	245
Signal	**NBR**	105	105	0	95	0	95
	SBL	250	250	105	175	105	175
	SBR	200	200	20	0	20	0
	EBL	235	235	120	35	120	35
	WBL	90	210	**155**	**210**	155	210
2 . Willow Avenue/Shepherd Avenue	**2x NBL**	250	260	**255**	200	260	200
Signal	**NBR**	160	225	**180**	**500**	125	**465**
	2x SBL	250	280	185	250	185	280
	SBR	150	165	**165**	150	165	135
	2x EBL	230	230	95	185	90	185
	EBR	100	175	**160**	**320**	120	**335**
	WBL	250	280	230	**270**	200	190
	WBR	100	200	**205**	**235**	90	180
3 . Minnewawa Avenue/Behymer Avenue	**SBL**		250	0	0	235	190
Signal	**EBL**		200	0	0	10	10
	WBL		200	0	0	45	20
	WBR		200	0	0	65	40
4 . Minnewawa Avenue/Shepherd Avenue	**NBL**	230	230	**335**	**530**	**390**	**520**
Signal	**NBR**	105	105	45	**115**	5	85
	SBL	255	255	**580**	215	**445**	**275**
	SBR	25	25	**85**	**65**	**65**	20
	EBL	230	250	135	195	200	245
	EBR	50	50	**390**	**175**	**185**	**70**
	WBL	215	215	210	155	**230**	215
5 . Clovis Avenue/Shepherd Avenue	**NBL**	235	235	185	**320**	180	**335**
Signal	**NBR**	50	50	50	**400**	**80**	**255**
	2x SBL	250	250	115	95	110	90
	SBR	50	270	**220**	**105**	75	55
	2x EBL	240	240	90	135	90	115
	EBR	50	50	**180**	**115**	**180**	**80**
	2x WBL	245	245	**305**	185	205	165
	WBR	175	175	110	90	95	30
6 . Clovis Avenue/Teague Avenue	**NBL**	200	225	**225**	160	225	150
Signal	**SBR**	50	50	**160**	35	**165**	40
	EBL	250	250	90	145	90	145
7 . Clovis Avenue/Nees Avenue	**NBL**	300	475	245	**600**	240	475
Signal	**NBR**	95	95	0	0	0	5
	SBL	260	260	195	180	165	180
	SBR	105	105	70	0	65	0
	EBL	230	230	130	165	95	170
	WBL	55	60	**130**	**105**	**95**	**90**
	WBR	60	60	**170**	**355**	**145**	**270**
8 . Clovis Avenue/Alluvial Avenue	**NBL**	230	420	**445**	**405**	415	405
Signal	**SBL**	235	215	**255**	175	210	175
	EBL	150	150	40	50	40	50
	EBR	105	110	105	105	105	105
	WBL	165	165	80	70	80	70
	WBR	105	105	40	50	65	50

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Table 10-F - Cumulative (2046) Plus Project with Improvements Queuing Analysis

Intersection	Movement	Without Project Storage Length[1] (ft/ln)	Plus Project Storage Length[1] (ft/ln)	Cumulative (2046)			
				Plus Project [2]		Plus Project with Improvements[2]	
				AM	PM	AM	PM
9 . State Route 168 Westbound Ramps/Herndon Avenue	**SBL**	235	235	50	50	40	55
Signal	**SBR**	280	445	**575**	225	415	240
	EBR	365	365	50	45	65	40
10 . State Route 168 Eastbound Ramps/Herndon Avenue	**NBL**	430	430	155	240	125	155
Signal	**NBR**	430	430	320	**710**	280	425
11 . Clovis Avenue/Herndon Avenue	**2x NBL**	200	200	**260**	**445**	**225**	**350**
Signal	**2x SBL**	230	230	160	225	140	**270**
	2x SBR	185	185	**225**	60	**335**	**215**
	2x EBL	240	350	**290**	**620**	295	**485**
	2x WBL	245	245	150	225	135	230
	WBR	150	150	**165**	**200**	85	125
13 . Sunnyside Avenue/Shepherd Avenue	**NBL**		250	0	0	135	**255**
Signal	**SBL**		250	0	0	135	95
	SBR		300				
	EBL		250	0	0	110	230
	WBL		250	0	0	90	95
	WBR		250			15	90
15 . Sunnyside Avenue/Nees Avenue	**SBL**		200	0	0	45	30
Signal	**EBL**	50	70	0	0	20	70
	WBL	65	65	0	0	40	50
17 . Fowler Avenue/Ticonderoga	**NBL**		300	0	0	15	20
Signal	**EBL**		100	0	0	20	15
18 . Fowler Avenue/Shepherd Avenue	**NBL**	150	285	**300**	**545**	**310**	**420**
Signal	**SBL**	200	200	**565**	**230**	**365**	**230**
	EBL	115	115	100	105	75	80
	WBL	260	260	130	130	105	95
	WBR	55	205	**400**	**265**	80	100
19 . Fowler Avenue/Teague Avenue	**NBL**		100	0	0	5	15
Signal	**SBL**		260	0	0	35	10
20 . Fowler Avenue/Nees Avenue	**NBL**	200	220	195	**235**	195	220
Signal	**SBL**	85	125	**135**	**95**	125	85
	SBR	25	50	**35**	20	45	35
	EBL	230	230	45	110	45	110
	WBL	140	140	135	95	135	95
	WBR	25	60	0	**55**	0	55
21 . Fowler Avenue/State Route 168 Westbound Ramps	**NBL**	260	260	250	215	220	200
Signal	**WBR**	380	380	0	0	0	0
22 . Fowler Avenue/State Route 168 Eastbound Ramps	**SBL**	85	85	25	45	25	40
Signal	**EBL**	535	535	70	150	105	335
23 . Sunnyside Avenue/Project Driveway 1	**WBLTR**	-	-	55	245	50	45
OWSC							

LSA

Table 10-F - Cumulative (2046) Plus Project with Improvements Queuing Analysis

Intersection	Movement	Without Project Storage Length[1] (ft/ln)	Plus Project Storage Length[1] (ft/ln)	Cumulative (2046)			
				Plus Project [2]		Plus Project with Improvements[2]	
				AM	PM	AM	PM
24 . Sunnyside Avenue/Project Driveway 2	**WBLTR**	-	-	100	465	540	65
OWSC							
25 . Project Driveway 3/Shepherd Avenue	**SBR**	-	-	460	410	55	80
Signal	**EBL**	200	200	25	65	50	145
26 . Stanford Avenue-Project Driveway 4/Perrin Road	**NBLTR**	-	-	50	45	45	45
TWSC							

Notes:

ft/ln = feet per lane

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; R = Right

Bold = Queue exceeds available storage.

[1] Storage length for all movements obtained from Google Earth measurements and conceptual site plan.

[2] All queues reported are 95th percentile queues. Queues for signalized intersections have been taken from Synchro and queues for stop controlled intersections have been taken from SimTraffic.

11.0 SITE DISTANCE ANALYSIS AND SAFE ROUTES TO SCHOOL ANALYSIS

As discussed previously and shown on Figure 1-2, access to the project will be provided by four driveways: two on Sunnyside Avenue, one on Perrin Road, and one on Shepherd Avenue. All driveways will operate as full-access driveways.

11.1 SIGHT DISTANCE ANALYSIS

A sight distance analysis was conducted at the project driveways along Sunnyside Avenue, Shepherd Avenue, and Perrin Road. Sight distance is the length of the visible roadway a driver can see approaching vehicles before their line of sight is blocked by any object. For purposes of this analysis, only the stopping sight distance and corner sight distance have been evaluated.

According to the Caltrans *Highway Design Manual* (HDM) (dated July 2020), the stopping sight distance is the minimum sight distance along a roadway required to allow a driver to decrease their speed from the design speed to a complete stop. The corner sight distance is the minimum sight distance in which a driver at a stop-controlled approach can see oncoming traffic on the major street to safely maneuver onto the roadway.

The stopping sight distance was evaluated on the roadways along the project frontage, Including Sunnyside Avenue, Shepherd Avenue, and Perrin Road. The posted speed limit on Shepherd Avenue along the project frontage is 40 miles per hour (mph). For purposes of this analysis, the posted speed limit has been considered as the design speed. There is no posted speed limit on Sunnyside Avenue or Perrin Road, but the north leg of the intersection of Sunnyside Avenue/Shepherd Avenue marks the end of the 45 mph speed zone. Therefore, for purposes of this analysis, the speed limits for both these roadways have been considered to be 40 mph. As stated in Table 201.1 of the HDM, the minimum stopping sight distance is 300 feet for a design speed of 40 mph. Therefore, the minimum stopping sight distance for all project driveways have been considered to be 300 feet.

As for corner sight distance, Section 405.1 of the HDM states that corner sight distance requirements are not applicable for urban driveways unless signalized. At signalized driveways, the minimum corner sight distance was based on design speed, time gap, and type of vehicle for the minor road vehicle to enter the major road. Based on these design speeds and the requirements established in the HDM, it was determined that minimum corner sight distances of the project driveways are as follows:

- **Sunnyside Avenue/Project Driveway 1:** 475 feet
- **Sunnyside Avenue/Project Driveway 2:** 500 feet
- **Project Driveway 3/Shepherd Avenue:** 385 feet
- **Project Driveway 4 – Stanford Avenue/Perrin Road:** 445 feet

As illustrated on Figures 11-1, 11-2, 11-3, and 11-4, the proposed project driveways achieve the adequate sight distances and have clear sight triangles for the drivers.

11.2 SAFE ROUTES TO SCHOOL

The project will be under the jurisdiction of the Clovis Unified School District (CUSD). The CUSD provides transportation for students who live in excess of an established radius zone. The zones are a radius of 1.00 mile for grades Kindergarten through 6th and 2.50 miles for grades 7th through 12th.

Based on the current CUSD maps and school district boundaries, elementary school students residing in the project will be attending the Riverview Elementary School, located at the southeast corner of Chestnut Avenue and Behymer Avenue. The distance between the elementary school and the project is approximately 2.6 miles. As such, the project is not within the school's walking radius area. As such, CUSD will provide transportation for the elementary school students. Additionally, some elementary school students from the project will be accessing the elementary school by cars. Therefore, no safety improvements may be required for the elementary school students.

It should be noted that the project is within the vicinity of the proposed Heritage Grove Specific Plan project. Based on the project description of the Specific Plan, an elementary school is being proposed within Planning Area 9 of the Specific Plan. Though the completion date for this elementary school is still undetermined, elementary school students from the project are anticipated to attend this school once completed. This new school will be within close proximity of the project site. The Heritage Grove Specific Plan project will also be constructing sidewalks and bike lanes as part of internal circulation network to provide safe route for walking and biking to school. As such, no further safety improvements may be required for the elementary school students upon construction of this elementary school.

The project is currently within the district boundaries of Granite Ridge Intermediate School, and Clovis North High School. Both these schools are located at the northwest corner of the intersection of Willow Avenue/International Avenue. The distance between these schools and the project is approximately 3.8 miles. As such, CUSD will provide transportation for the intermediate and high school student from the project. Because of the distance, it is not anticipated that students residing within the project will be walking/biking to the intermediate or high school.

As such, no further safety improvements will be required for accessing the elementary, intermediate or high school from the project site.

11.3 LIST OF CHAPTER 11.0 FIGURES

- Figure 11-1: Sight Distance Analysis at Sunnyside Avenue/Project Driveway 1
- Figure 11-2: Sight Distance Analysis at Sunnyside Avenue/Project Driveway 2
- Figure 11-3: Sight Distance Analysis at Project Driveway 3/Shepherd Avenue
- Figure 11-4: Sight Distance Analysis at Project Driveway 4-Stanford Avenue/Perrin Road

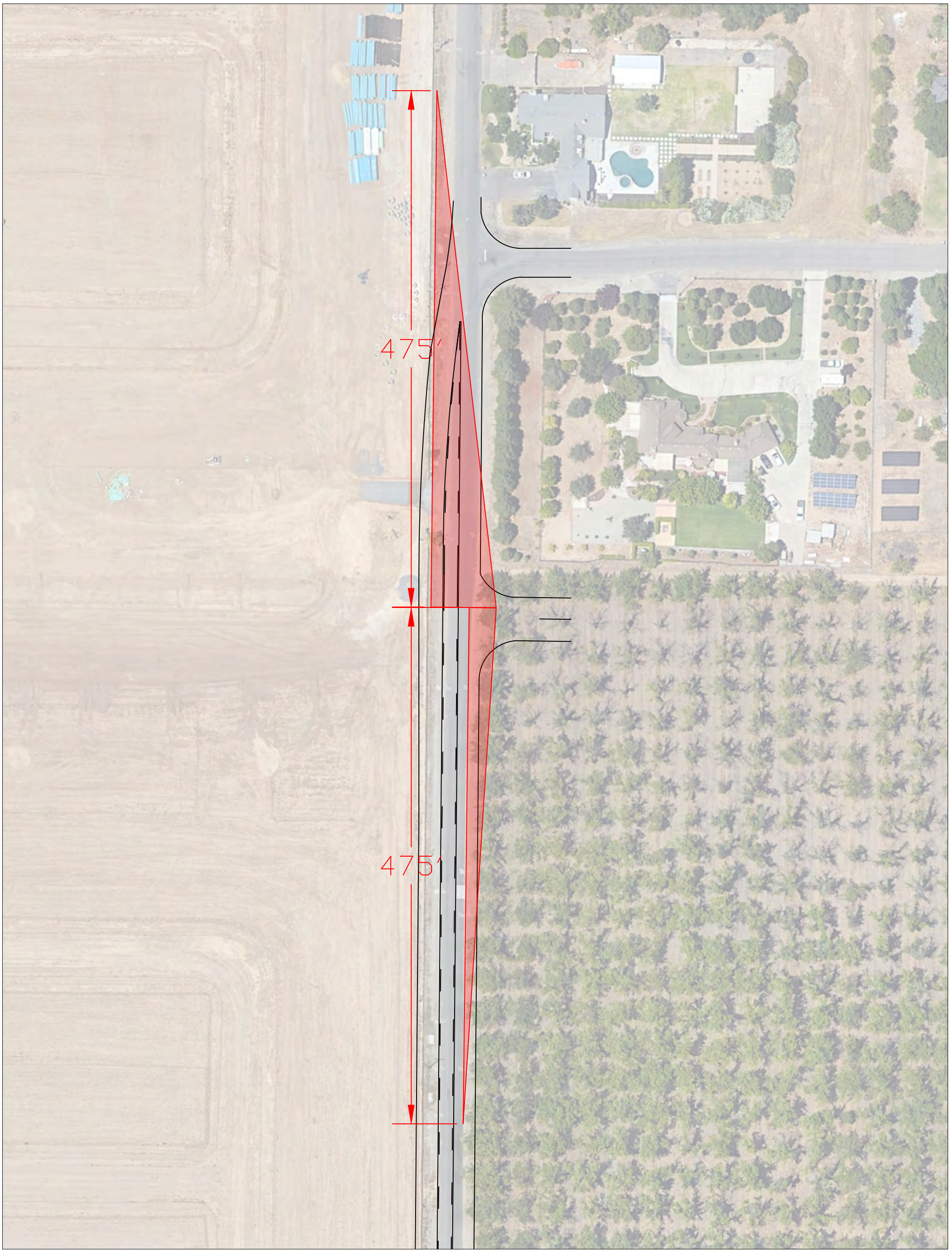


FIGURE 11-1

LSA

LEGEND

= Sight Distance Triangle

N

Shepherd North Project

Transportation Impact Analysis

Sight Distance Analysis at Sunnyside Avenue/Project Driveway 1

NOT TO SCALE

SOURCE: Google Earth 2022

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LSA

FIGURE 11-2

LEGEND

= Sight Distance Triangle

N

Shepherd North Project

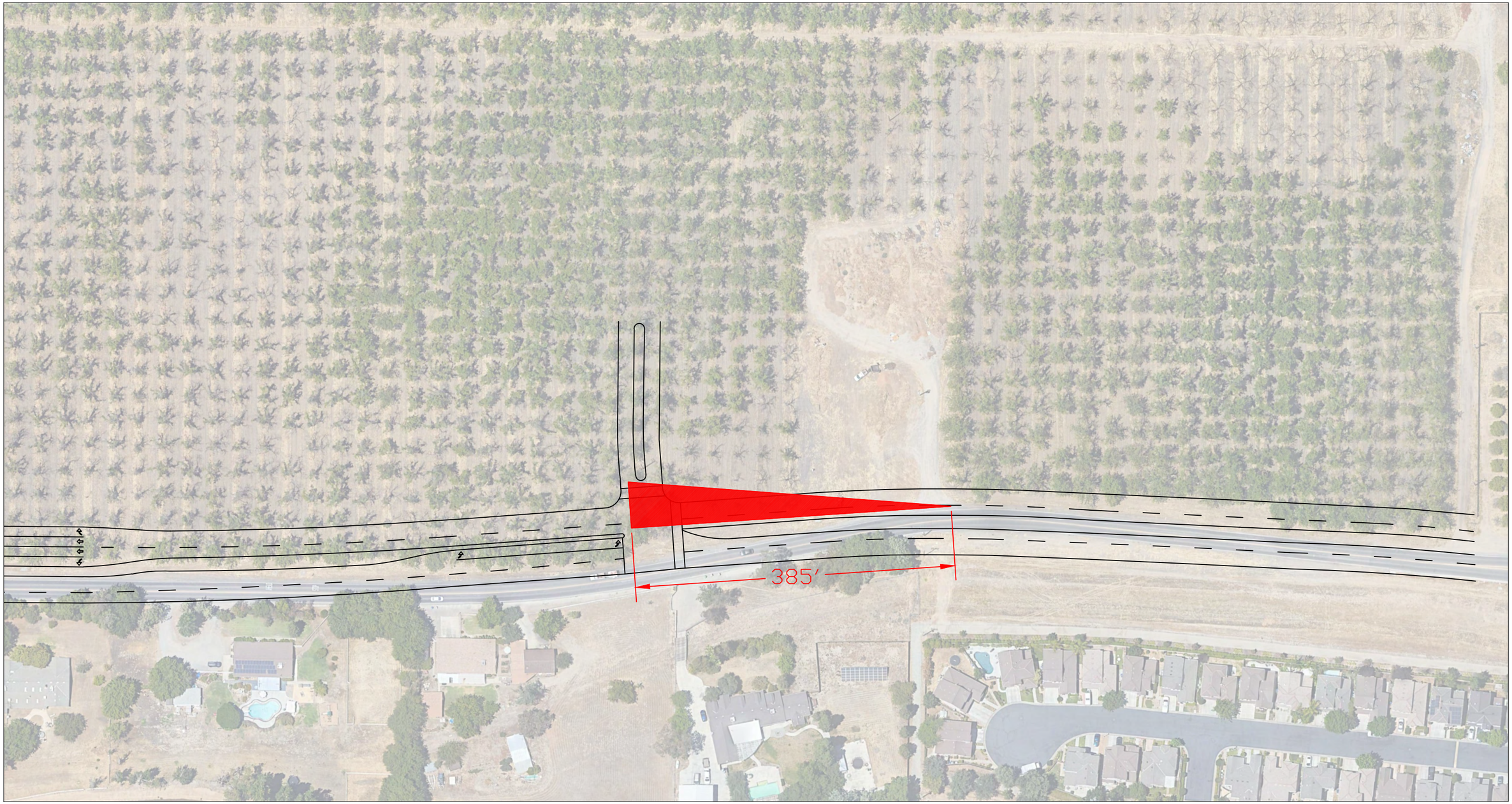
Transportation Impact Analysis

Sight Distance Analysis at Sunnyside Avenue/Project Driveway 2

NOT TO SCALE

SOURCE: Google Earth 2022

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LSA

FIGURE 11-3

LEGEND

= Sight Distance Triangle

N

NOT TO SCALE

SOURCE: Google Earth 2022

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Shepherd North Project

Transportation Impact Analysis

Sight Distance Analysis at Project Driveway 3/Shepherd Avenue



LSA

FIGURE 11-4

LEGEND

= Sight Distance Triangle

NOT TO SCALE

SOURCE: Google Earth 2022

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Shepherd North Project

Transportation Impact Analysis

Sight Distance Analysis at Project Driveway 4-Stanford Avenue/Perrin Road

12.0 CALTRANS FREEWAY QUEUING ANALYSIS

As recommended by the Caltrans staff during the scoping agreement process, a freeway queuing analysis has been conducted at all Caltrans facilities at which project traffic gets added. Since the project is estimated to add traffic at the Herndon Avenue and Fowler Avenue interchanges, a freeway queuing analysis was performed at the off-ramps at these interchanges.

12.1 FREEWAY QUEUING ANALYSIS

A freeway queuing analysis was performed to examine safety impacts at the Herndon Avenue and Fowler Avenue interchange off-ramps. The queuing analysis will review the speed differential between the off-ramp queue and mainline traffic during the peak hours. If the speed differential exceeds the significance thresholds as outlined in the *Safety Review Practitioners Guidance* (30 mph), traffic safety improvements will need to be identified to offset operational deficiencies on traffic safety, if any.

Table 12-A summarizes the off-ramp speed differential between the SR-168 mainline and the off-ramps at the Herndon Avenue and Fowler Avenue interchanges. The ramp and mainline speeds were calculated using the Highway Capacity Software (i.e., HCS 7). As summarized in Table 12-A, the speed differential between the freeway mainlines and off-ramps for both interchanges are less than 30 mph with the exception of the diverge segment at the SR-168 westbound Herndon Avenue Off-Ramp. As such, no safety improvements may be necessary at all other locations.

The diverge segment at the SR-168 westbound Herndon Avenue Off-Ramp is forecast to operate at an unsatisfactory condition (LOS F) during p.m. peak hours under existing, near-term (2026) and cumulative (2046) conditions. Therefore, HCS 7 results may be unreliable for that diverge segment. However, since the segment is performing at LOS F, it could be estimated that the facility is being heavily congested, and a speed differential between the off-ramp queue and mainline traffic would potentially be much lower than the Caltrans significance threshold of 30 mph. However, improvements would be required at this off-ramp location to improve traffic operations in the freeway mainline. Since the project has no direct control of implementing improvements at a Caltrans facility, the deficiency at this location would remain significant and unavoidable.

It should be noted that as shown in Tables 8-A, 8-C, and 8-E, the intersections of SR- 168 Westbound Ramps/Herndon Avenue, and SR- 168 Eastbound Ramps/Herndon Avenue are forecast to operate at a satisfactory LOS under all scenarios. However, as shown in Tables 10-B and 10-C, both the ramp intersections are projected to have queuing deficiencies under future conditions (Near-term and cumulative scenarios). Additionally, the adjacent intersection of Clovis Avenue/Herndon Avenue is forecast to operate at an unsatisfactory LOS under Near-term, and cumulative scenarios, which may further deteriorate the ramp performance due to proximity of this intersection to the freeway ramps. Therefore, an evaluation of these intersections using signal timing coordination and optimization was performed under near-term and cumulative scenario. As shown in Tables 9-C, and 9-D, the intersection of Clovis Avenue/Herndon Avenue is forecast to operate at a satisfactory LOS along with the ramp intersections under Near-term, and cumulative scenarios with implementation of this improvement. Further, as shown in Tables 10-E and 10-F, and discussed in chapter 10.0 of

this report, this also helps eliminate the queuing issues at the ramp intersections along with additional storage length improvement proposed to the SR- 168 Westbound Ramps at Herndon Avenue.

Detailed HCS worksheets are included in Appendix H.

12.2 LIST OF CHAPTER 12.0 TABLES

- Table 12-A: Caltrans Off-Ramp Speed Differential

LSA

Table 12-A - Caltrans Off-Ramp Speed Differential

SR-168	Without Project								Plus Project							
	AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour			
	Freeway Speed (mi/hr)	Ramp Speed (mi/hr)	Speed Difference (mi/hr)	Safety Impact	Freeway Speed (mi/hr)	Ramp Speed (mi/hr)	Speed Difference (mi/hr)	Safety Impact	Freeway Speed (mi/hr)	Ramp Speed (mi/hr)	Speed Difference (mi/hr)	Safety Impact	Freeway Speed (mi/hr)	Ramp Speed (mi/hr)	Speed Difference (mi/hr)	Safety Impact
Existing (2022)																
1 . EB: Herndon Avenue Off-Ramp	62.6	58.0	4.6	No	64.5	57.3	7.2	No	62.7	57.9	4.8	No	64.2	57.1	7.1	No
2 . EB: Fowler Avenue Off-Ramp	65.0	59.5	5.5	No	65.7	58.2	7.5	No	64.9	59.5	5.4	No	65.5	58.1	7.4	No
3 . WB: Fowler Avenue Off-Ramp	60.6	60.6	0.0	No	60.5	60.5	0.0	No	60.6	60.6	0.0	No	--	--	--	--
4 . WB: Herndon Avenue Off-Ramp	58.5	58.5	0.0	No	--	--	--	--	58.5	58.5	0.0	No	--	--	--	--
Near Term (2028)																
1 . EB: Herndon Avenue Off-Ramp	62.2	57.6	4.6	No	63.4	56.4	7.0	No	62.2	57.6	4.6	No	63.1	56.2	6.9	No
2 . EB: Fowler Avenue Off-Ramp	65.2	59.5	5.7	No	65.5	58.1	7.4	No	65.1	59.5	5.6	No	65.3	57.9	7.4	No
3 . WB: Fowler Avenue Off-Ramp	60.6	60.6	0.0	No	--	--	--	--	60.6	60.6	0.0	No	--	--	--	--
4 . WB: Herndon Avenue Off-Ramp	58.5	58.5	0.0	No	--	--	--	--	58.5	58.5	0.0	No	--	--	--	--
Cumulative (2046)																
1 . EB: Herndon Avenue Off-Ramp	62.0	57.5	4.5	No	62.2	55.5	6.7	No	61.9	57.4	4.5	No	61.9	55.3	6.6	No
2 . EB: Fowler Avenue Off-Ramp	64.7	59.3	5.4	No	65.3	57.9	7.4	No	64.6	59.3	5.3	No	65.1	57.8	7.3	No
3 . WB: Fowler Avenue Off-Ramp	60.6	60.6	0.0	No	--	--	--	--	60.6	60.6	0.0	No	--	--	--	--
4 . WB: Herndon Avenue Off-Ramp	58.3	58.3	0.0	No	--	--	--	--	58.3	58.3	0.0	No	--	--	--	--

Notes:

mi/hr : miles per hour

pc/mi/ln: passanger cars per mile per lane

-- indicates deficient LOS due to high congestion.

13.0 SUMMARY AND CONCLUSIONS

The proposed project will consist of 605 single-family homes on approximately 77 acres of the site. The remaining 78 acres of the site will be used for roads, utilities, greenspace, landscaping, and pedestrian paths. It is anticipated that the project buildout will occur in year 2028. Access to the project will be provided by four full-access driveways: two on Sunnyside Avenue, one on Perrin Road, and one on Shepherd Avenue.

13.1 VEHICLE MILES TRAVELED ANALYSIS SUMMARY

The project VMT per capita is 20.7 percent higher than the City's VMT per capita threshold. Therefore, based on the TIA Guidelines, the project will have a significant VMT impact. The project will implement applicable mitigation measures in consultation with the City staff. . It is estimated that the project could achieve approximately 1.18 percent VMT reduction from various mitigation measures.

13.2 EXISTING CONDITIONS SUMMARY

All study intersections and roadway segments operate at a satisfactory LOS under existing without and with project conditions with the exception of 5 intersections.

13.3 NEAR-TERM (2028) CONDITIONS SUMMARY

All intersections and roadway segments are forecast to operate at a satisfactory LOS under near-term (2028) plus project conditions with the exception of 10 intersections and 3 roadway segments.

13.4 CUMULATIVE (2046) CONDITIONS SUMMARY

All intersections and roadway segments are forecast to operate at a satisfactory LOS under cumulative (2046) plus project conditions with the exception of 14 intersections and 7 roadway segments.

13.5 IMPROVEMENTS SUMMARY

Based on the improvements discussed in Section 9.1, Recommended Improvements, of this report, all intersections and all but one roadway segment are estimated to operate satisfactorily. Some of the recommended circulation improvements are covered by the Fresno COG FTIP and the City's Community Investment Program. For the remaining improvements, some improvements along the project frontage will be direct project responsibility. The project will pay fair share percentages for the remaining improvements.

13.6 QUEUEING ANALYSIS SUMMARY

The recommended storage lengths have been proposed at intersections based on the availability of right-of-way and 95th percentile back-of-queue lengths at the study intersections. Additionally, a signal timing coordination and optimization has been proposed at the SR-168 Ramps and the adjacent intersection to alleviate LOS and queuing issues at this location.

13.7 SIGHT DISTANCE ANALYSIS SUMMARY

A sight distance analysis was conducted at the project driveways. Based on the sight distance analysis, the proposed project driveways achieve adequate sight distances and have clear sight triangles for the drivers.

13.8 SAFE ROUTES TO SCHOOL ANALYSIS SUMMARY

The project is approximately 2.0 miles from the elementary school and it is estimated that CUSD will provide for student transportation for elementary school students. The project is within the boundary of Granite Ridge Intermediate School and Clovis North High School. The CUSD is estimated to arrange for transport to the intermediate and high school due to the distance.

13.9 FREEWAY QUEUING ANALYSIS SUMMARY

The speed differential between the off-ramp and the mainline is less than 30 mph for all scenarios except for the diverge segment for the off-ramp at the Herndon Avenue Interchange Since the project has no direct control of implementing improvements at a Caltrans facility, the deficiency at this location would remain significant and unavoidable.

APPENDIX A

SCOPING AGREEMENT

CARLSBAD
CLOVIS
IRVINE
LOS ANGELES
PALM SPRINGS
POINT RICHMOND
RIVERSIDE
ROSEVILLE
SAN LUIS OBISPO

July 26, 2022

Mr. Sean K. Smith
Supervising Civil Engineer
Engineering Division, City of Clovis
1033 Fifth Street
Clovis, California 93612

Subject: Scope of Work for the Shepherd North Project Transportation Impact Analysis (LSA Project No. DNV2201)

Dear Sean:

LSA will be preparing a Transportation Impact Analysis (TIA) for the Shepherd North Project (project) in the City of Clovis (City) in Fresno County (County). The 155-acre project site is located at the northeast corner of intersection of Sunnyside Avenue and Shepherd Avenue. The project site is currently vacant. Figure 1 (all figures, tables, and appendices attached) illustrates the regional and project location.

The project will be a residential development including 605 single-family homes of approximately 77-acre of the site. It should be noted that remaining 78-acre of the site will be used for roads, utilities, greenspace, landscaping, and pedestrian paths. Figure 2 illustrates the tentative subdivision map for the project. Access to the project site will be provided via four driveways – two on Sunnyside Avenue, one on Perrin Road, and one on Shepherd Avenue. For purposes of this analysis, all driveways have been considered as full-access driveways.

LSA anticipates that the following scope of work will be required to prepare the TIA for the proposed project.

SCOPE OF WORK

LEVEL OF SERVICE ANALYSIS

Study Area Intersections

While Level of Service (LOS) analysis is no longer a determinant of California Environmental Quality Act (CEQA) impacts, consistency with the City's General Plan goals and policies is still required. Therefore, a Local Transportation Analysis (LTA) will be prepared to satisfy the requirements established by the City of Clovis *Interim Transportation Impact Analysis Guidelines* (TIA Guidelines), dated July 14, 2020, and requirements established by the California Department of Transportation (Caltrans). As such, traffic operations at all study intersections will be analyzed during the weekday a.m. and p.m. peak hours. The a.m. peak hour is defined as the one hour period of the highest traffic volume occurring between 7:00 and 9:00 a.m. while the p.m. peak hour is defined as the one hour period of the highest traffic volume occurring between 4:00 and 6:00 p.m. Intersection LOS will be

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calculated using the *Highway Capacity* Manual 6th Edition (HCM 6) analysis methodologies and by using the Synchro 11 software.

As per the City's TIA guidelines, the extent of the study area should include the following:

- Pedestrian, bicycle, and transit facilities within a half-mile distance from the project site boundary;
- All intersections of major streets that would provide direct access to the project;
- All signalized intersections within one-half mile of the project site boundary where the project would add 50 or more peak hour trips, and signalized intersections beyond one-half mile where the project would add 100 or more peak hour trips; and
- All unsignalized intersections within a half-mile of the project site boundary where the project would add more than 50 peak hour trips.

As such, the TIA will examine the following intersections:

1. Willow Avenue/Behymer Avenue (City of Clovis/City of Fresno);
2. Willow Avenue/Shepherd Avenue (City of Clovis/City of Fresno);
3. Minnewawa Avenue/Behymer Avenue (City of Clovis);
4. Minnewawa Avenue/Shepherd Avenue (City of Clovis);
5. Clovis Avenue/Shepherd Avenue (City of Clovis);
6. Clovis Avenue/Teague Avenue (City of Clovis);
7. Clovis Avenue/Nees Avenue (City of Clovis);
8. Clovis Avenue/Alluvial Avenue (City of Clovis);
9. State Route 168 (SR-168) Westbound Ramps/Herndon Avenue (Caltrans);
10. SR-168 Eastbound Ramps/Herndon Avenue (Caltrans);
11. Clovis Avenue/Herndon Avenue (City of Clovis);
12. Sunnyside Avenue/Behymer Avenue (City of Clovis);
13. Sunnyside Avenue/Shepherd Avenue (City of Clovis);
14. Sunnyside Avenue/Teague Avenue (City of Clovis);
15. Sunnyside Avenue/Nees Avenue (City of Clovis);
16. Fowler Avenue/Behymer Avenue (City of Clovis);
17. Fowler Avenue/Ticonderoga (City of Clovis);
18. Fowler Avenue/Shepherd Avenue (City of Clovis);
19. Fowler Avenue/Teague Avenue (City of Clovis);

20. Fowler Avenue/Nees Avenue (City of Clovis);
21. Fowler Avenue/SR-168 Westbound Ramps (Caltrans);
22. Fowler Avenue/SR-168 Eastbound Ramps (Caltrans);
23. Sunnyside Avenue/Project Driveway 1 (City of Clovis);
24. Sunnyside Avenue/Project Driveway 2 (City of Clovis);
25. Project Driveway 3/Shepherd Avenue (City of Clovis); and
26. Project Driveway 4-Stanford Avenue/Perrin Road (City of Clovis).

Figure 3 illustrates the study area intersections.

Roadway Segments

In addition to the study area intersections, the TIA will examine traffic operations at the following roadway segments:

1. Behymer Avenue, between Willow Avenue and Minnewawa Avenue (City of Clovis);
2. Behymer Avenue, between Minnewawa Avenue and Sunnyside Avenue (City of Clovis);
3. Behymer Avenue, between Sunnyside Avenue and Fowler Avenue (City of Clovis);
4. Shepherd Avenue, between Willow Avenue and Minnewawa Avenue (City of Clovis);
5. Shepherd Avenue, between Minnewawa Avenue and Clovis Avenue (City of Clovis);
6. Shepherd Avenue, between Clovis Avenue and Sunnyside Avenue (City of Clovis);
7. Shepherd Avenue, between Sunnyside Avenue and Project Driveway 3 (City of Clovis);
8. Shepherd Avenue, between Project Driveway 3 and Fowler Avenue (City of Clovis);
9. Herndon Avenue, between State Route 168 Eastbound Ramps and Clovis Avenue (City of Clovis);
10. Willow Avenue, between Behymer Avenue and Shepherd Avenue (City of Clovis/City of Fresno);
11. Minnewawa Avenue, between Behymer Avenue and Shepherd Avenue (City of Clovis);
12. Clovis Avenue, between Shepherd Avenue and Teague Avenue (City of Clovis);
13. Clovis Avenue, between Teague Avenue and Nees Avenue (City of Clovis);
14. Clovis Avenue, between Nees Avenue and Alluvial Avenue (City of Clovis);
15. Clovis Avenue, between Alluvial Avenue and Herndon Avenue (City of Clovis);
16. Sunnyside Avenue, between Project Driveway 1 and Shepherd Avenue (City of Clovis);
17. Sunnyside Avenue, between Shepherd Avenue and Teague Avenue (City of Clovis);

18. Sunnyside Avenue, between Teague Avenue and Nees Avenue (City of Clovis);
19. Fowler Avenue, between Behymer Avenue and Ticonderoga (City of Clovis);
20. Fowler Avenue, between Ticonderoga and Shepherd Avenue (City of Clovis);
21. Fowler Avenue, between Shepherd Avenue and Teague Avenue (City of Clovis);
22. Fowler Avenue, between Teague Avenue and Nees Avenue (City of Clovis); and
23. Fowler Avenue, between Nees Avenue and State Route 168 Westbound Ramps (City of Clovis).

As recommended in the City's TIA guidelines, daily traffic operations at roadway segments will be analyzed based on the peak hour level of service volume thresholds obtained from Chapter 5.16, *Transportation and Traffic,* of the City's *General Plan and Development Code Update Draft Program Environmental Impact Report,* dated June 2014.

Project Trip Generation, Trip Distribution, and Trip Assignment

The trip generation for the proposed project was developed using rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) for Land Uses 210 - "Single-Family Detached Housing." The project trip generation is summarized in Table A. The project is anticipated to generate 5,705 total daily trips, with 424 trips occurring during the a.m. peak hour and 569 trips occurring during the p.m. peak hour.

The project trip distribution patterns were derived from the select zone model runs obtained from the Fresno Council of Governments' (COG's) Activity-Based Model (ABM). The select zone model plot is included in Appendix A. Figure 4 illustrates the project trip distribution. The project trip assignment at the study intersections is the product of the project trip generation and the corresponding trip distribution percentages. Figure 5 illustrates the project trip assignment at the suggested study area of intersections.

Analysis Scenarios

The TIA will be prepared based on consultation with City staff and Caltrans to meet the requirements of both the City and Caltrans. The TIA will examine traffic operations at the study area intersections and roadway segments under the following scenarios:

- Existing Conditions;
- Existing Plus Project Conditions;
- Near-Term Plus Project Conditions;
- Cumulative Year without Project Conditions; and
- Cumulative Year Plus Project Conditions.

Volume Development and Analysis Methodology

Traffic volumes for existing conditions are typically developed using existing count data collected at study area intersections and roadway segments. Despite the ongoing COVID-19 pandemic, LSA anticipates that at present, traffic is operating near or at pre-pandemic levels, and therefore, adjustments to traffic counts will not be required. However, in case City staff requires adjustments to existing traffic counts, appropriate adjustments will be made by obtaining historical counts at study area intersections and segments.

Traffic volumes under near-term plus project conditions will be developed by adding traffic volumes from approved and pending projects located near the study area and project traffic to existing traffic volumes. LSA will contact City staff and adjacent jurisdictions for a list of cumulative projects.

Traffic volumes for cumulative year without project conditions will be developed by using forecast volumes obtained from the Fresno COG ABM. The methodology to develop cumulative year without project traffic volumes at study area intersections and roadway segments will be consistent with the COG's procedures for post-processing of modeled traffic volumes. The resulting intersection and roadway segment LOS will be calculated using the previously discussed methodologies.

Existing and cumulative year plus project traffic volumes will be developed by adding project traffic to the traffic volumes for the corresponding without project scenarios.

Intersection Queuing Analysis

An intersection queuing analysis will be performed at all study intersections. The queuing analysis will be performed using Synchro for signalized intersections and using SimTraffic for unsignalized intersections.

Caltrans Ramp Queuing Analysis

As requested by Caltrans staff, a ramp queuing analysis will be performed at the SR-168/Herndon Avenue and SR-168/Fowler Avenue interchanges to identify potential traffic safety impacts. The evaluation of safety impacts will include a review for speed differential between the exit ramps queue and the mainline of SR-168 during the same peak hour study period. The analysis will be performed as per the Caltrans *Interim Land Development and Intergovernmental Review (LDIGR) Safety Review Practitioners Guidance*, dated July 2020.

Site Access and Circulation Analysis

A site access and circulation analysis will be conducted as per the criteria stated in the City's TIA guidelines. The following issues will be evaluated as part of this analysis:

- Anticipated queues and minimum required throat depth (MRTD) at all project access locations;
- A sight distance analysis at the project driveways including recommended improvements in cases of unsafe traffic conditions; and
- Safety of potential pedestrian paths of travels from the project site to schools, commercial areas, and nearby bus stops.

Analysis of Traffic Operations and Recommended Circulation Improvements

Levels of service without the project will be compared with levels of service plus the project for all analysis scenarios to determine operational deficiencies based on the LOS standards and operational deficiency criteria as applicable for the City and Caltrans. Furthermore, necessary improvements will be recommended to offset any operational deficiencies. Improvements may include addition of intersection turn lanes, segment lane additions, signalization, etc. The LOS with the proposed improvements will be calculated and summarized, along with a comparison of the LOS without improvements.

Signal Warrant Analysis (if Required)

A signal warrant analysis would be conducted at unsignalized intersections if a signal is recommended as an improvement. Peak hour approach volumes for study intersections will be examined to determine whether signalization may be warranted per the criteria defined in the California supplement of the *Manual on Uniform Traffic Control Devices* (CA-MUTCD).

Fair-Share Contributions (if Required)

A fair share percentage will be calculated for study area intersection and roadway segment improvements recommended in the TIA that are not included in the Measure C program, the City's Development Fee program or any other funding program. The percentage of fair share for the project will be calculated at each location using the total trips generated by the project divided by the total "new" traffic, which is the net increase in traffic volumes from existing to cumulative year conditions.

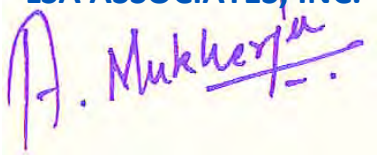
PROJECT VEHICLE MILES TRAVELED ANALYSIS

The TIA will include a Vehicle Miles Traveled (VMT) analysis to meet CEQA requirements. The project VMT analysis will be prepared consistent with the City's TIA Guidelines. As per the City's TIA Guidelines, the project cannot be considered as a small project given that the project exceeds 53 dwelling units. Therefore, a full VMT analysis will be required for the project. For purposes of this analysis, the project-generated VMT per capita will be obtained from the Fresno COG ABM. As per the City's TIA Guidelines, a significant project-generated VMT impact would occur if the project's VMT per capita exceeds a level of 13 percent below the existing County average VMT per capita provided in the guidelines. In case of a significant VMT impact, appropriate mitigation measures will be recommended based on discussion with City staff.

Should you have any questions, please do not hesitate to contact me at (951) 781-9310 or email me at Ambarish.Mukherjee@lsa.net.

Sincerely,

LSA ASSOCIATES, INC.



Ambarish Mukherjee, AICP, PE
Principal

ATTACHMENTS

Table A: Project Trip Generation
Figure 1: Regional and Project Location
Figure 2: Tentative Subdivision Map
Figure 3: Study Area Intersections
Figure 4: Project Trip Distribution
Figure 5: Project Trip Assignment
Appendix A: Fresno COG ABM Select Zone Model Plots

TABLES

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Table A - Project Trip Generation

Land Use	Units	A.M. Peak Hour In	A.M. Peak Hour Out	A.M. Peak Hour Total	P.M. Peak Hour In	P.M. Peak Hour Out	P.M. Peak Hour Total	Daily
Single-Family Detached Housing	605 DU							
Trips/Unit[1]		0.18	0.52	0.70	0.59	0.35	0.94	9.43
Trip Generation		109	315	424	357	212	569	5,705

Notes:

DU = Dwelling Units

[1] Rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition), Land Use 210 - "Single-Family Detached Housing", Setting/Location - "General Urban/Suburban."

FIGURES



LSA

FIGURE 1

N

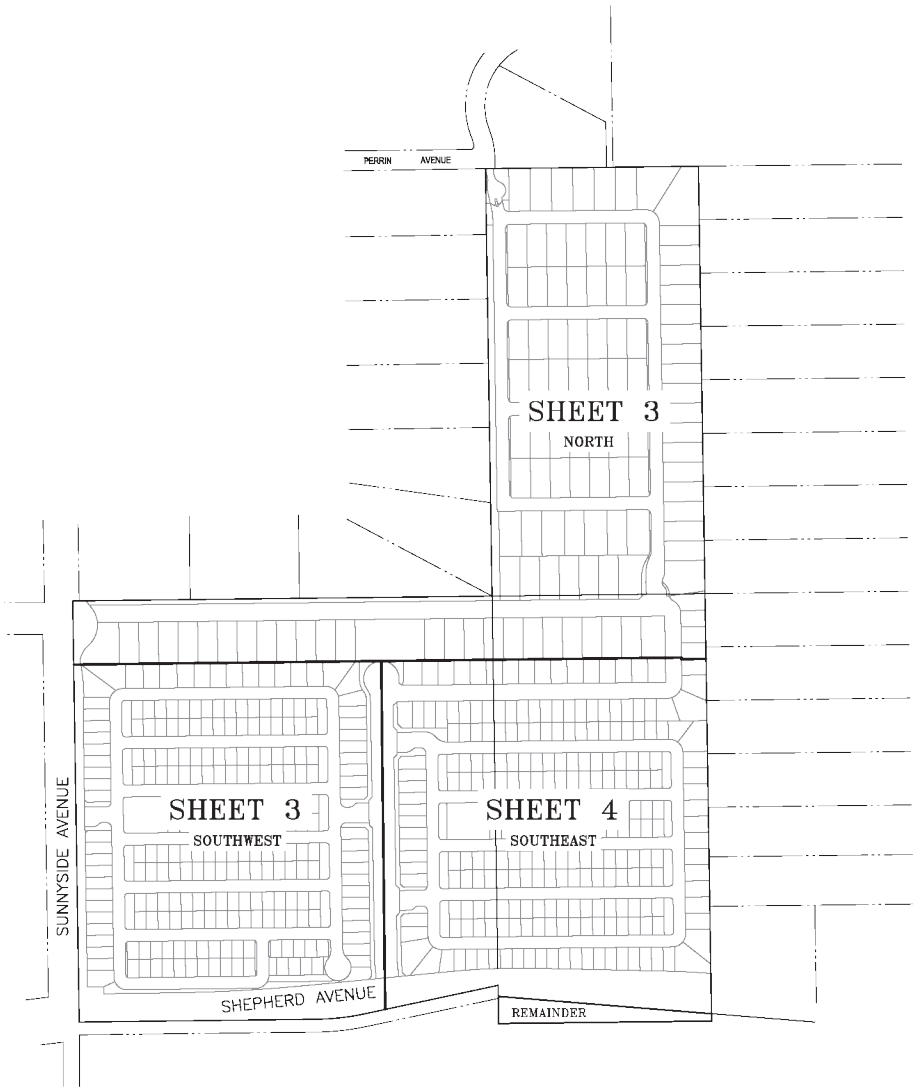
0 1000 2000
FEET

SOURCE: Google Earth (2018)

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Shepherd North Project
Transportation Impact Analysis

Regional and Project Location



LSA

FIGURE 2

N

0 305 610

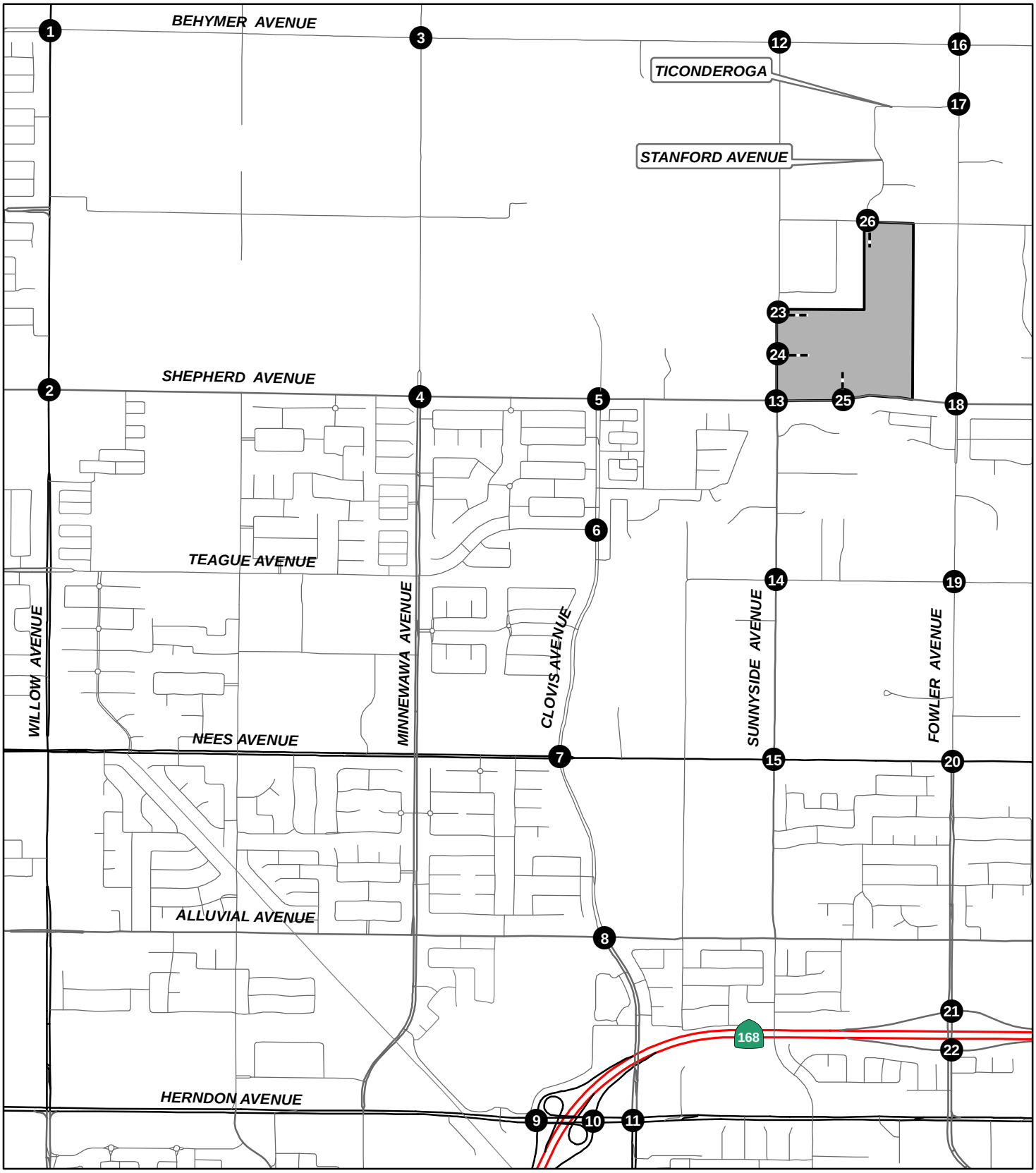
FEET

SOURCE: Harbour & Associates, March 2022.

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North Shepherd Project
Transportation Impact Analysis

Tenative Subdivision Map



LSA

LEGEND

- Project Site
- Study Intersection
- Project Driveway

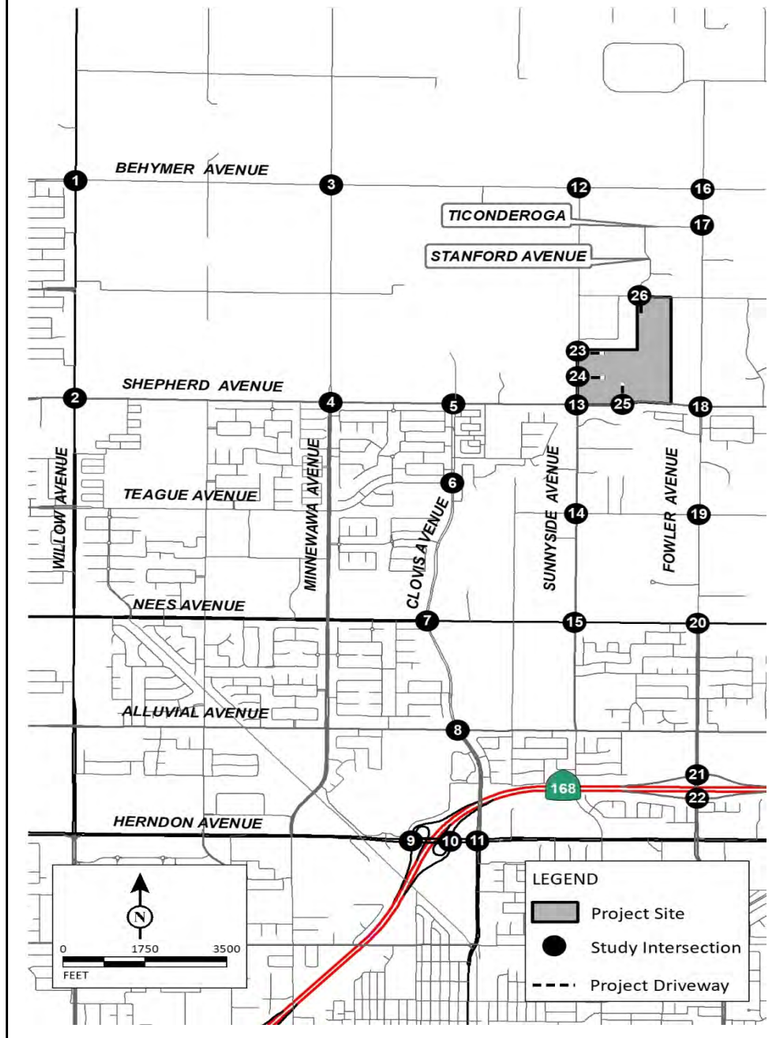
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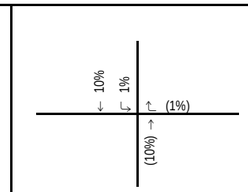
SOURCE: ESRI Streetmap (2013)

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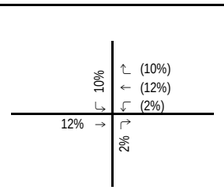
FIGURE 3

Shepherd North Project
Transportation Impact Analysis
Study Area Intersections

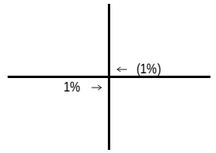




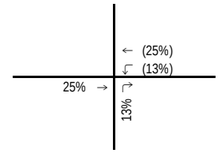
1 Willow Avenue/Behymer Avenue



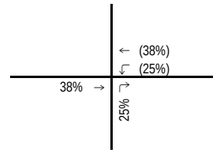
2 Willow Avenue/Shepherd Avenue



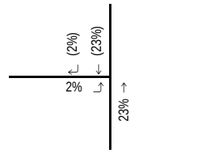
3 Minnewawa Avenue/Behymer Avenue



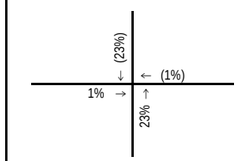
4 Minnewawa Avenue/Shepherd Avenue



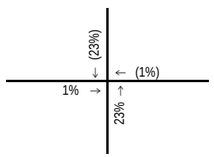
5 Clovis Avenue/Shepherd Avenue



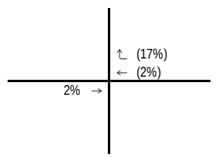
6 Clovis Avenue/Teague Avenue



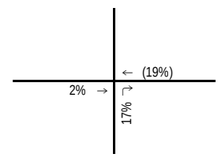
7 Clovis Avenue/Nees Avenue



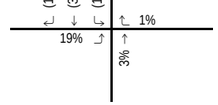
8 Clovis Avenue/Alluvial Avenue



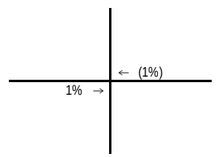
9 State Route 168 Westbound Ramps/Herndon Avenue



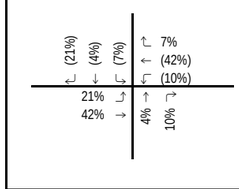
10 State Route 168 Eastbound Ramps/Herndon Avenue



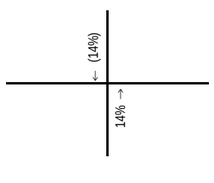
11 Clovis Avenue/Herndon Avenue



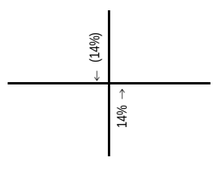
12 Sunnyside Avenue/Behymer Avenue



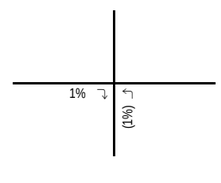
13 Sunnyside Avenue/Shepherd Avenue



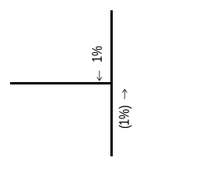
14 Sunnyside Avenue/Teague Avenue



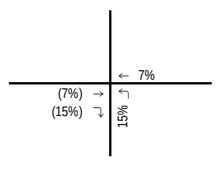
15 Sunnyside Avenue/Nees Avenue



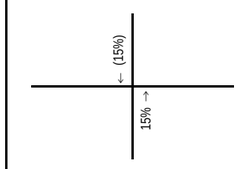
16 Fowler Avenue/Behymer Avenue



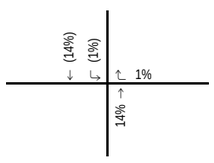
17 Fowler Avenue/Ticonderoga



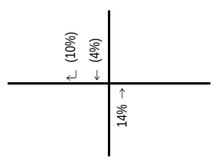
18 Fowler Avenue/Shepherd Avenue



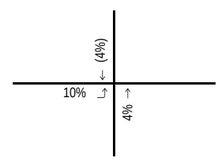
19 Fowler Avenue/Teague Avenue



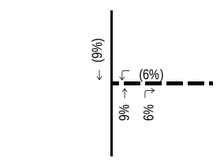
20 Fowler Avenue/Nees Avenue



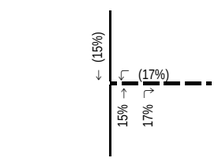
21 Fowler Avenue/State Route 168 Westbound Ramps



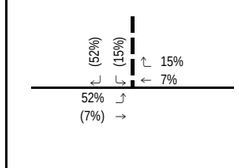
22 Fowler Avenue/State Route 168 Eastbound Ramps



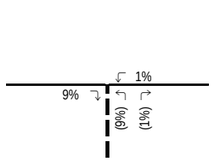
23 Sunnyside Avenue/Project Driveway 1



24 Sunnyside Avenue/Project Driveway 2



25 Project Driveway 3/Shepherd Avenue



26 Stanford Avenue-Project Driveway 4/Perrin Road

LSA

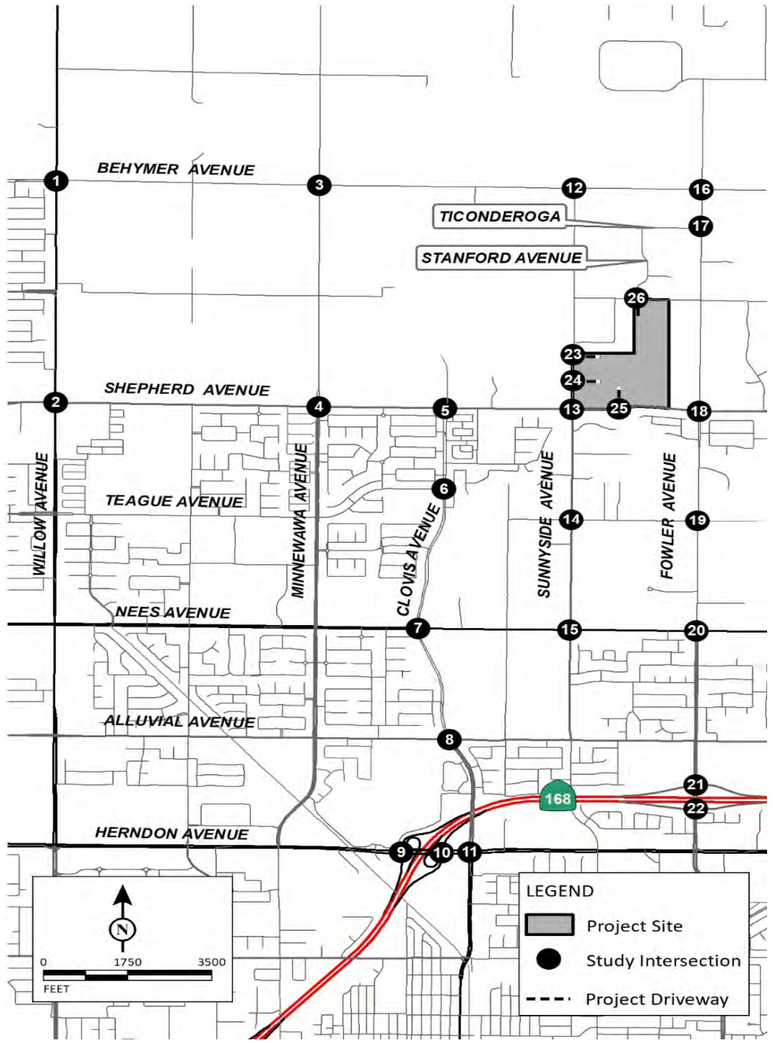
FIGURE 4

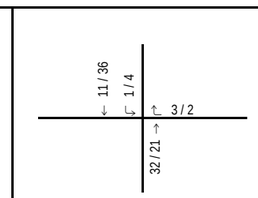
XX% (YY%)
Inbound (Outbound) Distribution
Project Driveway

Shepherd North Project
Transportation Impact Analysis

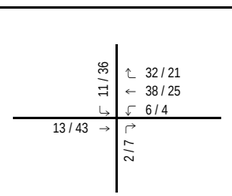
Project Trip Distribution

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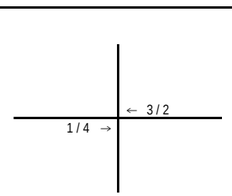




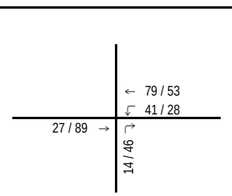
1 Willow Avenue/Behymer Avenue



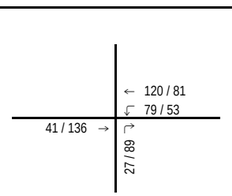
2 Willow Avenue/Shepherd Avenue



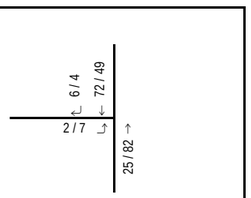
3 Minnewawa Avenue/Behymer Avenue



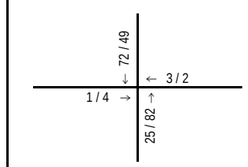
4 Minnewawa Avenue/Shepherd Avenue



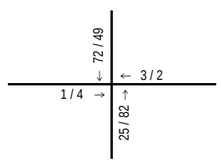
5 Clovis Avenue/Shepherd Avenue



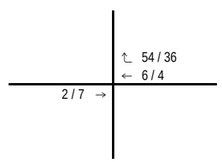
6 Clovis Avenue/Teague Avenue



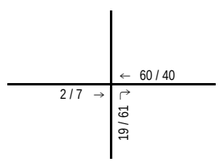
7 Clovis Avenue/Nees Avenue



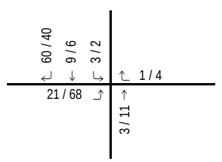
8 Clovis Avenue/Alluvial Avenue



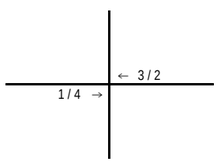
9 State Route 168 Westbound Ramps/Herndon Avenue



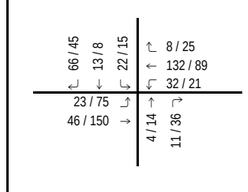
10 State Route 168 Eastbound Ramps/Herndon Avenue



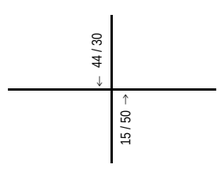
11 Clovis Avenue/Herndon Avenue



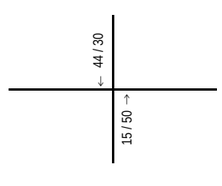
12 Sunnyside Avenue/Behymer Avenue



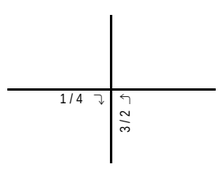
13 Sunnyside Avenue/Shepherd Avenue



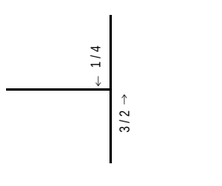
14 Sunnyside Avenue/Teague Avenue



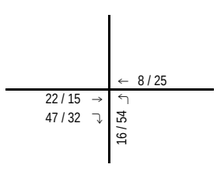
15 Sunnyside Avenue/Nees Avenue



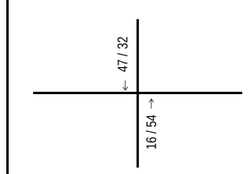
16 Fowler Avenue/Behymer Avenue



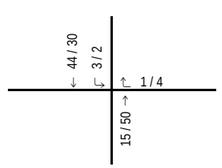
17 Fowler Avenue/Ticonderoga



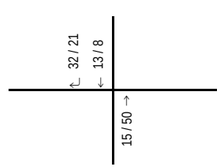
18 Fowler Avenue/Shepherd Avenue



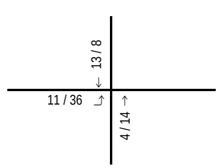
19 Fowler Avenue/Teague Avenue



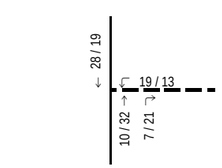
20 Fowler Avenue/Nees Avenue



21 Fowler Avenue/State Route 168 Westbound Ramps



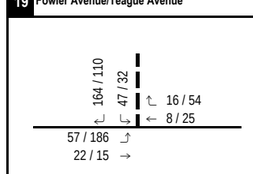
22 Fowler Avenue/State Route 168 Eastbound Ramps



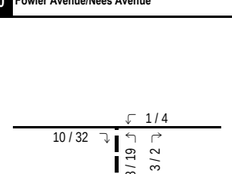
23 Sunnyside Avenue/Project Driveway 1



24 Sunnyside Avenue/Project Driveway 2



25 Project Driveway 3/Shepherd Avenue



26 Stanford Avenue-Project Driveway 4/Perrin Road

LSA

FIGURE 5

XXX / YYY
AM / PM Peak Hour Traffic Volumes
Project Driveway

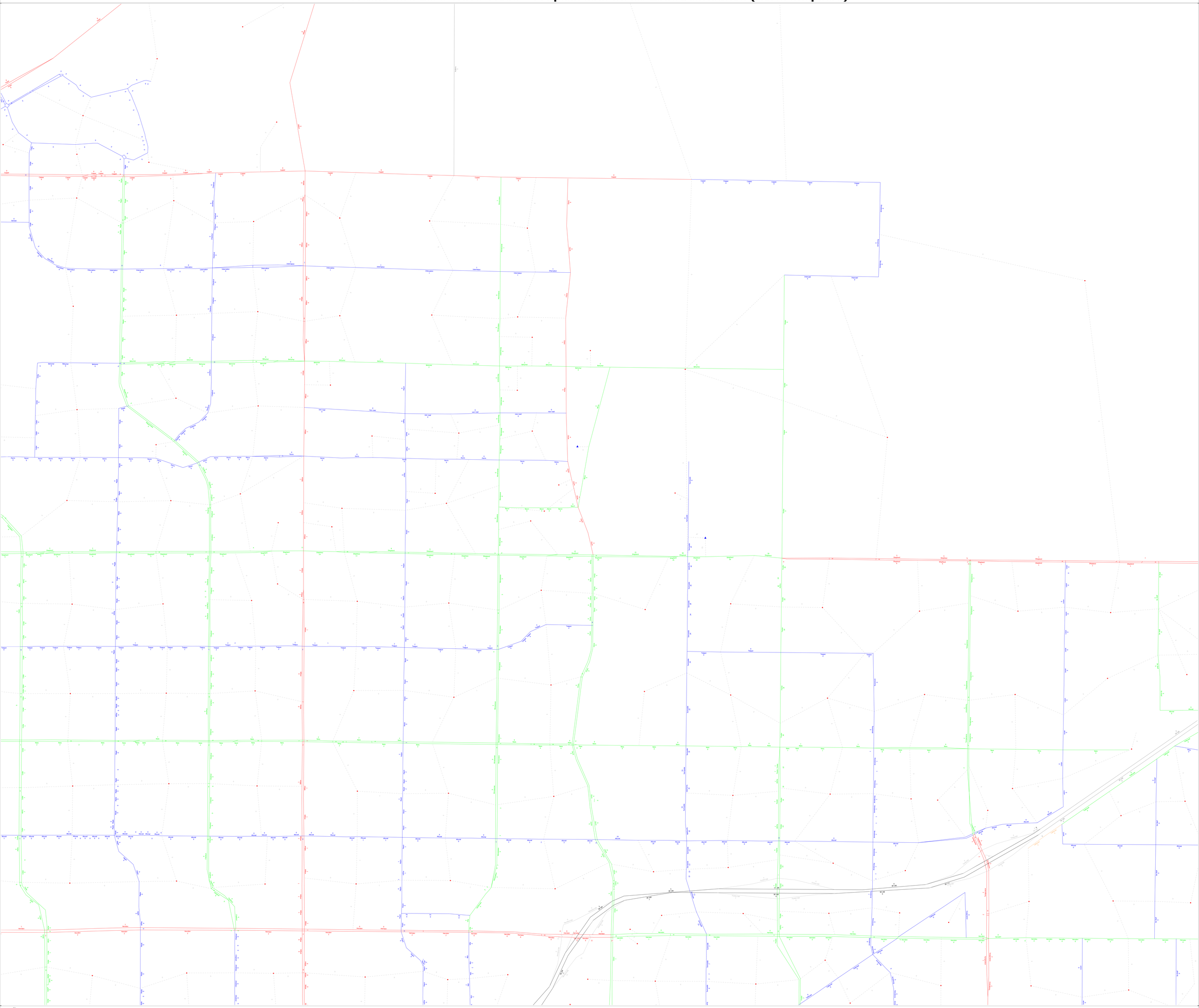
Shepherd North Project
Transportation Impact Analysis

Project Trip Assignment

APPENDIX A

FRESNO COG ABM SELECT ZONE MODEL PLOTS

Fresno COG 2035 Travel Model - PM peak hour Select Zone Distribution (North Shepherd)



(Licensed to LSA Associates, Inc.)

APPENDIX B

VMT CALCULATION WORKSHEETS

LSA

Appendix B

VMT Calculations Worksheet

Total project households	605
Total project population (a)	2097
Percent Population traveling to outside (b) *	7.79%
Project Population traveling to outside (c=b*a)	163
Total Internal-Internal (II) Project VMT (d) **	29,749
Internal project population (e=a-c)	1,933.29
II VMT per capita (f=d/e)	15.39
IX VMT per capita (g) ***	20.2
Total IX VMT (h=g*c)	3,300
Total project VMT (i=d+h)	33,049
VMT per capita (j=i/a)	15.8
VMT adjustment factor for new base model (k)	1.08
Adjusted project VMT per capita (l = k*j)	17.0

** : Obtained from "Fresno_worker_ixxifractions.dat" from model inputs. Used same percentages/values as the parent TAZ (2771)*

***: Includes all tours and all sub-tours from the ABM model run for VMT estimation*

****: IX VMT per capita was estimated as average for all TAZs in the CSTDM Zone 2569*

APPENDIX C

TRAFFIC COUNT SHEETS AND SIGNAL TIMING SHEETS

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Clovis
N/S: Willow Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 02_CVS_Willow_Beh AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

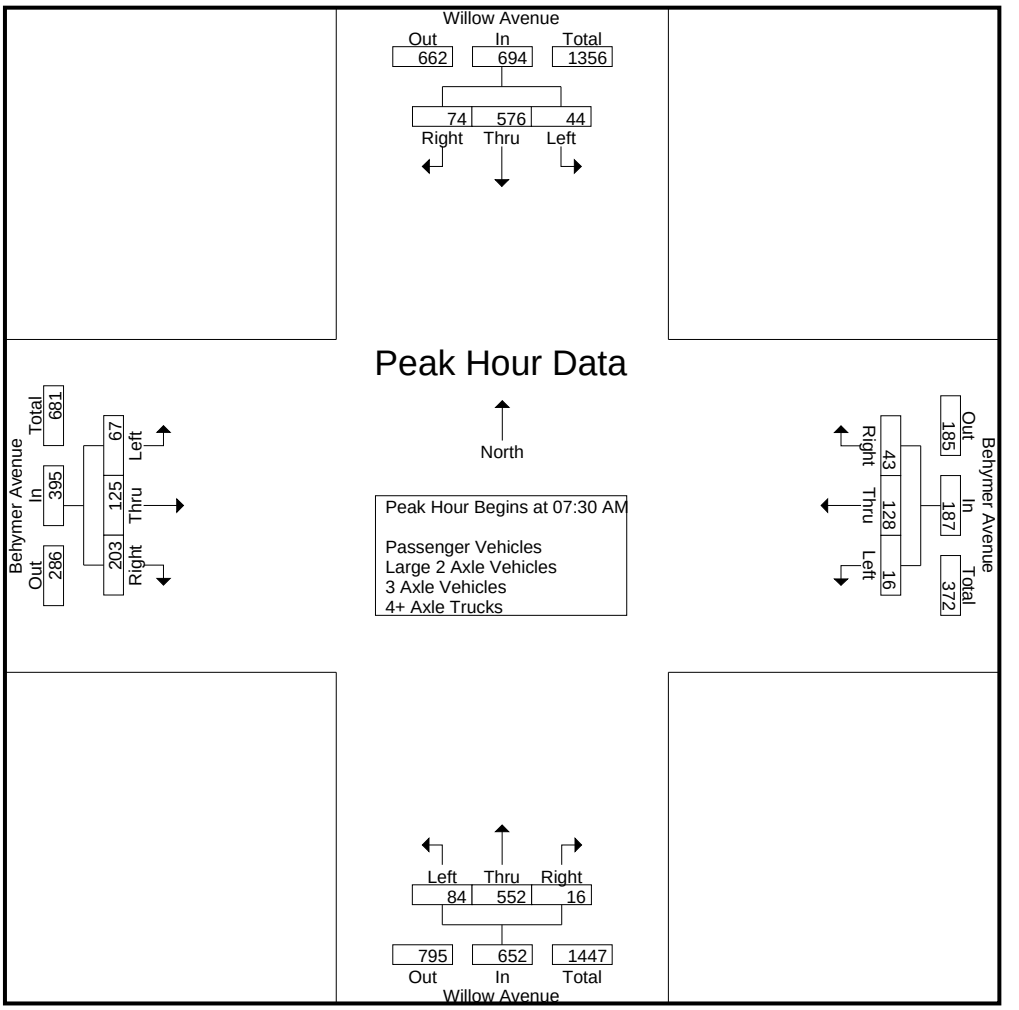
	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	64	3	70	3	10	9	22	13	61	3	77	3	18	18	39	208
07:15 AM	7	67	7	81	2	16	18	36	17	88	3	108	11	16	26	53	278
07:30 AM	13	138	7	158	4	26	17	47	14	137	3	154	12	26	46	84	443
07:45 AM	13	160	22	195	3	28	13	44	27	225	6	258	32	31	50	113	610
Total	36	429	39	504	12	80	57	149	71	511	15	597	58	91	140	289	1539
08:00 AM	15	192	36	243	6	52	8	66	21	114	3	138	16	27	65	108	555
08:15 AM	3	86	9	98	3	22	5	30	22	76	4	102	7	41	42	90	320
08:30 AM	3	57	1	61	4	15	6	25	13	71	7	91	4	15	30	49	226
08:45 AM	3	71	1	75	1	18	9	28	16	72	6	94	3	14	18	35	232
Total	24	406	47	477	14	107	28	149	72	333	20	425	30	97	155	282	1333
Grand Total	60	835	86	981	26	187	85	298	143	844	35	1022	88	188	295	571	2872
Apprch %	6.1	85.1	8.8		8.7	62.8	28.5		14	82.6	3.4		15.4	32.9	51.7		
Total %	2.1	29.1	3	34.2	0.9	6.5	3	10.4	5	29.4	1.2	35.6	3.1	6.5	10.3	19.9	
Passenger Vehicles	58	815	84	957	26	180	80	286	139	821	34	994	87	180	292	559	2796
% Passenger Vehicles	96.7	97.6	97.7	97.6	100	96.3	94.1	96	97.2	97.3	97.1	97.3	98.9	95.7	99	97.9	97.4
Large 2 Axle Vehicles	2	12	2	16	0	7	4	11	4	13	1	18	1	6	3	10	55
% Large 2 Axle Vehicles	3.3	1.4	2.3	1.6	0	3.7	4.7	3.7	2.8	1.5	2.9	1.8	1.1	3.2	1	1.8	1.9
3 Axle Vehicles	0	5	0	5	0	0	1	1	0	7	0	7	0	2	0	2	15
% 3 Axle Vehicles	0	0.6	0	0.5	0	0	1.2	0.3	0	0.8	0	0.7	0	1.1	0	0.4	0.5
4+ Axle Trucks	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
% 4+ Axle Trucks	0	0.4	0	0.3	0	0	0	0	0	0.4	0	0.3	0	0	0	0	0.2

	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	13	138	7	158	4	26	**17**	47	14	137	3	154	12	26	46	84	443
07:45 AM	13	160	22	195	3	28	13	44	**27**	**225**	**6**	**258**	**32**	31	50	**113**	**610**
08:00 AM	**15**	**192**	**36**	**243**	**6**	**52**	8	**66**	21	114	3	138	16	27	**65**	108	555
08:15 AM	3	86	9	98	3	22	5	30	22	76	4	102	7	**41**	42	90	320
Total Volume	44	576	74	694	16	128	43	187	84	552	16	652	67	125	203	395	1928
% App. Total	6.3	83	10.7		8.6	68.4	23		12.9	84.7	2.5		17	31.6	51.4		
PHF	.733	.750	.514	.714	.667	.615	.632	.708	.778	.613	.667	.632	.523	.762	.781	.874	.790

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City of Clovis
N/S: Willow Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 02_CVS_Willow_Beh AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:15 AM				07:30 AM			
+0 mins.	13	138	7	158	2	16	**18**	36	17	88	3	108	12	26	46	84
+15 mins.	13	160	22	195	4	26	17	47	14	137	3	154	**32**	31	50	**113**
+30 mins.	**15**	**192**	**36**	**243**	3	28	13	44	**27**	**225**	**6**	**258**	16	27	**65**	108
+45 mins.	3	86	9	98	**6**	**52**	8	**66**	21	114	3	138	7	**41**	42	90
Total Volume	44	576	74	694	15	122	56	193	79	564	15	658	67	125	203	395
% App. Total	6.3	83	10.7		7.8	63.2	29		12	85.7	2.3		17	31.6	51.4	
PHF	.733	.750	.514	.714	.625	.587	.778	.731	.731	.627	.625	.638	.523	.762	.781	.874

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City of Clovis
N/S: Willow Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 02_CVS_Willow_Beh AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

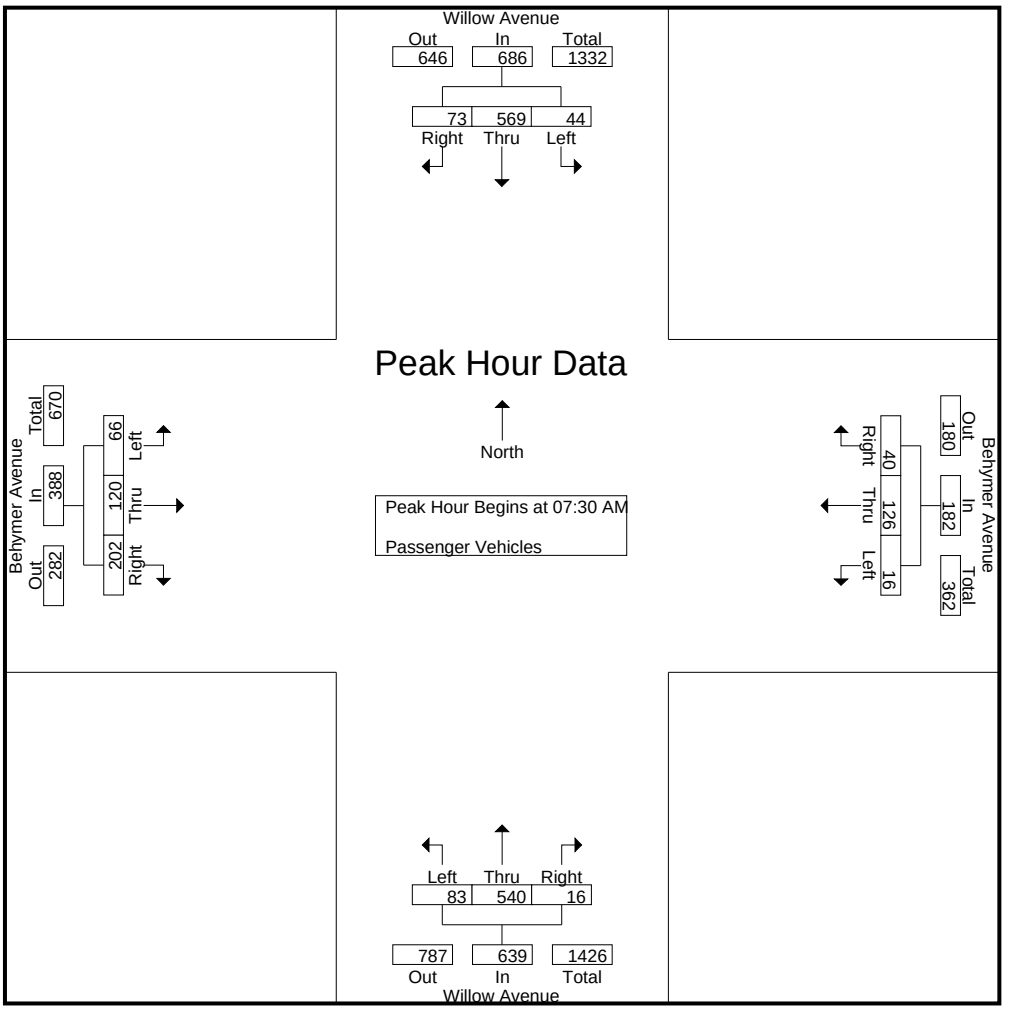
	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	2	62	3	67	3	7	8	18	12	57	3	72	3	18	18	39	196
07:15 AM	6	62	6	74	2	16	17	35	16	86	3	105	11	16	25	52	266
07:30 AM	13	138	7	158	4	25	16	45	14	134	3	151	12	26	46	84	438
07:45 AM	13	158	22	193	3	28	13	44	27	224	6	257	32	28	50	110	604
Total	34	420	38	492	12	76	54	142	69	501	15	585	58	88	139	285	1504
08:00 AM	15	188	35	238	6	51	8	65	20	113	3	136	16	27	64	107	546
08:15 AM	3	85	9	97	3	22	3	28	22	69	4	95	6	39	42	87	307
08:30 AM	3	55	1	59	4	14	6	24	12	67	7	86	4	12	29	45	214
08:45 AM	3	67	1	71	1	17	9	27	16	71	5	92	3	14	18	35	225
Total	24	395	46	465	14	104	26	144	70	320	19	409	29	92	153	274	1292
Grand Total	58	815	84	957	26	180	80	286	139	821	34	994	87	180	292	559	2796
Apprch %	6.1	85.2	8.8		9.1	62.9	28		14	82.6	3.4		15.6	32.2	52.2		
Total %	2.1	29.1	3	34.2	0.9	6.4	2.9	10.2	5	29.4	1.2	35.6	3.1	6.4	10.4	20	

	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	13	138	7	158	4	25	**16**	45	14	134	3	151	12	26	46	84	438
07:45 AM	13	158	22	193	3	28	13	44	**27**	**224**	**6**	**257**	**32**	28	50	**110**	**604**
08:00 AM	**15**	**188**	**35**	**238**	**6**	**51**	8	**65**	20	113	3	136	16	27	**64**	107	546
08:15 AM	3	85	9	97	3	22	3	28	22	69	4	95	6	**39**	42	87	307
Total Volume	44	569	73	686	16	126	40	182	83	540	16	639	66	120	202	388	1895
% App. Total	6.4	82.9	10.6		8.8	69.2	22		13	84.5	2.5		17	30.9	52.1		
PHF	.733	.757	.521	.721	.667	.618	.625	.700	.769	.603	.667	.622	.516	.769	.789	.882	.784

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City of Clovis
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File Name : 02_CVS_Willow_Beh AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	13	138	7	158	4	25	**16**	45	14	134	3	151	12	26	46	84
+15 mins.	13	158	22	193	3	28	13	44	**27**	**224**	**6**	**257**	**32**	28	50	**110**
+30 mins.	**15**	**188**	**35**	**238**	**6**	**51**	8	**65**	20	113	3	136	16	27	**64**	107
+45 mins.	3	85	9	97	3	22	3	28	22	69	4	95	6	**39**	42	87
Total Volume	44	569	73	686	16	126	40	182	83	540	16	639	66	120	202	388
% App. Total	6.4	82.9	10.6		8.8	69.2	22		13	84.5	2.5		17	30.9	52.1	
PHF	.733	.757	.521	.721	.667	.618	.625	.700	.769	.603	.667	.622	.516	.769	.789	.882

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File Name : 02_CVS_Willow_Beh AMC
Site Code : 00322473
Start Date : 5/24/2022

Groups Printed- Large 2 Axle Vehicles

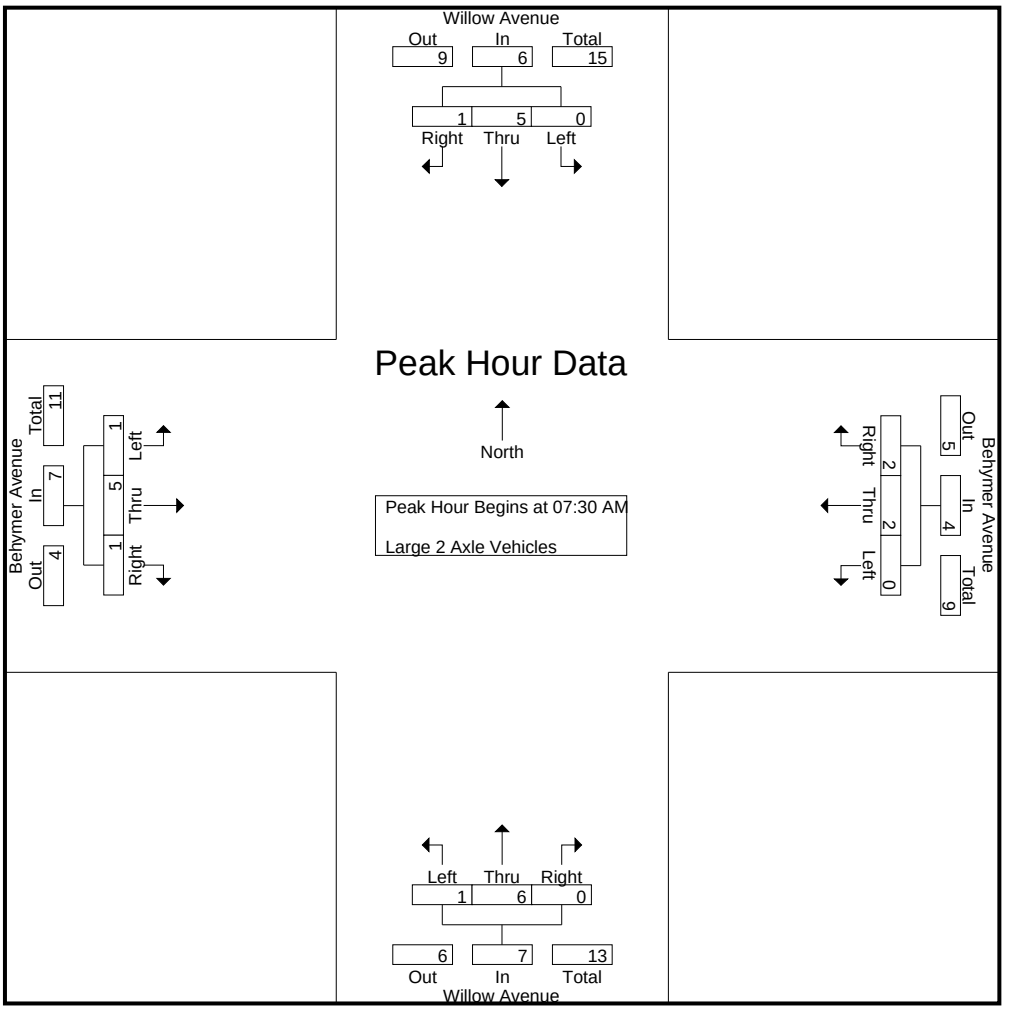
	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	1	0	2	0	3	1	4	1	4	0	5	0	0	0	0	11
07:15 AM	1	4	1	6	0	0	1	1	1	2	0	3	0	0	1	1	11
07:30 AM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	3	0	3	4
Total	2	5	1	8	0	4	2	6	2	9	0	11	0	3	1	4	29
08:00 AM	0	4	1	5	0	1	0	1	1	0	0	1	0	0	1	1	8
08:15 AM	0	1	0	1	0	0	2	2	0	3	0	3	1	2	0	3	9
08:30 AM	0	0	0	0	0	1	0	1	1	1	0	2	0	1	1	2	5
08:45 AM	0	2	0	2	0	1	0	1	0	0	1	1	0	0	0	0	4
Total	0	7	1	8	0	3	2	5	2	4	1	7	1	3	2	6	26
Grand Total	2	12	2	16	0	7	4	11	4	13	1	18	1	6	3	10	55
Apprch %	12.5	75	12.5		0	63.6	36.4		22.2	72.2	5.6		10	60	30		
Total %	3.6	21.8	3.6	29.1	0	12.7	7.3	20	7.3	23.6	1.8	32.7	1.8	10.9	5.5	18.2	

	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	**1**	0	1	0	2	0	2	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	**3**	0	**3**	4
08:00 AM	0	**4**	**1**	**5**	0	1	0	1	**1**	0	0	1	0	0	**1**	1	8
08:15 AM	0	1	0	1	0	0	**2**	**2**	0	**3**	0	**3**	**1**	2	0	3	**9**
Total Volume	0	5	1	6	0	2	2	4	1	6	0	7	1	5	1	7	24
% App. Total	0	83.3	16.7		0	50	50		14.3	85.7	0		14.3	71.4	14.3		
PHF	.000	.313	.250	.300	.000	.500	.250	.500	.250	.500	.000	.583	.250	.417	.250	.583	.667

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File Name : 02_CVS_Willow_Beh AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	**1**	0	1	0	2	0	2	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	**3**	0	**3**
+30 mins.	0	**4**	**1**	**5**	0	1	0	1	**1**	0	0	1	0	0	**1**	1
+45 mins.	0	1	0	1	0	0	**2**	**2**	0	**3**	0	**3**	**1**	2	0	3
Total Volume	0	5	1	6	0	2	2	4	1	6	0	7	1	5	1	7
% App. Total	0	83.3	16.7		0	50	50		14.3	85.7	0		14.3	71.4	14.3	
PHF	.000	.313	.250	.300	.000	.500	.250	.500	.250	.500	.000	.583	.250	.417	.250	.583

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City of Clovis
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Weather: Clear

File Name : 02_CVS_Willow_Beh AMC
Site Code : 00322473
Start Date : 5/24/2022

Groups Printed- 3 Axle Vehicles

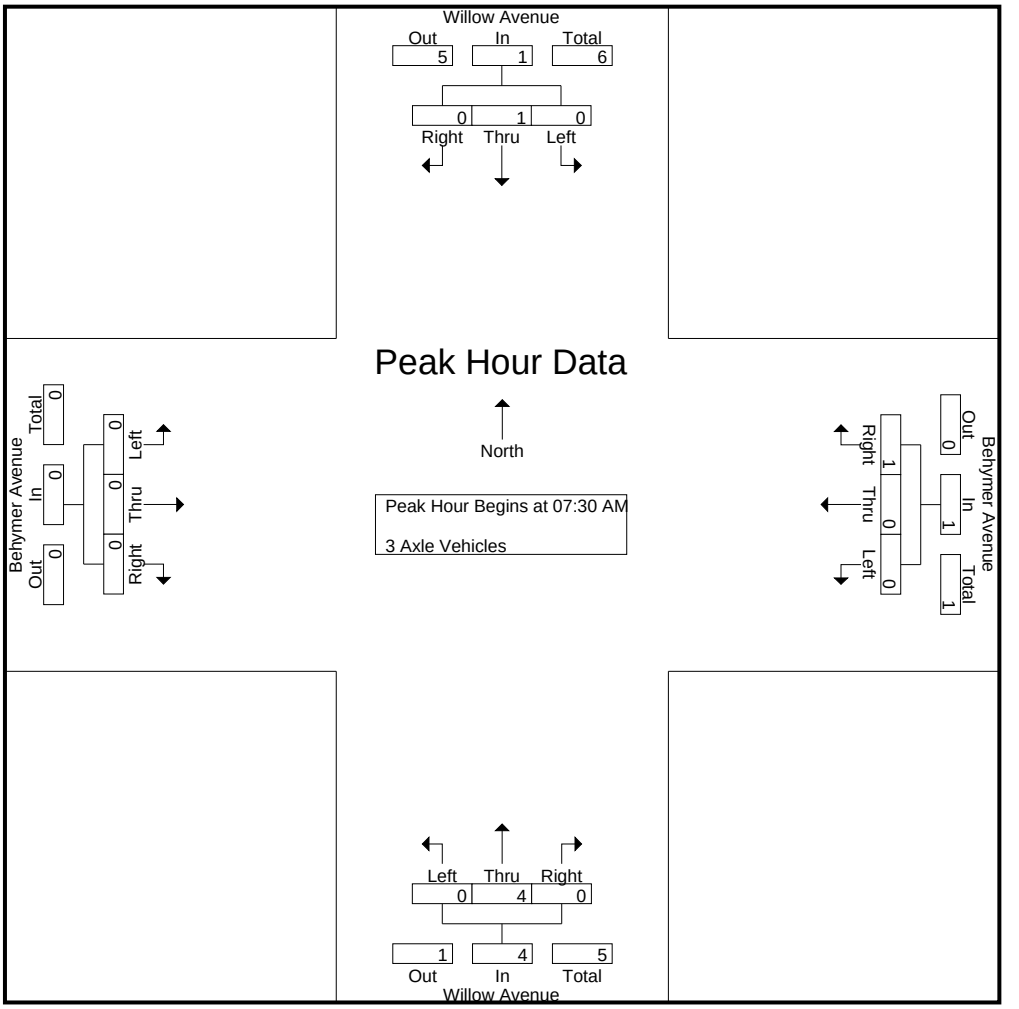
	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	0	1	1	0	0	0	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
08:30 AM	0	1	0	1	0	0	0	0	0	3	0	3	0	2	0	2	6
08:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	3	0	3	0	0	0	0	0	7	0	7	0	2	0	2	12
Grand Total	0	5	0	5	0	0	1	1	0	7	0	7	0	2	0	2	15
Apprch %	0	100	0		0	0	100		0	100	0		0	100	0		
Total %	0	33.3	0	33.3	0	0	6.7	6.7	0	46.7	0	46.7	0	13.3	0	13.3	

	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1
07:45 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	0	0	0	**3**
Total Volume	0	1	0	1	0	0	1	1	0	4	0	4	0	0	0	0	6
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.250	.250	.000	.333	.000	.333	.000	.000	.000	.000	.500

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City of Clovis
N/S: Willow Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 02_CVS_Willow_Beh AMC
Site Code : 00322473
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	0	0	0
Total Volume	0	1	0	1	0	0	1	1	0	4	0	4	0	0	0	0
% App. Total	0	100	0		0	0	100		0	100	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.250	.250	.000	.333	.000	.333	.000	.000	.000	.000

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City of Clovis
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File Name : 02_CVS_Willow_Beh AMC
Site Code : 00322473
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Page No : 1

Groups Printed- 4+ Axle Trucks

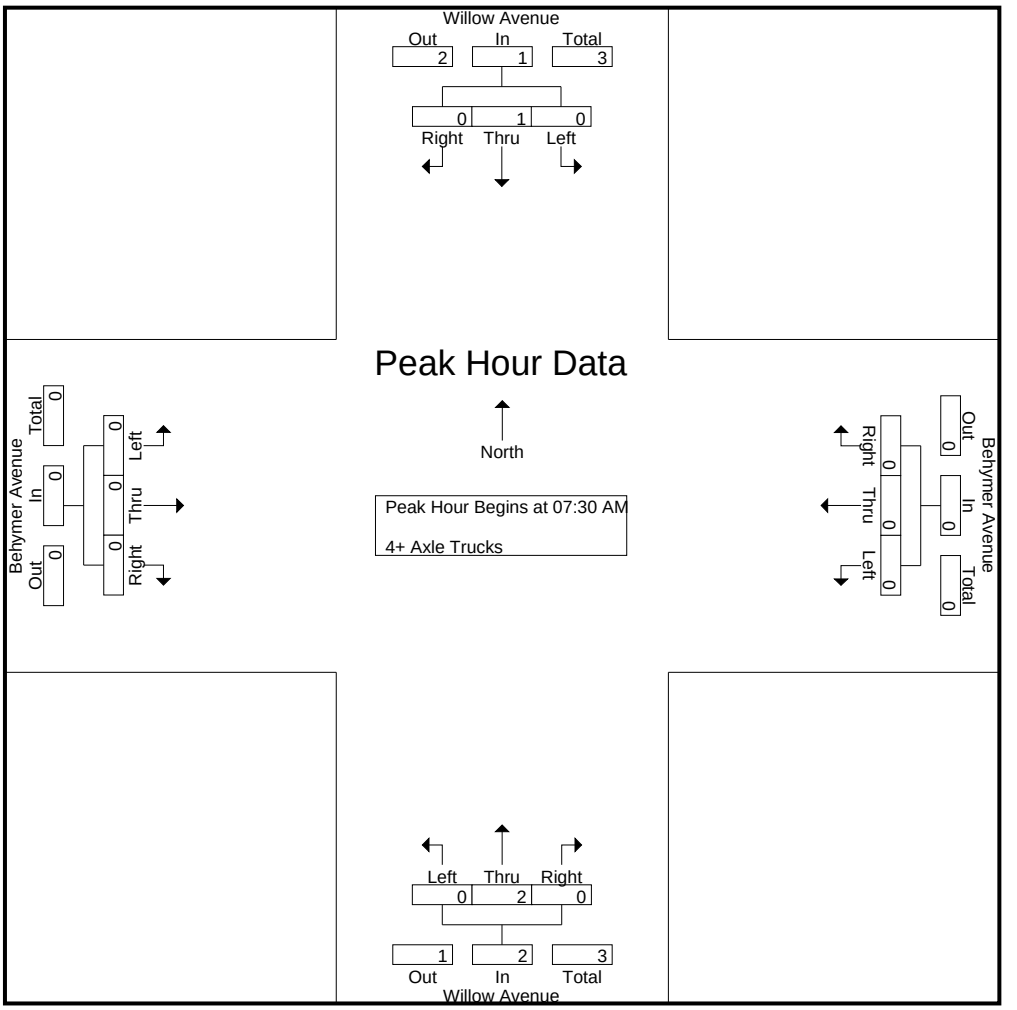
	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Grand Total	0	3	0	3	0	0	0	0	0	3	0	3	0	0	0	0	6
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	50	0	50	0	0	0	0	0	50	0	50	0	0	0	0	

	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
07:45 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.750

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City of Clovis
N/S: Willow Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 02_CVS_Willow_Beh AMC
Site Code : 00322473
Start Date : 5/24/2022
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000

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City of Clovis
N/S: Willow Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 02_CVS_Willow_Beh PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

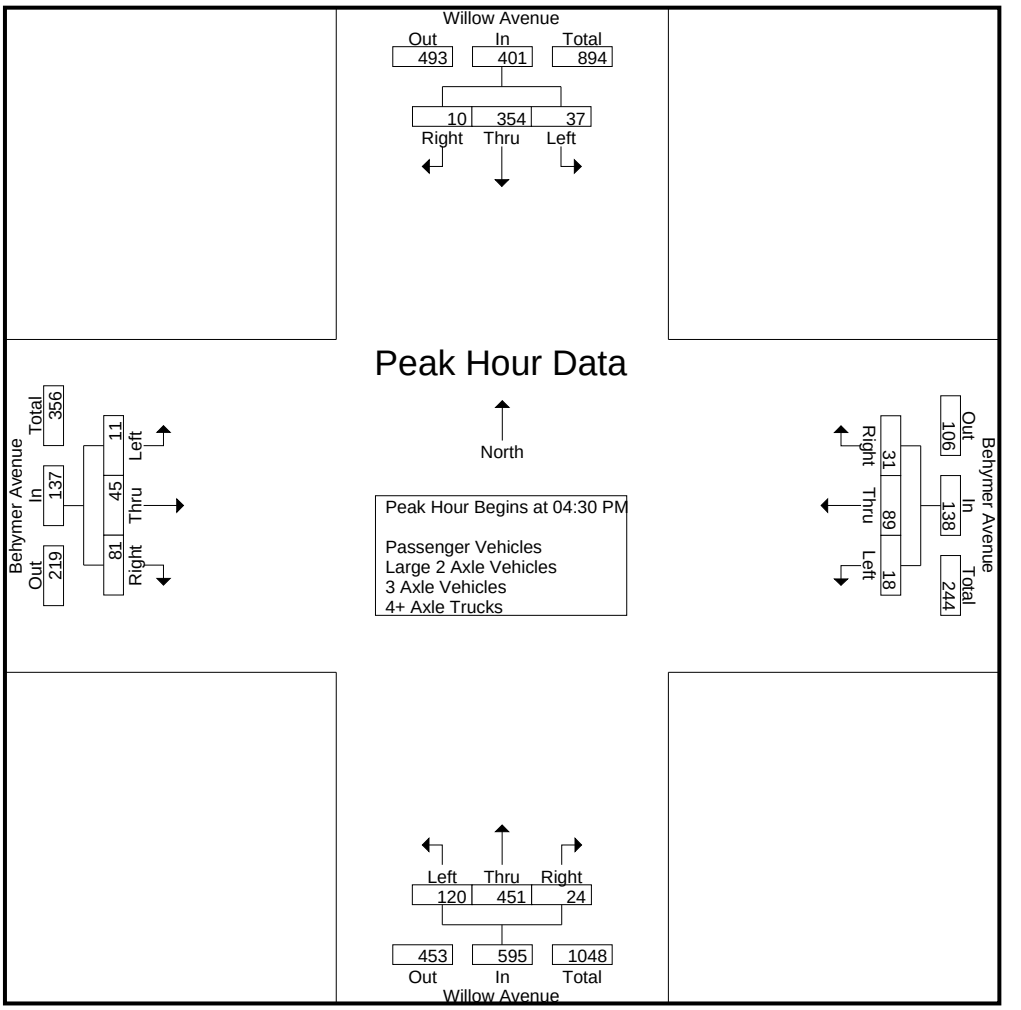
	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	9	93	4	106	6	20	5	31	29	95	13	137	4	18	25	47	321
04:15 PM	6	102	4	112	9	12	6	27	28	82	5	115	2	9	18	29	283
04:30 PM	4	62	2	68	4	21	6	31	28	112	4	144	1	12	19	32	275
04:45 PM	15	101	3	119	5	24	7	36	35	108	11	154	5	12	22	39	348
Total	34	358	13	405	24	77	24	125	120	397	33	550	12	51	84	147	1227
05:00 PM	8	99	2	109	2	20	9	31	30	88	4	122	2	5	19	26	288
05:15 PM	10	92	3	105	7	24	9	40	27	143	5	175	3	16	21	40	360
05:30 PM	4	64	0	68	5	20	6	31	25	98	6	129	2	11	29	42	270
05:45 PM	6	80	6	92	1	22	8	31	21	110	3	134	2	16	34	52	309
Total	28	335	11	374	15	86	32	133	103	439	18	560	9	48	103	160	1227
Grand Total	62	693	24	779	39	163	56	258	223	836	51	1110	21	99	187	307	2454
Apprch %	8	89	3.1		15.1	63.2	21.7		20.1	75.3	4.6		6.8	32.2	60.9		
Total %	2.5	28.2	1	31.7	1.6	6.6	2.3	10.5	9.1	34.1	2.1	45.2	0.9	4	7.6	12.5	
Passenger Vehicles	61	684	24	769	39	162	56	257	220	836	50	1106	21	99	185	305	2437
% Passenger Vehicles	98.4	98.7	100	98.7	100	99.4	100	99.6	98.7	100	98	99.6	100	100	98.9	99.3	99.3
Large 2 Axle Vehicles	1	8	0	9	0	0	0	0	3	0	1	4	0	0	2	2	15
% Large 2 Axle Vehicles	1.6	1.2	0	1.2	0	0	0	0	1.3	0	2	0.4	0	0	1.1	0.7	0.6
3 Axle Vehicles	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% 3 Axle Vehicles	0	0	0	0	0	0.6	0	0.4	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% 4+ Axle Trucks	0	0.1	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0

	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	4	62	2	68	4	21	6	31	28	112	4	144	1	12	19	32	275
04:45 PM	**15**	**101**	**3**	**119**	5	**24**	7	36	**35**	108	**11**	154	**5**	12	**22**	39	348
05:00 PM	8	99	2	109	2	20	**9**	31	30	88	4	122	2	5	19	26	288
05:15 PM	10	92	3	105	**7**	24	9	**40**	27	**143**	5	**175**	3	**16**	21	**40**	**360**
Total Volume	37	354	10	401	18	89	31	138	120	451	24	595	11	45	81	137	1271
% App. Total	9.2	88.3	2.5		13	64.5	22.5		20.2	75.8	4		8	32.8	59.1		
PHF	.617	.876	.833	.842	.643	.927	.861	.863	.857	.788	.545	.850	.550	.703	.920	.856	.883

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City of Clovis
N/S: Willow Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 02_CVS_Willow_Beh PMC
Site Code : 00322473
Start Date : 5/24/2022
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:30 PM				04:30 PM				05:00 PM			
+0 mins.	6	**102**	**4**	112	4	21	6	31	28	112	4	144	2	5	19	26
+15 mins.	4	62	2	68	5	**24**	7	36	**35**	108	**11**	154	**3**	**16**	21	40
+30 mins.	**15**	101	3	**119**	2	20	**9**	31	30	88	4	122	2	11	29	42
+45 mins.	8	99	2	109	**7**	24	9	**40**	27	**143**	5	**175**	2	16	**34**	**52**
Total Volume	33	364	11	408	18	89	31	138	120	451	24	595	9	48	103	160
% App. Total	8.1	89.2	2.7		13	64.5	22.5		20.2	75.8	4		5.6	30	64.4	
PHF	.550	.892	.688	.857	.643	.927	.861	.863	.857	.788	.545	.850	.750	.750	.757	.769

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File Name : 02_CVS_Willow_Beh PMC
Site Code : 00322473
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Groups Printed- Passenger Vehicles

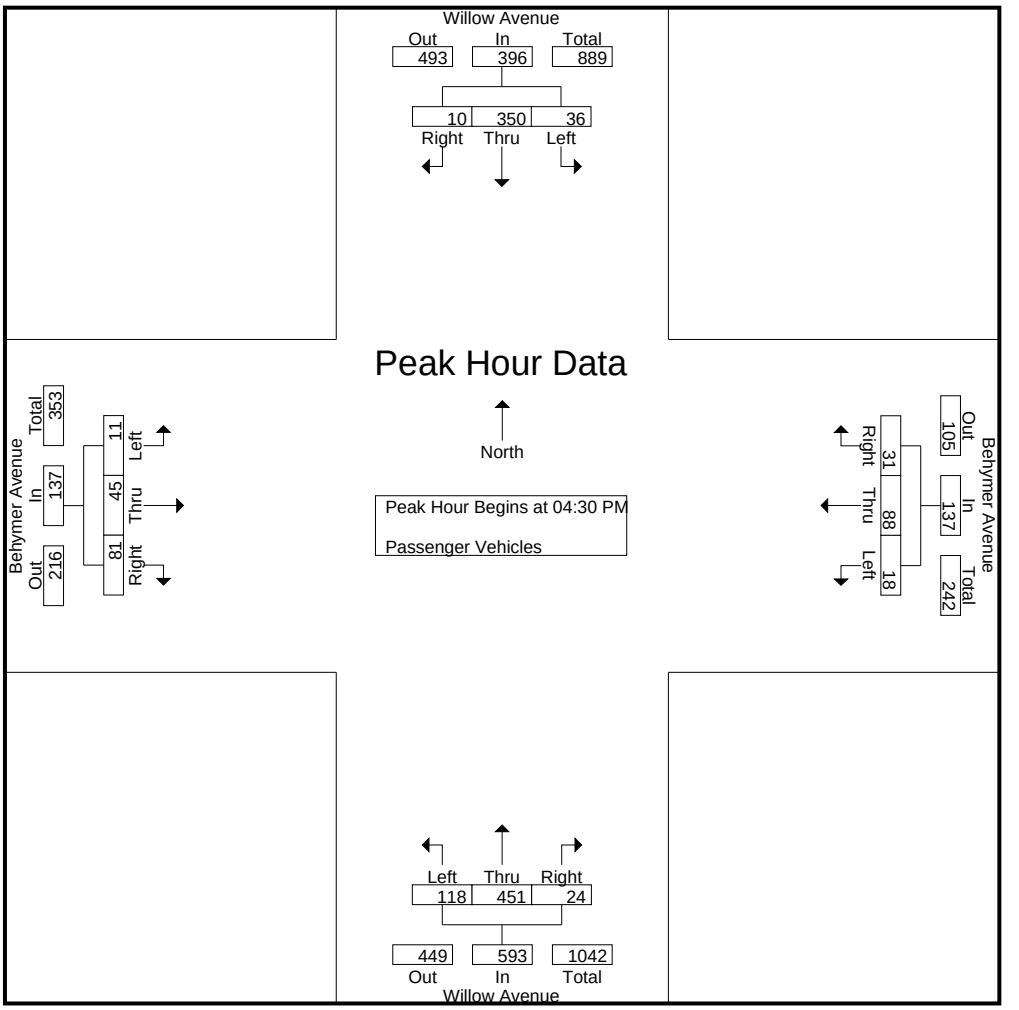
	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	9	91	4	104	6	20	5	31	29	95	13	137	4	18	23	45	317
04:15 PM	6	100	4	110	9	12	6	27	27	82	4	113	2	9	18	29	279
04:30 PM	4	61	2	67	4	21	6	31	27	112	4	143	1	12	19	32	273
04:45 PM	15	101	3	119	5	24	7	36	35	108	11	154	5	12	22	39	348
Total	34	353	13	400	24	77	24	125	118	397	32	547	12	51	82	145	1217
05:00 PM	8	97	2	107	2	19	9	30	30	88	4	122	2	5	19	26	285
05:15 PM	9	91	3	103	7	24	9	40	26	143	5	174	3	16	21	40	357
05:30 PM	4	64	0	68	5	20	6	31	25	98	6	129	2	11	29	42	270
05:45 PM	6	79	6	91	1	22	8	31	21	110	3	134	2	16	34	52	308
Total	27	331	11	369	15	85	32	132	102	439	18	559	9	48	103	160	1220
Grand Total	61	684	24	769	39	162	56	257	220	836	50	1106	21	99	185	305	2437
Apprch %	7.9	88.9	3.1		15.2	63	21.8		19.9	75.6	4.5		6.9	32.5	60.7		
Total %	2.5	28.1	1	31.6	1.6	6.6	2.3	10.5	9	34.3	2.1	45.4	0.9	4.1	7.6	12.5	

	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	4	61	2	67	4	21	6	31	27	112	4	143	1	12	19	32	273
04:45 PM	**15**	**101**	**3**	**119**	5	**24**	7	36	**35**	108	**11**	154	**5**	12	**22**	39	348
05:00 PM	8	97	2	107	2	19	**9**	30	30	88	4	122	2	5	19	26	285
05:15 PM	9	91	3	103	**7**	24	9	**40**	26	**143**	5	**174**	3	**16**	21	**40**	**357**
Total Volume	36	350	10	396	18	88	31	137	118	451	24	593	11	45	81	137	1263
% App. Total	9.1	88.4	2.5		13.1	64.2	22.6		19.9	76.1	4		8	32.8	59.1		
PHF	.600	.866	.833	.832	.643	.917	.861	.856	.843	.788	.545	.852	.550	.703	.920	.856	.884

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File Name : 02_CVS_Willow_Beh PMC
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	4	61	2	67	4	21	6	31	27	112	4	143	1	12	19	32
+15 mins.	**15**	**101**	**3**	**119**	5	**24**	7	36	**35**	108	**11**	154	**5**	12	**22**	39
+30 mins.	8	97	2	107	2	19	**9**	30	30	88	4	122	2	5	19	26
+45 mins.	9	91	3	103	**7**	24	9	**40**	26	**143**	5	**174**	3	**16**	21	**40**
Total Volume	36	350	10	396	18	88	31	137	118	451	24	593	11	45	81	137
% App. Total	9.1	88.4	2.5		13.1	64.2	22.6		19.9	76.1	4		8	32.8	59.1	
PHF	.600	.866	.833	.832	.643	.917	.861	.856	.843	.788	.545	.852	.550	.703	.920	.856

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File Name : 02_CVS_Willow_Beh PMC
Site Code : 00322473
Start Date : 5/24/2022
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Groups Printed- Large 2 Axle Vehicles

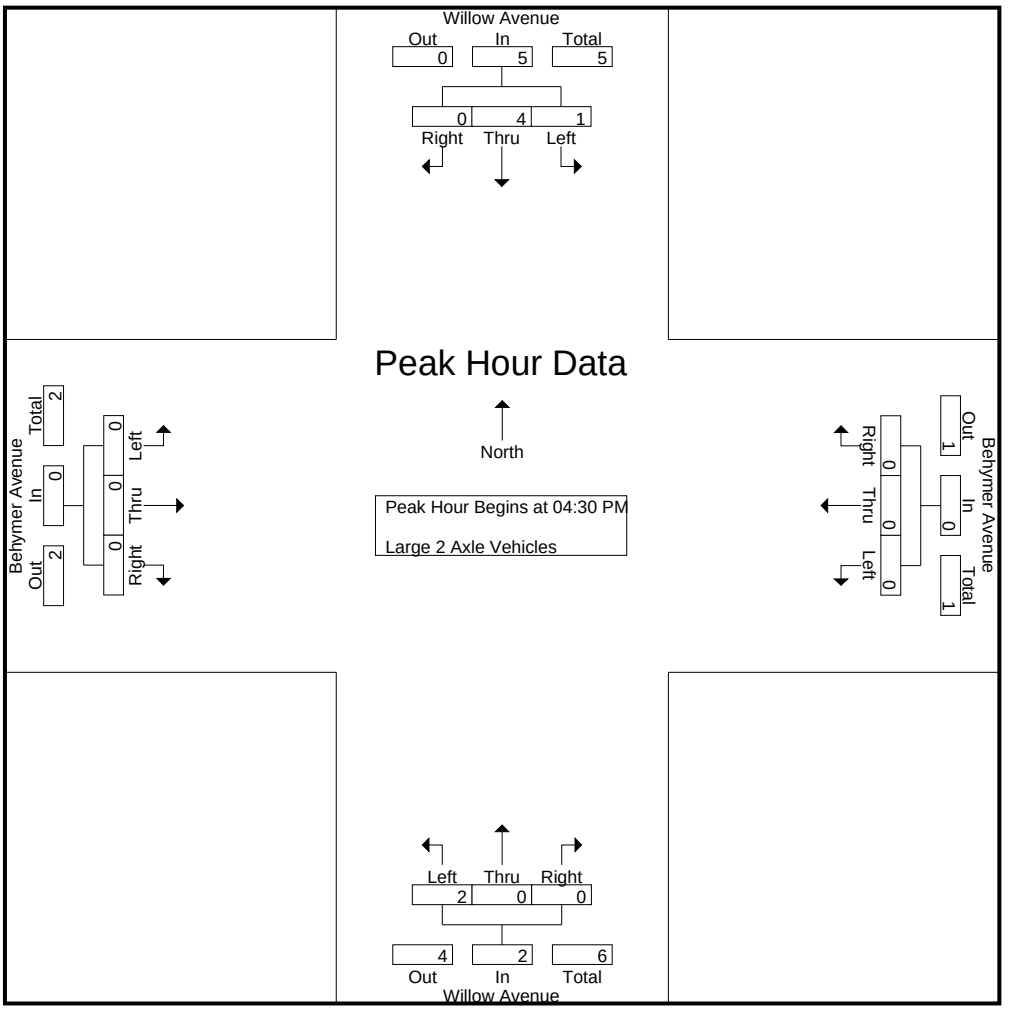
	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	2	3
04:15 PM	0	2	0	2	0	0	0	0	1	0	1	2	0	0	0	0	4
04:30 PM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	4	0	4	0	0	0	0	2	0	1	3	0	0	2	2	9
05:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	1	1	0	2	0	0	0	0	1	0	0	1	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	4	0	5	0	0	0	0	1	0	0	1	0	0	0	0	6
Grand Total	1	8	0	9	0	0	0	0	3	0	1	4	0	0	2	2	15
Apprch %	11.1	88.9	0		0	0	0		75	0	25		0	0	100		
Total %	6.7	53.3	0	60	0	0	0	0	20	0	6.7	26.7	0	0	13.3	13.3	

	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	1	0	1	0	0	0	0	**1**	0	0	**1**	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
05:15 PM	**1**	1	0	2	0	0	0	0	1	0	0	1	0	0	0	0	**3**
Total Volume	1	4	0	5	0	0	0	0	2	0	0	2	0	0	0	0	7
% App. Total	20	80	0		0	0	0		100	0	0		0	0	0		
PHF	.250	.500	.000	.625	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.583

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City of Clovis
N/S: Willow Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 02_CVS_Willow_Beh PMC
Site Code : 00322473
Start Date : 5/24/2022
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	1	0	1	0	0	0	0	**1**	0	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	**1**	1	0	2	0	0	0	0	1	0	0	1	0	0	0	0
Total Volume	1	4	0	5	0	0	0	0	2	0	0	2	0	0	0	0
% App. Total	20	80	0		0	0	0		100	0	0		0	0	0	
PHF	.250	.500	.000	.625	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000

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City of Clovis
N/S: Willow Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 02_CVS_Willow_Beh PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

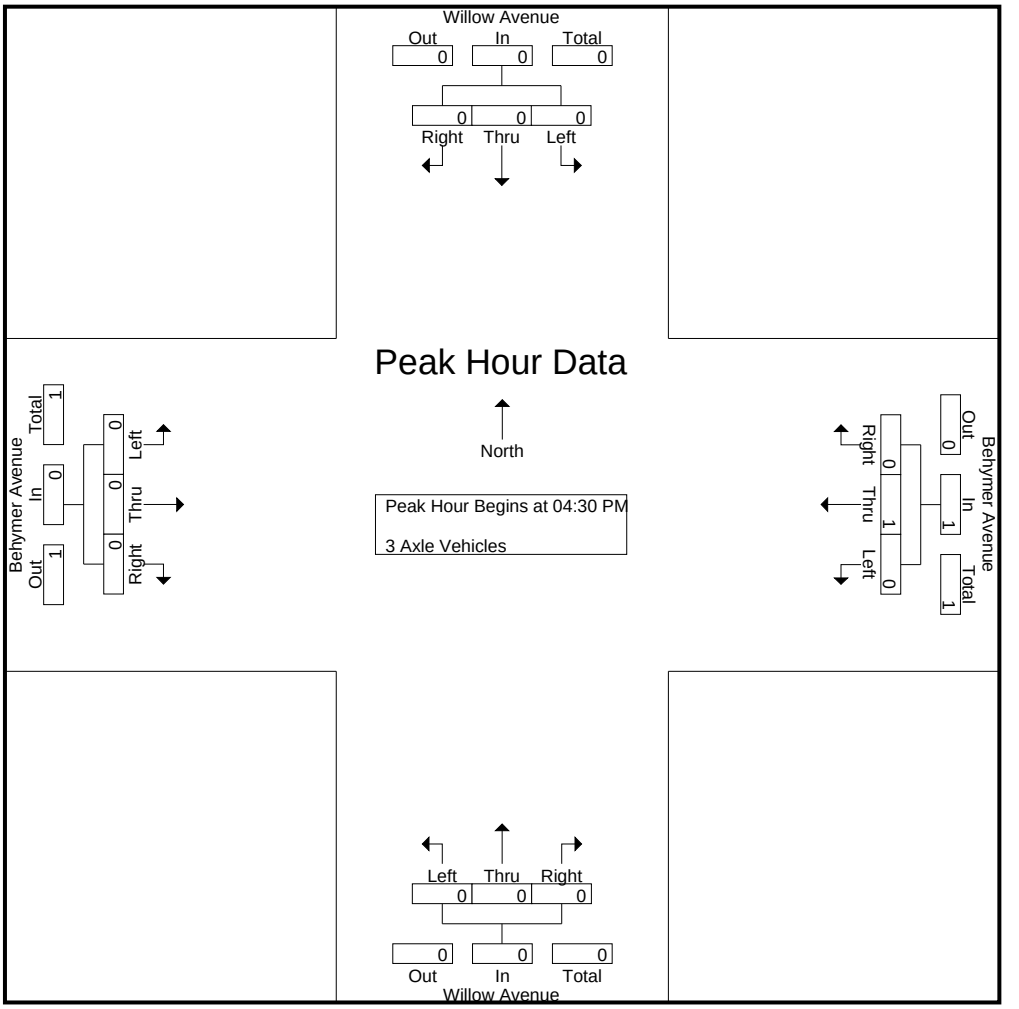
	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0		0	100	0		0	0	0		0	0	0		
Total %	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0	0	

	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

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City of Clovis
N/S: Willow Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 02_CVS_Willow_Beh PMC
Site Code : 00322473
Start Date : 5/24/2022
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

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City of Clovis
N/S: Willow Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 02_CVS_Willow_Beh PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

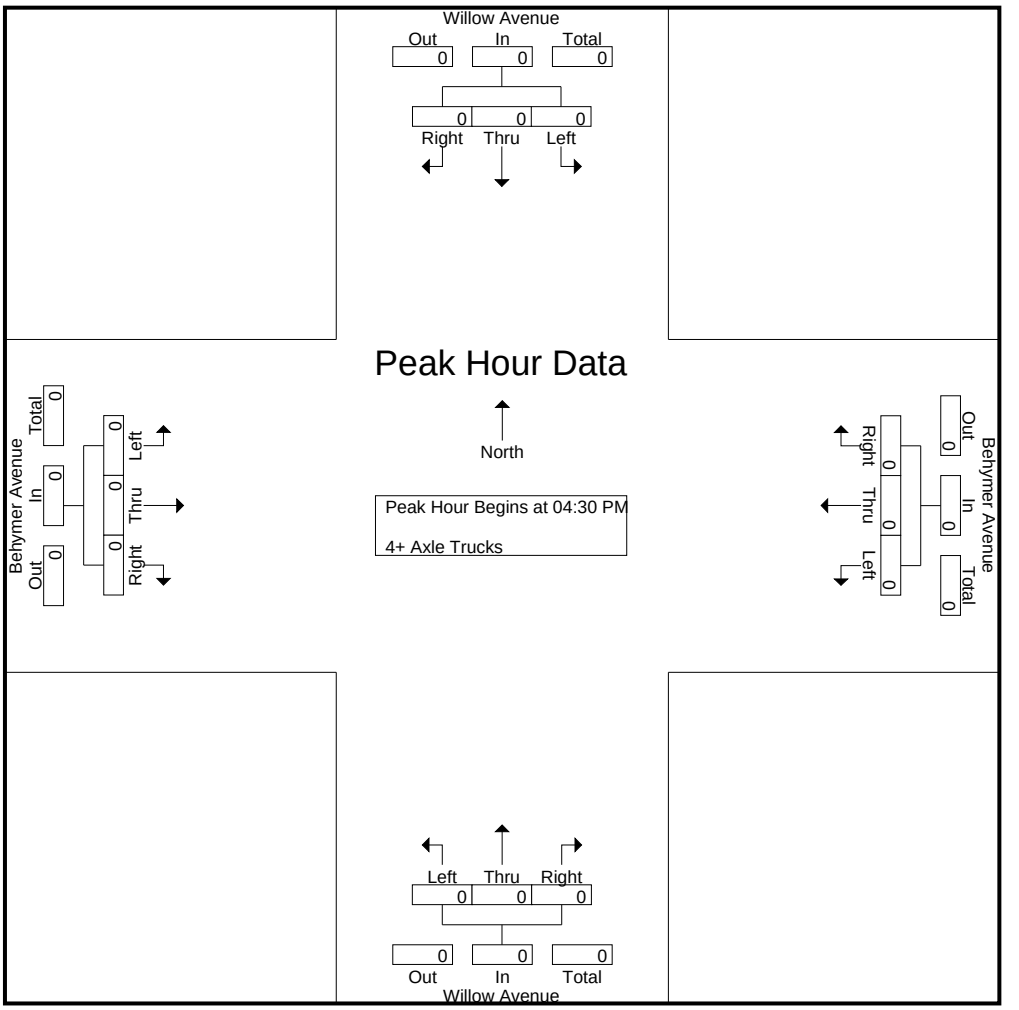
	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	100	0		0	0	0		0	0	0		0	0	0		
Total %	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	

	Willow Avenue Southbound				Behymer Avenue Westbound				Willow Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Clovis
N/S: Willow Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 02_CVS_Willow_Beh PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Clovis
N/S: Willow Avenue
E/W: Behymer Avenue

Date: 5/24/2022
Day: Tuesday

PEDESTRIANS

	North Leg Willow Avenue	East Leg Behymer Avenue	South Leg Willow Avenue	West Leg Behymer Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	2	2
7:15 AM	0	0	0	1	1
7:30 AM	0	0	0	1	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	4	4

	North Leg Willow Avenue	East Leg Behymer Avenue	South Leg Willow Avenue	West Leg Behymer Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	1	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	1

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Location: Clovis
N/S: Willow Avenue
E/W: Behymer Avenue

Date: 5/24/2022
Day: Tuesday

BICYCLES

	Southbound Willow Avenue			Westbound Behymer Avenue			Northbound Willow Avenue			Eastbound Behymer Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	2	0	0	0	0	0	6	0	1	0	0	9
7:30 AM	0	0	1	0	0	0	0	6	0	0	0	0	7
7:45 AM	0	2	0	0	0	0	0	5	0	0	0	0	7
8:00 AM	0	4	0	0	0	0	0	4	0	0	0	0	8
8:15 AM	0	2	1	0	0	1	3	2	0	0	0	0	9
8:30 AM	0	4	0	0	0	0	0	1	0	0	0	0	5
8:45 AM	0	0	0	0	0	0	1	3	0	0	0	1	5
TOTAL VOLUMES:	0	16	2	0	0	1	4	27	0	1	0	1	52

	Southbound Willow Avenue			Westbound Behymer Avenue			Northbound Willow Avenue			Eastbound Behymer Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	1	0	0	0	0	0	2	0	0	0	0	3
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	2	1	0	0	0	0	0	0	0	0	0	3
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	2	0	0	0	0	2
5:45 PM	0	3	0	0	0	0	0	1	0	0	0	0	4
TOTAL VOLUMES:	0	9	1	0	0	0	0	5	0	0	0	0	15

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City of Clovis
N/S: Willow Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 03_CVS_Willow_Shep AMC
Site Code : 00322473
Start Date : 5/24/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

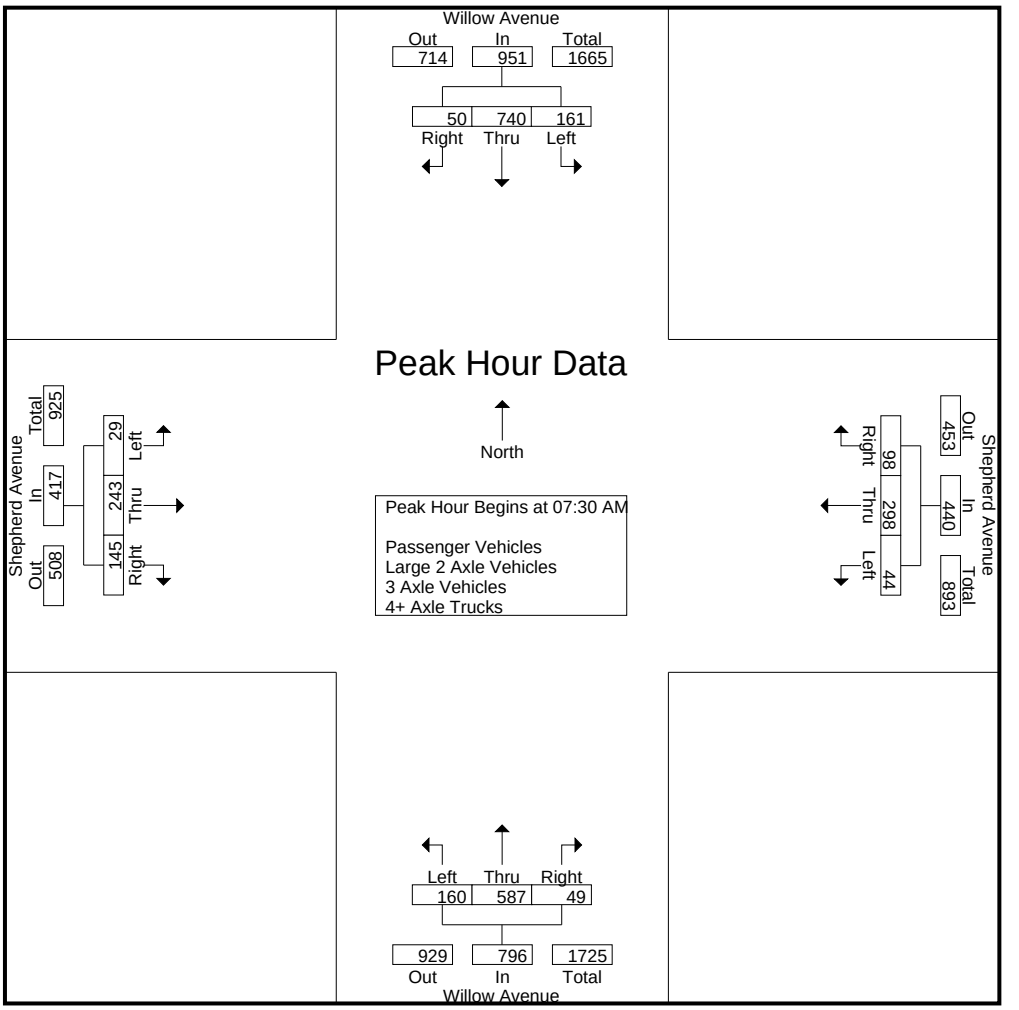
	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	22	103	6	131	8	70	15	93	21	69	9	99	2	39	20	61	384
07:15 AM	27	109	6	142	6	62	21	89	34	101	16	151	6	67	27	100	482
07:30 AM	42	207	10	259	10	70	22	102	31	175	16	222	1	70	38	109	692
07:45 AM	45	176	14	235	17	85	29	131	42	193	7	242	15	74	43	132	740
Total	136	595	36	767	41	287	87	415	128	538	48	714	24	250	128	402	2298
08:00 AM	43	196	14	253	8	70	24	102	50	113	18	181	7	50	24	81	617
08:15 AM	31	161	12	204	9	73	23	105	37	106	8	151	6	49	40	95	555
08:30 AM	23	95	9	127	12	56	19	87	30	91	8	129	2	54	20	76	419
08:45 AM	26	98	7	131	8	77	22	107	28	94	2	124	10	45	25	80	442
Total	123	550	42	715	37	276	88	401	145	404	36	585	25	198	109	332	2033
Grand Total	259	1145	78	1482	78	563	175	816	273	942	84	1299	49	448	237	734	4331
Apprch %	17.5	77.3	5.3		9.6	69	21.4		21	72.5	6.5		6.7	61	32.3		
Total %	6	26.4	1.8	34.2	1.8	13	4	18.8	6.3	21.8	1.9	30	1.1	10.3	5.5	16.9	
Passenger Vehicles	252	1127	75	1454	78	557	169	804	264	913	82	1259	47	439	232	718	4235
% Passenger Vehicles	97.3	98.4	96.2	98.1	100	98.9	96.6	98.5	96.7	96.9	97.6	96.9	95.9	98	97.9	97.8	97.8
Large 2 Axle Vehicles	5	13	1	19	0	4	6	10	9	17	2	28	2	8	4	14	71
% Large 2 Axle Vehicles	1.9	1.1	1.3	1.3	0	0.7	3.4	1.2	3.3	1.8	2.4	2.2	4.1	1.8	1.7	1.9	1.6
3 Axle Vehicles	2	1	1	4	0	1	0	1	0	6	0	6	0	1	0	1	12
% 3 Axle Vehicles	0.8	0.1	1.3	0.3	0	0.2	0	0.1	0	0.6	0	0.5	0	0.2	0	0.1	0.3
4+ Axle Trucks	0	4	1	5	0	1	0	1	0	6	0	6	0	0	1	1	13
% 4+ Axle Trucks	0	0.3	1.3	0.3	0	0.2	0	0.1	0	0.6	0	0.5	0	0	0.4	0.1	0.3

	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	42	**207**	10	**259**	10	70	22	102	31	175	16	222	1	70	38	109	692
07:45 AM	**45**	176	**14**	235	**17**	**85**	**29**	**131**	42	**193**	7	**242**	**15**	**74**	**43**	**132**	**740**
08:00 AM	43	196	14	253	8	70	24	102	**50**	113	**18**	181	7	50	24	81	617
08:15 AM	31	161	12	204	9	73	23	105	37	106	8	151	6	49	40	95	555
Total Volume	161	740	50	951	44	298	98	440	160	587	49	796	29	243	145	417	2604
% App. Total	16.9	77.8	5.3		10	67.7	22.3		20.1	73.7	6.2		7	58.3	34.8		
PHF	.894	.894	.893	.918	.647	.876	.845	.840	.800	.760	.681	.822	.483	.821	.843	.790	.880

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City of Clovis
N/S: Willow Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 03_CVS_Willow_Shep AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:15 AM				07:15 AM			
+0 mins.	42	**207**	10	**259**	10	70	22	102	34	101	16	151	6	67	27	100
+15 mins.	**45**	176	**14**	235	**17**	**85**	**29**	**131**	31	175	16	222	1	70	38	109
+30 mins.	43	196	14	253	8	70	24	102	42	**193**	7	**242**	**15**	**74**	**43**	**132**
+45 mins.	31	161	12	204	9	73	23	105	**50**	113	**18**	181	7	50	24	81
Total Volume	161	740	50	951	44	298	98	440	157	582	57	796	29	261	132	422
% App. Total	16.9	77.8	5.3		10	67.7	22.3		19.7	73.1	7.2		6.9	61.8	31.3	
PHF	.894	.894	.893	.918	.647	.876	.845	.840	.785	.754	.792	.822	.483	.882	.767	.799

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City of Clovis
N/S: Willow Avenue
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File Name : 03_CVS_Willow_Shep AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

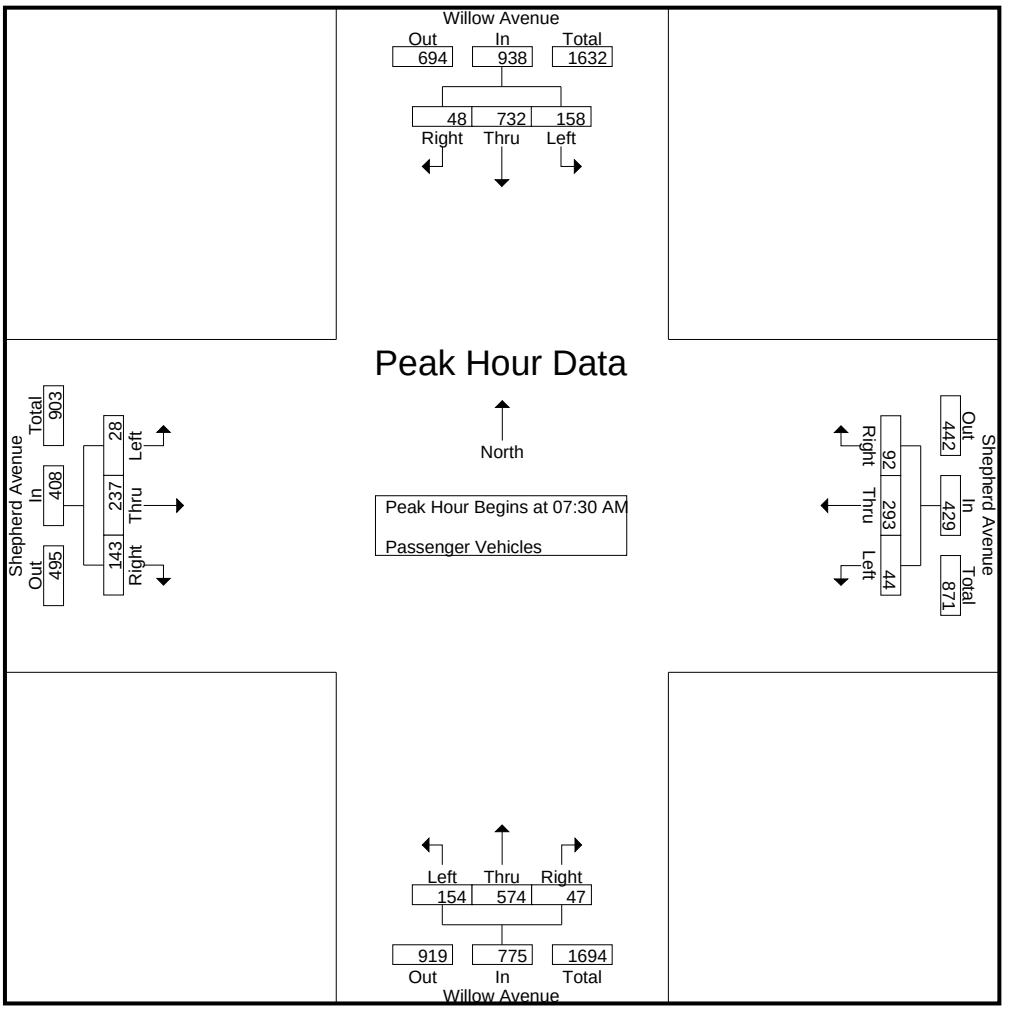
	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	21	102	6	129	8	70	15	93	21	64	9	94	2	39	19	60	376
07:15 AM	27	104	6	137	6	61	21	88	32	98	16	146	6	66	26	98	469
07:30 AM	42	204	9	255	10	70	22	102	29	173	16	218	1	66	38	105	680
07:45 AM	44	175	14	233	17	84	29	130	42	191	5	238	15	74	42	131	732
Total	134	585	35	754	41	285	87	413	124	526	46	696	24	245	125	394	2257
08:00 AM	42	192	13	247	8	68	23	99	48	108	18	174	7	49	24	80	600
08:15 AM	30	161	12	203	9	71	18	98	35	102	8	145	5	48	39	92	538
08:30 AM	21	94	9	124	12	56	19	87	29	85	8	122	2	52	19	73	406
08:45 AM	25	95	6	126	8	77	22	107	28	92	2	122	9	45	25	79	434
Total	118	542	40	700	37	272	82	391	140	387	36	563	23	194	107	324	1978
Grand Total	252	1127	75	1454	78	557	169	804	264	913	82	1259	47	439	232	718	4235
Apprch %	17.3	77.5	5.2		9.7	69.3	21		21	72.5	6.5		6.5	61.1	32.3		
Total %	6	26.6	1.8	34.3	1.8	13.2	4	19	6.2	21.6	1.9	29.7	1.1	10.4	5.5	17	

	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	42	**204**	9	**255**	10	70	22	102	29	173	16	218	1	66	38	105	680
07:45 AM	**44**	175	**14**	233	**17**	**84**	**29**	**130**	42	**191**	5	**238**	**15**	**74**	**42**	**131**	**732**
08:00 AM	42	192	13	247	8	68	23	99	**48**	108	**18**	174	7	49	24	80	600
08:15 AM	30	161	12	203	9	71	18	98	35	102	8	145	5	48	39	92	538
Total Volume	158	732	48	938	44	293	92	429	154	574	47	775	28	237	143	408	2550
% App. Total	16.8	78	5.1		10.3	68.3	21.4		19.9	74.1	6.1		6.9	58.1	35		
PHF	.898	.897	.857	.920	.647	.872	.793	.825	.802	.751	.653	.814	.467	.801	.851	.779	.871

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City of Clovis
N/S: Willow Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 03_CVS_Willow_Shep AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	42	**204**	9	**255**	10	70	22	102	29	173	16	218	1	66	38	105
+15 mins.	**44**	175	**14**	233	**17**	**84**	**29**	**130**	42	**191**	5	**238**	**15**	**74**	**42**	**131**
+30 mins.	42	192	13	247	8	68	23	99	**48**	108	**18**	174	7	49	24	80
+45 mins.	30	161	12	203	9	71	18	98	35	102	8	145	5	48	39	92
Total Volume	158	732	48	938	44	293	92	429	154	574	47	775	28	237	143	408
% App. Total	16.8	78	5.1		10.3	68.3	21.4		19.9	74.1	6.1		6.9	58.1	35	
PHF	.898	.897	.857	.920	.647	.872	.793	.825	.802	.751	.653	.814	.467	.801	.851	.779

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City of Clovis
N/S: Willow Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 03_CVS_Willow_Shep AMC
Site Code : 00322473
Start Date : 5/24/2022

Groups Printed- Large 2 Axle Vehicles

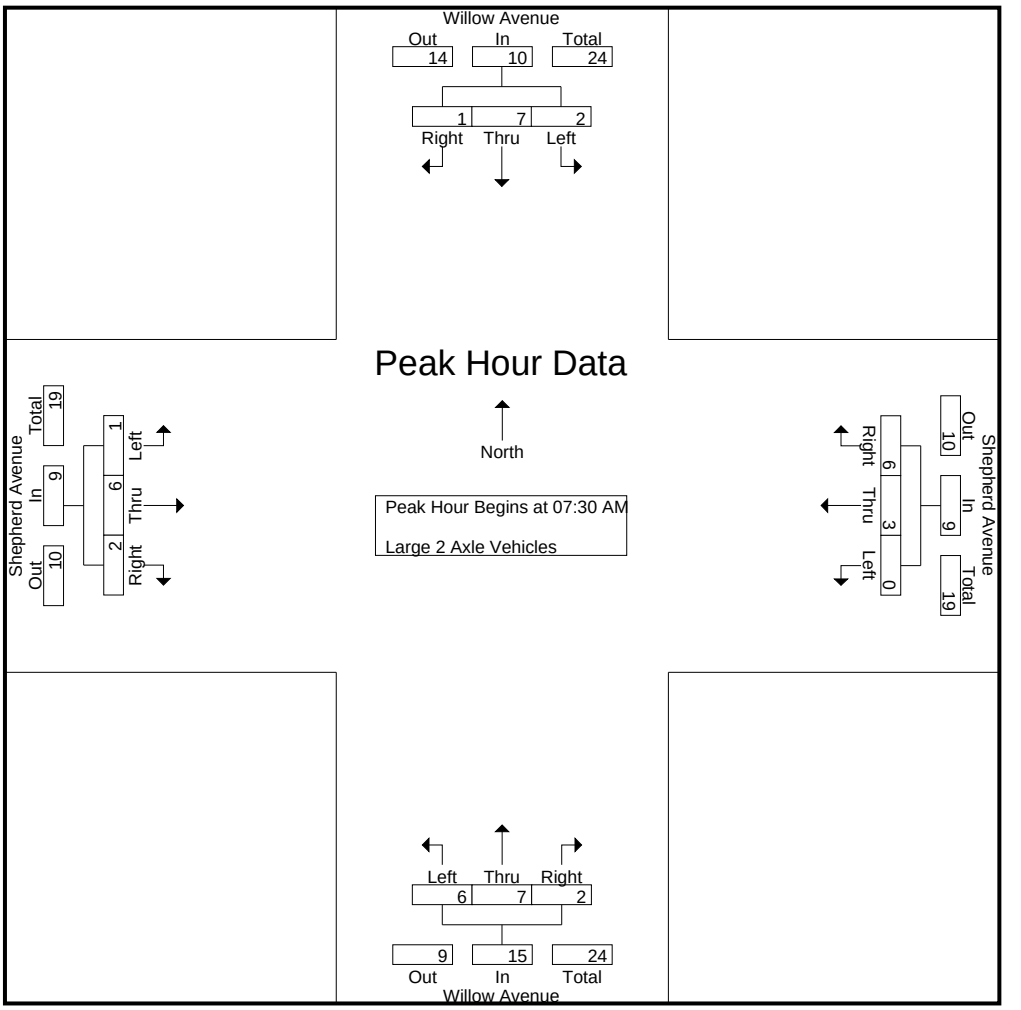
	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	0	0	0	0	0	4	0	4	0	0	1	1	6
07:15 AM	0	4	0	4	0	1	0	1	2	3	0	5	0	1	1	2	12
07:30 AM	0	3	1	4	0	0	0	0	2	1	0	3	0	4	0	4	11
07:45 AM	0	1	0	1	0	1	0	1	0	2	2	4	0	0	1	1	7
Total	1	8	1	10	0	2	0	2	4	10	2	16	0	5	3	8	36
08:00 AM	1	3	0	4	0	0	1	1	2	2	0	4	0	1	0	1	10
08:15 AM	1	0	0	1	0	2	5	7	2	2	0	4	1	1	1	3	15
08:30 AM	1	0	0	1	0	0	0	0	1	3	0	4	0	1	0	1	6
08:45 AM	1	2	0	3	0	0	0	0	0	0	0	0	1	0	0	1	4
Total	4	5	0	9	0	2	6	8	5	7	0	12	2	3	1	6	35
Grand Total	5	13	1	19	0	4	6	10	9	17	2	28	2	8	4	14	71
Apprch %	26.3	68.4	5.3		0	40	60		32.1	60.7	7.1		14.3	57.1	28.6		
Total %	7	18.3	1.4	26.8	0	5.6	8.5	14.1	12.7	23.9	2.8	39.4	2.8	11.3	5.6	19.7	

	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**3**	**1**	**4**	0	0	0	0	**2**	1	0	3	0	**4**	0	**4**	11
07:45 AM	0	1	0	1	0	1	0	1	0	**2**	**2**	**4**	0	0	**1**	1	7
08:00 AM	**1**	3	0	4	0	0	1	1	2	2	0	4	0	1	0	1	10
08:15 AM	1	0	0	1	0	**2**	**5**	**7**	2	2	0	4	**1**	1	1	3	**15**
Total Volume	2	7	1	10	0	3	6	9	6	7	2	15	1	6	2	9	43
% App. Total	20	70	10		0	33.3	66.7		40	46.7	13.3		11.1	66.7	22.2		
PHF	.500	.583	.250	.625	.000	.375	.300	.321	.750	.875	.250	.938	.250	.375	.500	.563	.717

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City of Clovis
N/S: Willow Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 03_CVS_Willow_Shep AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**3**	**1**	**4**	0	0	0	0	**2**	1	0	3	0	**4**	0	**4**
+15 mins.	0	1	0	1	0	1	0	1	0	**2**	**2**	**4**	0	0	**1**	1
+30 mins.	**1**	3	0	4	0	0	1	1	2	2	0	4	0	1	0	1
+45 mins.	1	0	0	1	0	**2**	**5**	**7**	2	2	0	4	**1**	1	1	3
Total Volume	2	7	1	10	0	3	6	9	6	7	2	15	1	6	2	9
% App. Total	20	70	10		0	33.3	66.7		40	46.7	13.3		11.1	66.7	22.2	
PHF	.500	.583	.250	.625	.000	.375	.300	.321	.750	.875	.250	.938	.250	.375	.500	.563

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City of Clovis
N/S: Willow Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 03_CVS_Willow_Shep AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

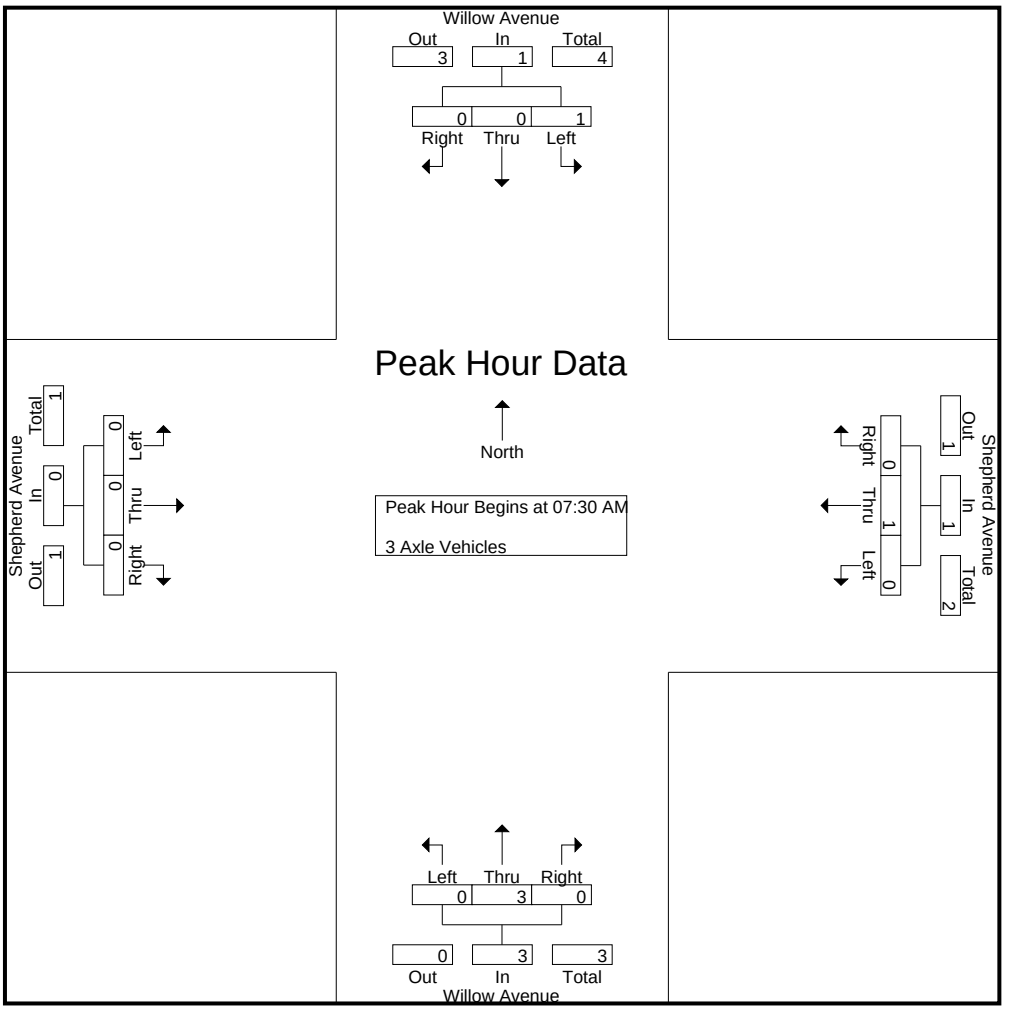
	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0	3
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	1	0	0	1	0	0	0	0	0	3	0	3	0	1	0	1	5
08:45 AM	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	1	1	3	0	1	0	1	0	6	0	6	0	1	0	1	11
Grand Total	2	1	1	4	0	1	0	1	0	6	0	6	0	1	0	1	12
Apprch %	50	25	25		0	100	0		0	100	0		0	100	0		
Total %	16.7	8.3	8.3	33.3	0	8.3	0	8.3	0	50	0	50	0	8.3	0	8.3	

	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	**1**	0	**1**	0	**2**	0	**2**	0	0	0	0	**3**
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	1	0	0	1	0	1	0	1	0	3	0	3	0	0	0	0	5
% App. Total	100	0	0		0	100	0		0	100	0		0	0	0		
PHF	.250	.000	.000	.250	.000	.250	.000	.250	.000	.375	.000	.375	.000	.000	.000	.000	.417

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City of Clovis
N/S: Willow Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 03_CVS_Willow_Shep AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	**1**	0	**1**	0	**2**	0	**2**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	1	0	0	1	0	1	0	1	0	3	0	3	0	0	0	0
% App. Total	100	0	0		0	100	0		0	100	0		0	0	0	
PHF	.250	.000	.000	.250	.000	.250	.000	.250	.000	.375	.000	.375	.000	.000	.000	.000

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City of Clovis
N/S: Willow Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 03_CVS_Willow_Shep AMC
Site Code : 00322473
Start Date : 5/24/2022

Groups Printed- 4+ Axle Trucks

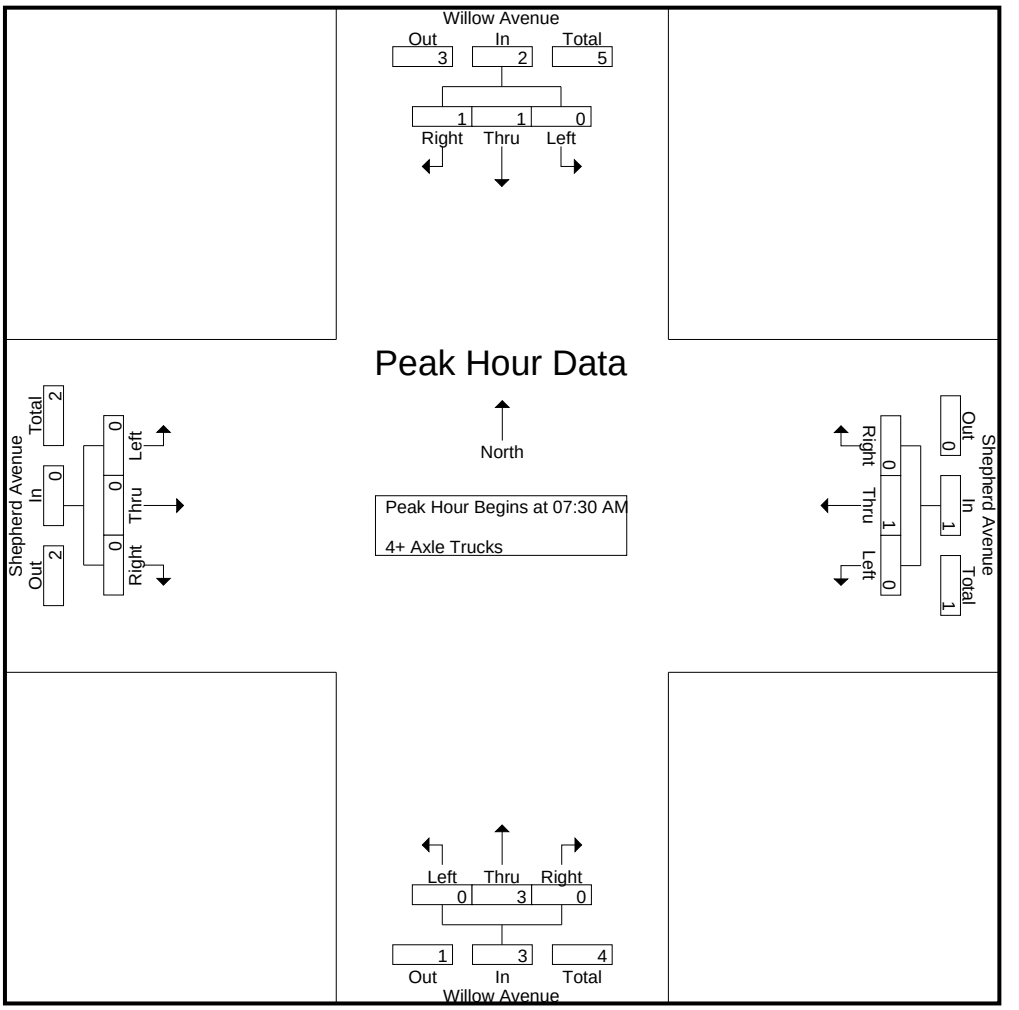
	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
08:00 AM	0	1	1	2	0	1	0	1	0	1	0	1	0	0	0	0	4
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
08:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
Total	0	2	1	3	0	1	0	1	0	4	0	4	0	0	1	1	9
Grand Total	0	4	1	5	0	1	0	1	0	6	0	6	0	0	1	1	13
Apprch %	0	80	20		0	100	0		0	100	0		0	0	100		
Total %	0	30.8	7.7	38.5	0	7.7	0	7.7	0	46.2	0	46.2	0	0	7.7	7.7	

	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	**1**	**1**	**2**	0	**1**	0	**1**	0	1	0	1	0	0	0	0	**4**
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	1	1	2	0	1	0	1	0	3	0	3	0	0	0	0	6
% App. Total	0	50	50		0	100	0		0	100	0		0	0	0		
PHF	.000	.250	.250	.250	.000	.250	.000	.250	.000	.750	.000	.750	.000	.000	.000	.000	.375

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City of Clovis
N/S: Willow Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 03_CVS_Willow_Shep AMC
Site Code : 00322473
Start Date : 5/24/2022



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	**1**	**1**	**2**	0	**1**	0	**1**	0	1	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	1	1	2	0	1	0	1	0	3	0	3	0	0	0	0
% App. Total	0	50	50		0	100	0		0	100	0		0	0	0	
PHF	.000	.250	.250	.250	.000	.250	.000	.250	.000	.750	.000	.750	.000	.000	.000	.000

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City of Clovis
N/S: Willow Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 03_CVS_Willow_Shep PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

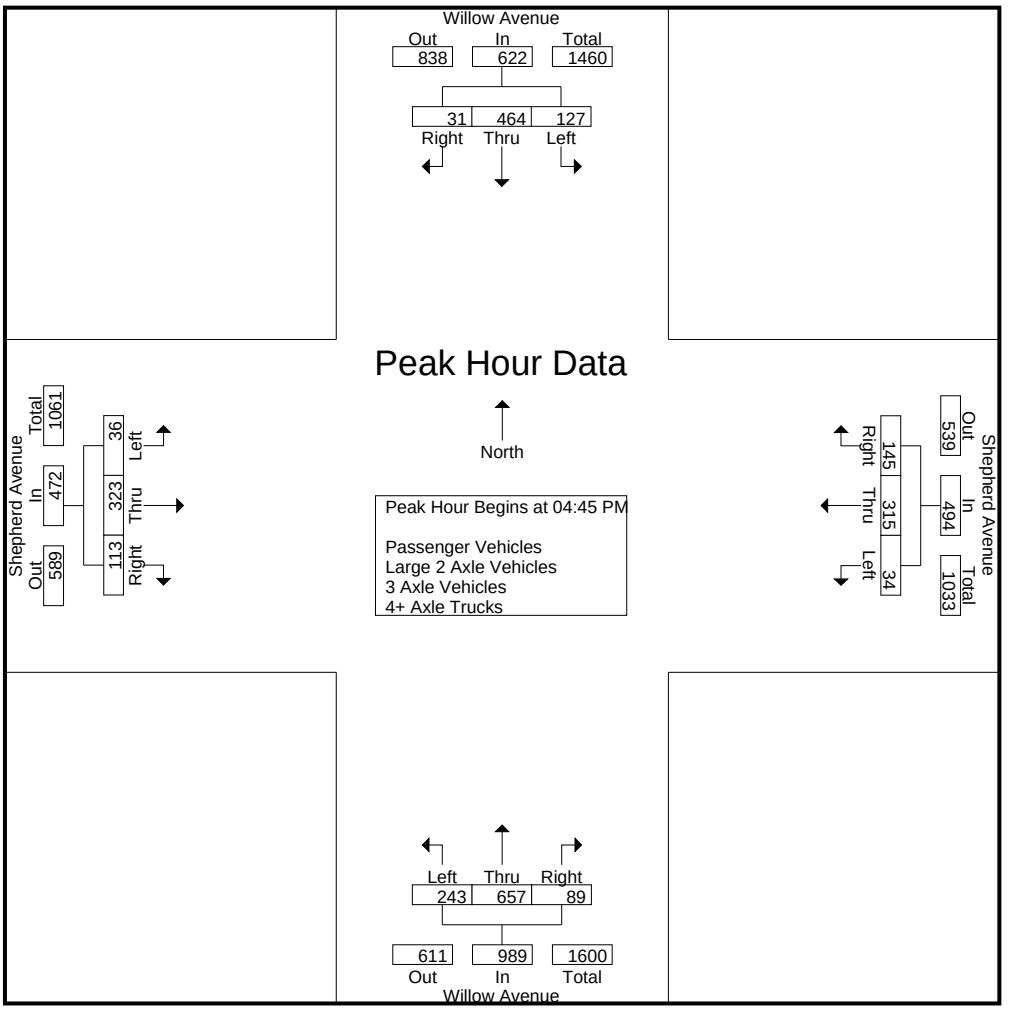
	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	26	112	10	148	7	72	39	118	47	121	14	182	7	70	19	96	544
04:15 PM	32	130	16	178	10	65	31	106	35	140	10	185	6	64	24	94	563
04:30 PM	34	94	6	134	13	63	35	111	59	177	18	254	7	82	30	119	618
04:45 PM	29	119	8	156	8	83	34	125	59	159	13	231	11	83	33	127	639
Total	121	455	40	616	38	283	139	460	200	597	55	852	31	299	106	436	2364
05:00 PM	37	89	11	137	7	63	37	107	53	140	25	218	10	77	22	109	571
05:15 PM	29	129	8	166	12	79	44	135	53	193	21	267	8	80	25	113	681
05:30 PM	32	127	4	163	7	90	30	127	78	165	30	273	7	83	33	123	686
05:45 PM	32	111	7	150	20	80	27	127	41	162	22	225	13	73	37	123	625
Total	130	456	30	616	46	312	138	496	225	660	98	983	38	313	117	468	2563
Grand Total	251	911	70	1232	84	595	277	956	425	1257	153	1835	69	612	223	904	4927
Apprch %	20.4	73.9	5.7		8.8	62.2	29		23.2	68.5	8.3		7.6	67.7	24.7		
Total %	5.1	18.5	1.4	25	1.7	12.1	5.6	19.4	8.6	25.5	3.1	37.2	1.4	12.4	4.5	18.3	
Passenger Vehicles	249	899	70	1218	84	590	275	949	424	1251	150	1825	68	609	222	899	4891
% Passenger Vehicles	99.2	98.7	100	98.9	100	99.2	99.3	99.3	99.8	99.5	98	99.5	98.6	99.5	99.6	99.4	99.3
Large 2 Axle Vehicles	2	11	0	13	0	5	2	7	1	6	3	10	1	3	1	5	35
% Large 2 Axle Vehicles	0.8	1.2	0	1.1	0	0.8	0.7	0.7	0.2	0.5	2	0.5	1.4	0.5	0.4	0.6	0.7
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% 3 Axle Vehicles	0	0.1	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	29	119	8	156	8	83	34	125	59	159	13	231	**11**	**83**	**33**	**127**	639
05:00 PM	**37**	89	**11**	137	7	63	37	107	53	140	25	218	10	77	22	109	571
05:15 PM	29	**129**	8	**166**	**12**	79	**44**	**135**	53	**193**	21	267	8	80	25	113	681
05:30 PM	32	127	4	163	7	**90**	30	127	**78**	165	**30**	**273**	7	83	33	123	**686**
Total Volume	127	464	31	622	34	315	145	494	243	657	89	989	36	323	113	472	2577
% App. Total	20.4	74.6	5		6.9	63.8	29.4		24.6	66.4	9		7.6	68.4	23.9		
PHF	.858	.899	.705	.937	.708	.875	.824	.915	.779	.851	.742	.906	.818	.973	.856	.929	.939

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PO Box 1178
Corona, CA 92878
(951)268-6268

City of Clovis
N/S: Willow Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 03_CVS_Willow_Shep PMC
Site Code : 00322473
Start Date : 5/24/2022



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				04:45 PM				04:45 PM			
+0 mins.	29	119	8	156	7	63	37	107	59	159	13	231	**11**	**83**	**33**	**127**
+15 mins.	**37**	89	**11**	137	12	79	**44**	**135**	53	140	25	218	10	77	22	109
+30 mins.	29	**129**	8	**166**	7	**90**	30	127	53	**193**	21	267	8	80	25	113
+45 mins.	32	127	4	163	**20**	80	27	127	**78**	165	**30**	**273**	7	83	33	123
Total Volume	127	464	31	622	46	312	138	496	243	657	89	989	36	323	113	472
% App. Total	20.4	74.6	5		9.3	62.9	27.8		24.6	66.4	9		7.6	68.4	23.9	
PHF	.858	.899	.705	.937	.575	.867	.784	.919	.779	.851	.742	.906	.818	.973	.856	.929

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City of Clovis
N/S: Willow Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 03_CVS_Willow_Shep PMC
Site Code : 00322473
Start Date : 5/24/2022

Groups Printed- Passenger Vehicles

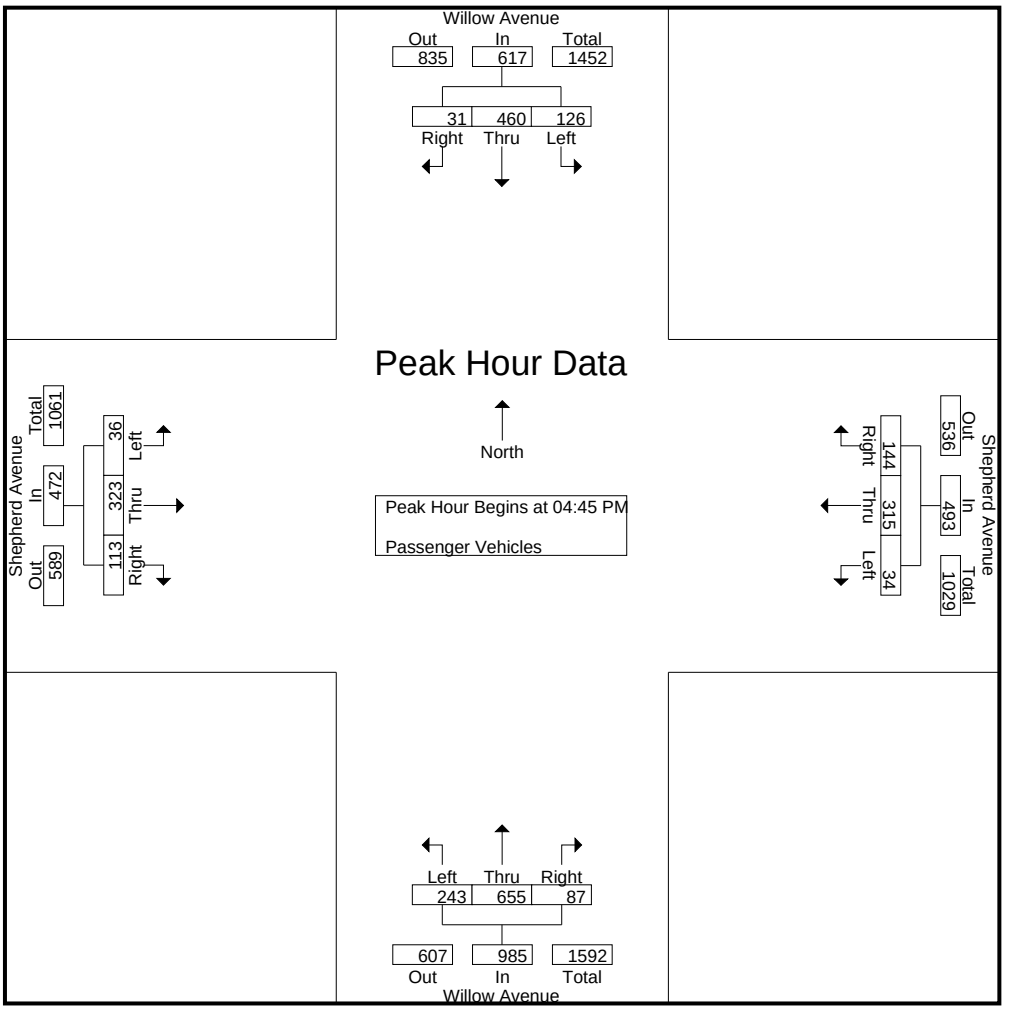
	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	26	110	10	146	7	71	38	116	47	120	14	181	7	69	19	95	538
04:15 PM	31	126	16	173	10	63	31	104	35	139	9	183	5	63	23	91	551
04:30 PM	34	93	6	133	13	61	35	109	59	176	18	253	7	82	30	119	614
04:45 PM	29	118	8	155	8	83	34	125	59	158	12	229	11	83	33	127	636
Total	120	447	40	607	38	278	138	454	200	593	53	846	30	297	105	432	2339
05:00 PM	37	88	11	136	7	63	37	107	53	140	25	218	10	77	22	109	570
05:15 PM	28	128	8	164	12	79	44	135	53	192	20	265	8	80	25	113	677
05:30 PM	32	126	4	162	7	90	29	126	78	165	30	273	7	83	33	123	684
05:45 PM	32	110	7	149	20	80	27	127	40	161	22	223	13	72	37	122	621
Total	129	452	30	611	46	312	137	495	224	658	97	979	38	312	117	467	2552
Grand Total	249	899	70	1218	84	590	275	949	424	1251	150	1825	68	609	222	899	4891
Apprch %	20.4	73.8	5.7		8.9	62.2	29		23.2	68.5	8.2		7.6	67.7	24.7		
Total %	5.1	18.4	1.4	24.9	1.7	12.1	5.6	19.4	8.7	25.6	3.1	37.3	1.4	12.5	4.5	18.4	

	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	29	118	8	155	8	83	34	125	59	158	12	229	**11**	**83**	**33**	**127**	636
05:00 PM	**37**	88	**11**	136	7	63	37	107	53	140	25	218	10	77	22	109	570
05:15 PM	28	**128**	8	**164**	**12**	79	**44**	**135**	53	**192**	20	265	8	80	25	113	677
05:30 PM	32	126	4	162	7	**90**	29	126	**78**	165	**30**	**273**	7	83	33	123	**684**
Total Volume	126	460	31	617	34	315	144	493	243	655	87	985	36	323	113	472	2567
% App. Total	20.4	74.6	5		6.9	63.9	29.2		24.7	66.5	8.8		7.6	68.4	23.9		
PHF	.851	.898	.705	.941	.708	.875	.818	.913	.779	.853	.725	.902	.818	.973	.856	.929	.938

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City of Clovis
N/S: Willow Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 03_CVS_Willow_Shep PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	29	118	8	155	8	83	34	125	59	158	12	229	**11**	**83**	**33**	**127**
+15 mins.	**37**	88	**11**	136	7	63	37	107	53	140	25	218	10	77	22	109
+30 mins.	28	**128**	8	**164**	**12**	79	**44**	**135**	53	**192**	20	265	8	80	25	113
+45 mins.	32	126	4	162	7	**90**	29	126	**78**	165	**30**	**273**	7	83	33	123
Total Volume	126	460	31	617	34	315	144	493	243	655	87	985	36	323	113	472
% App. Total	20.4	74.6	5		6.9	63.9	29.2		24.7	66.5	8.8		7.6	68.4	23.9	
PHF	.851	.898	.705	.941	.708	.875	.818	.913	.779	.853	.725	.902	.818	.973	.856	.929

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City of Clovis
N/S: Willow Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 03_CVS_Willow_Shep PMC
Site Code : 00322473
Start Date : 5/24/2022

Groups Printed- Large 2 Axle Vehicles

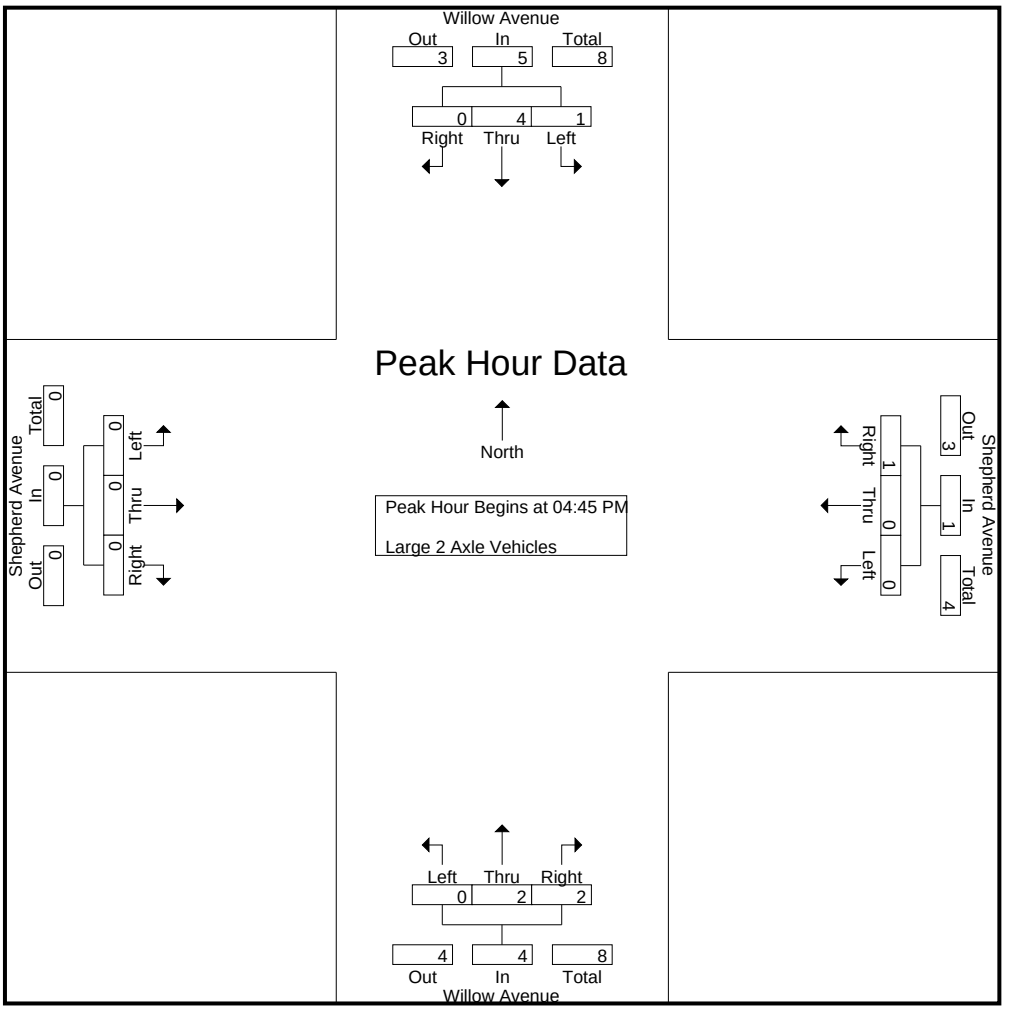
	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	1	1	2	0	1	0	1	0	1	0	1	5
04:15 PM	1	4	0	5	0	2	0	2	0	1	1	2	1	1	1	3	12
04:30 PM	0	1	0	1	0	2	0	2	0	1	0	1	0	0	0	0	4
04:45 PM	0	1	0	1	0	0	0	0	0	1	1	2	0	0	0	0	3
Total	1	7	0	8	0	5	1	6	0	4	2	6	1	2	1	4	24
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	1	1	0	2	0	0	0	0	0	1	1	2	0	0	0	0	4
05:30 PM	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
05:45 PM	0	1	0	1	0	0	0	0	1	1	0	2	0	1	0	1	4
Total	1	4	0	5	0	0	1	1	1	2	1	4	0	1	0	1	11
Grand Total	2	11	0	13	0	5	2	7	1	6	3	10	1	3	1	5	35
Apprch %	15.4	84.6	0		0	71.4	28.6		10	60	30		20	60	20		
Total %	5.7	31.4	0	37.1	0	14.3	5.7	20	2.9	17.1	8.6	28.6	2.9	8.6	2.9	14.3	

	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**1**	0	1	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	3
05:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:15 PM	**1**	1	0	**2**	0	0	0	0	0	1	1	2	0	0	0	0	**4**
05:30 PM	0	1	0	1	0	0	**1**	**1**	0	0	0	0	0	0	0	0	2
Total Volume	1	4	0	5	0	0	1	1	0	2	2	4	0	0	0	0	10
% App. Total	20	80	0		0	0	100		0	50	50		0	0	0		
PHF	.250	1.00	.000	.625	.000	.000	.250	.250	.000	.500	.500	.500	.000	.000	.000	.000	.625

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City of Clovis
N/S: Willow Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 03_CVS_Willow_Shep PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	**1**	0	1	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	**1**	1	0	**2**	0	0	0	0	0	1	1	2	0	0	0	0
+45 mins.	0	1	0	1	0	0	**1**	**1**	0	0	0	0	0	0	0	0
Total Volume	1	4	0	5	0	0	1	1	0	2	2	4	0	0	0	0
% App. Total	20	80	0		0	0	100		0	50	50		0	0	0	
PHF	.250	1.000	.000	.625	.000	.000	.250	.250	.000	.500	.500	.500	.000	.000	.000	.000

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City of Clovis
N/S: Willow Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 03_CVS_Willow_Shep PMC
Site Code : 00322473
Start Date : 5/24/2022

Groups Printed- 3 Axle Vehicles

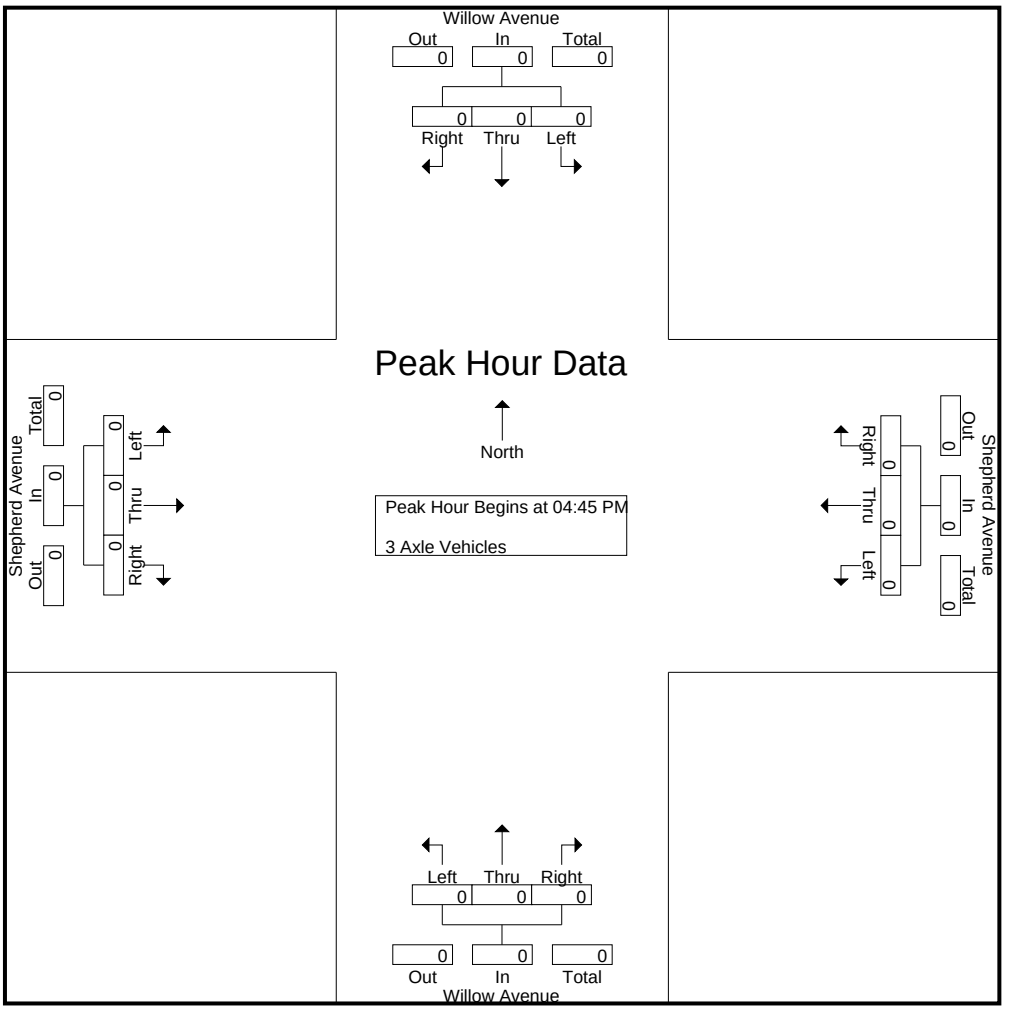
	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	100	0		0	0	0		0	0	0		0	0	0		
Total %	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	

	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Clovis
N/S: Willow Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 03_CVS_Willow_Shep PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Clovis
N/S: Willow Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 03_CVS_Willow_Shep PMC
Site Code : 00322473
Start Date : 5/24/2022

Groups Printed- 4+ Axle Trucks

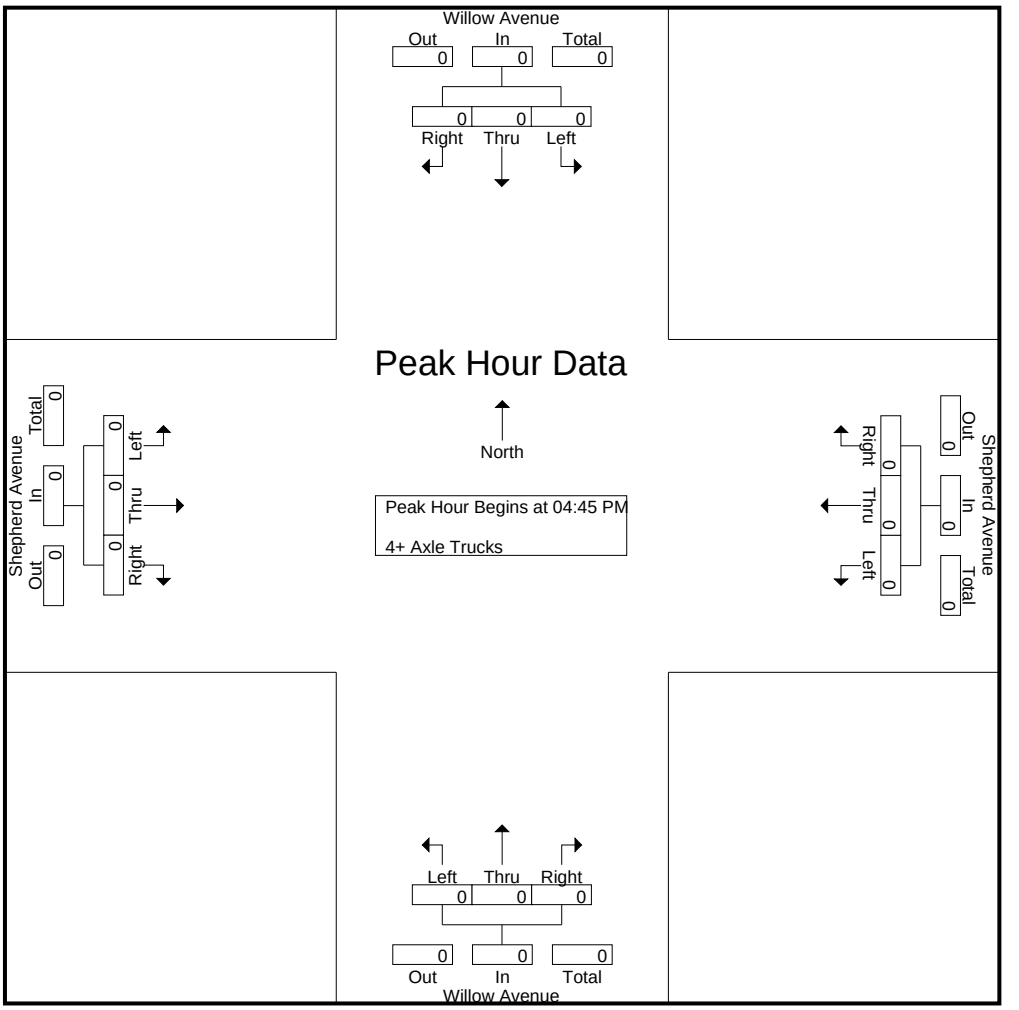
	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Willow Avenue Southbound				Shepherd Avenue Westbound				Willow Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Clovis
N/S: Willow Avenue
E/W: Shepherd Avenue
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File Name : 03_CVS_Willow_Shep PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Clovis
N/S: Willow Avenue
E/W: Shepherd Avenue

Date: 5/24/2022
Day: Tuesday

PEDESTRIANS

	North Leg Willow Avenue	East Leg Shepherd Avenue	South Leg Willow Avenue	West Leg Shepherd Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	1	1
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	1	0	0	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	1	0	0	0	1
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	1	1	0	1	3

	North Leg Willow Avenue	East Leg Shepherd Avenue	South Leg Willow Avenue	West Leg Shepherd Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	1	1	2
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	1	1	0	0	2
5:15 PM	0	0	0	1	1
5:30 PM	0	0	0	1	1
5:45 PM	0	0	0	1	1
TOTAL VOLUMES:	1	1	1	4	7

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Location: Clovis
N/S: Willow Avenue
E/W: Shepherd Avenue

Date: 5/24/2022
Day: Tuesday

BICYCLES

	Southbound Willow Avenue			Westbound Shepherd Avenue			Northbound Willow Avenue			Eastbound Shepherd Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	1	1	0	0	0	0	2	0	1	0	0	0	5
7:15 AM	0	6	0	0	1	0	0	3	0	0	0	2	12
7:30 AM	0	2	0	0	0	1	0	0	0	0	0	0	3
7:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	4
8:00 AM	0	0	0	0	1	0	0	1	0	0	1	0	3
8:15 AM	1	1	0	0	0	1	0	0	0	0	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	3	0	0	0	1	0	1	0	0	1	0	6
TOTAL VOLUMES:	2	16	1	0	2	3	2	5	1	0	2	2	36

	Southbound Willow Avenue			Westbound Shepherd Avenue			Northbound Willow Avenue			Eastbound Shepherd Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	2	0	0	0	0	0	0	0	0	1	0	0	3
4:30 PM	1	0	2	0	0	0	0	0	0	0	0	0	3
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	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	2	0	0	1	0	1	0	0	0	0	4
TOTAL VOLUMES:	4	1	4	0	0	1	0	2	0	1	0	0	13

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City of Clovis
N/S: Minnewawa Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 05_CVS_Min_Beh AM
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Total Volume

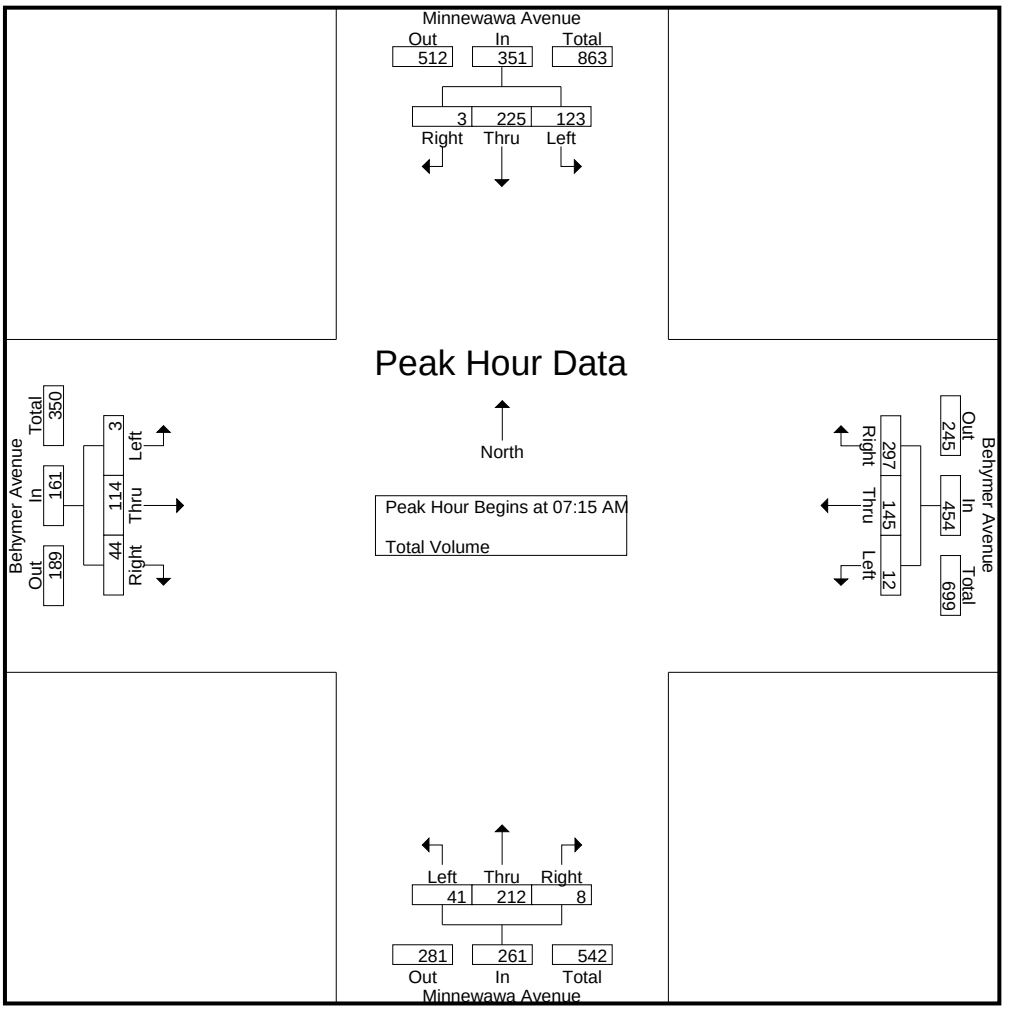
	Minnewawa Avenue Southbound				Behymer Avenue Westbound				Minnewawa Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	18	23	0	41	3	15	36	54	3	31	1	35	0	13	9	22	152
07:15 AM	15	43	1	59	5	38	62	105	4	47	1	52	0	12	8	20	236
07:30 AM	24	75	0	99	6	34	102	142	8	46	1	55	2	29	12	43	339
07:45 AM	45	57	1	103	1	33	93	127	16	74	6	96	1	33	10	44	370
Total	102	198	2	302	15	120	293	428	31	198	9	238	3	87	39	129	1097
08:00 AM	39	50	1	90	0	40	40	80	13	45	0	58	0	40	14	54	282
08:15 AM	21	44	2	67	0	24	23	47	2	40	1	43	4	33	12	49	206
08:30 AM	12	39	2	53	1	19	26	46	5	33	0	38	2	8	11	21	158
08:45 AM	15	33	1	49	1	17	17	35	5	35	0	40	0	9	6	15	139
Total	87	166	6	259	2	100	106	208	25	153	1	179	6	90	43	139	785
Grand Total	189	364	8	561	17	220	399	636	56	351	10	417	9	177	82	268	1882
Apprch %	33.7	64.9	1.4		2.7	34.6	62.7		13.4	84.2	2.4		3.4	66	30.6		
Total %	10	19.3	0.4	29.8	0.9	11.7	21.2	33.8	3	18.7	0.5	22.2	0.5	9.4	4.4	14.2	

	Minnewawa Avenue Southbound				Behymer Avenue Westbound				Minnewawa Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	15	43	**1**	59	5	38	62	105	4	47	1	52	0	12	8	20	236
07:30 AM	24	**75**	0	99	**6**	34	**102**	**142**	8	46	1	55	**2**	29	12	43	339
07:45 AM	**45**	57	1	**103**	1	33	93	127	**16**	**74**	**6**	**96**	1	33	10	44	**370**
08:00 AM	39	50	1	90	0	**40**	40	80	13	45	0	58	0	**40**	**14**	**54**	282
Total Volume	123	225	3	351	12	145	297	454	41	212	8	261	3	114	44	161	1227
% App. Total	35	64.1	0.9		2.6	31.9	65.4		15.7	81.2	3.1		1.9	70.8	27.3		
PHF	.683	.750	.750	.852	.500	.906	.728	.799	.641	.716	.333	.680	.375	.713	.786	.745	.829

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City of Clovis
N/S: Minnewawa Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 05_CVS_Min_Beh AM
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:15 AM				07:30 AM			
+0 mins.	24	**75**	0	99	5	38	62	105	4	47	1	52	2	29	12	43
+15 mins.	**45**	57	1	**103**	**6**	34	**102**	**142**	8	46	1	55	1	33	10	44
+30 mins.	39	50	1	90	1	33	93	127	**16**	**74**	**6**	**96**	0	**40**	**14**	**54**
+45 mins.	21	44	**2**	67	0	**40**	40	80	13	45	0	58	**4**	33	12	49
Total Volume	129	226	4	359	12	145	297	454	41	212	8	261	7	135	48	190
% App. Total	35.9	63	1.1		2.6	31.9	65.4		15.7	81.2	3.1		3.7	71.1	25.3	
PHF	.717	.753	.500	.871	.500	.906	.728	.799	.641	.716	.333	.680	.438	.844	.857	.880

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City of Clovis
N/S: Minnewawa Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 05_CVS_Min_Beh PM
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Total Volume

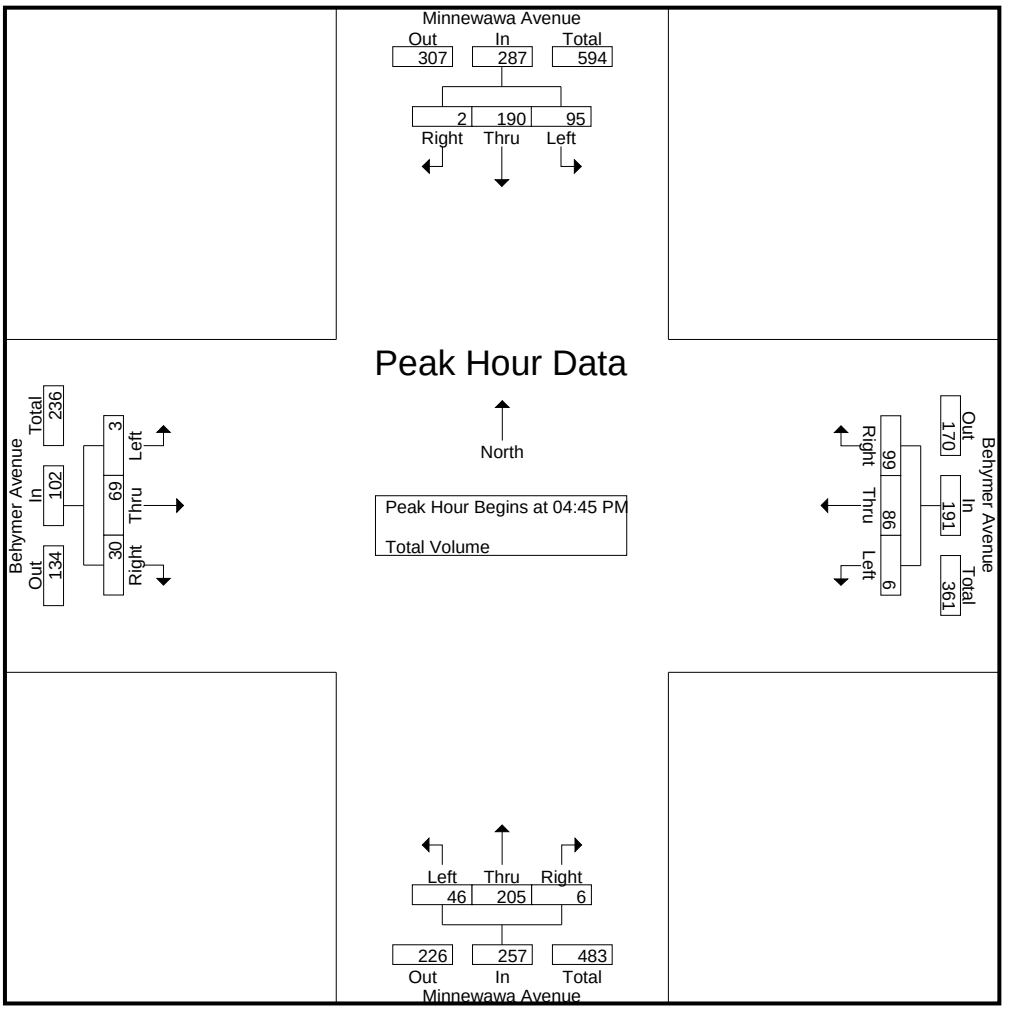
	Minnewawa Avenue Southbound				Behymer Avenue Westbound				Minnewawa Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	33	47	3	83	1	15	25	41	9	41	3	53	1	25	5	31	208
04:15 PM	34	53	0	87	0	13	18	31	7	52	0	59	0	9	5	14	191
04:30 PM	24	44	1	69	0	17	29	46	9	50	0	59	1	13	7	21	195
04:45 PM	25	49	0	74	1	20	24	45	11	40	0	51	3	24	11	38	208
Total	116	193	4	313	2	65	96	163	36	183	3	222	5	71	28	104	802
05:00 PM	25	37	0	62	1	28	28	57	10	44	2	56	0	15	4	19	194
05:15 PM	26	56	0	82	3	20	30	53	13	66	1	80	0	16	8	24	239
05:30 PM	19	48	2	69	1	18	17	36	12	55	3	70	0	14	7	21	196
05:45 PM	20	25	0	45	2	18	23	43	12	40	2	54	0	19	5	24	166
Total	90	166	2	258	7	84	98	189	47	205	8	260	0	64	24	88	795
Grand Total	206	359	6	571	9	149	194	352	83	388	11	482	5	135	52	192	1597
Apprch %	36.1	62.9	1.1		2.6	42.3	55.1		17.2	80.5	2.3		2.6	70.3	27.1		
Total %	12.9	22.5	0.4	35.8	0.6	9.3	12.1	22	5.2	24.3	0.7	30.2	0.3	8.5	3.3	12	

	Minnewawa Avenue Southbound				Behymer Avenue Westbound				Minnewawa Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	25	49	0	74	1	20	24	45	11	40	0	51	**3**	**24**	**11**	**38**	208
05:00 PM	25	37	0	62	1	**28**	28	**57**	10	44	2	56	0	15	4	19	194
05:15 PM	**26**	**56**	0	**82**	**3**	20	**30**	53	**13**	**66**	1	**80**	0	16	8	24	**239**
05:30 PM	19	48	**2**	69	1	18	17	36	12	55	**3**	70	0	14	7	21	196
Total Volume	95	190	2	287	6	86	99	191	46	205	6	257	3	69	30	102	837
% App. Total	33.1	66.2	0.7		3.1	45	51.8		17.9	79.8	2.3		2.9	67.6	29.4		
PHF	.913	.848	.250	.875	.500	.768	.825	.838	.885	.777	.500	.803	.250	.719	.682	.671	.876

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City of Clovis
N/S: Minnewawa Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 05_CVS_Min_Beh PM
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				05:00 PM				04:00 PM			
+0 mins.	33	47	**3**	83	0	17	29	46	10	44	2	56	1	**25**	5	31
+15 mins.	**34**	**53**	0	**87**	1	20	24	45	**13**	**66**	1	**80**	0	9	5	14
+30 mins.	24	44	1	69	1	**28**	28	**57**	12	55	**3**	70	1	13	7	21
+45 mins.	25	49	0	74	**3**	20	**30**	53	12	40	2	54	**3**	24	**11**	**38**
Total Volume	116	193	4	313	5	85	111	201	47	205	8	260	5	71	28	104
% App. Total	37.1	61.7	1.3		2.5	42.3	55.2		18.1	78.8	3.1		4.8	68.3	26.9	
PHF	.853	.910	.333	.899	.417	.759	.925	.882	.904	.777	.667	.813	.417	.710	.636	.684

Location: Clovis
N/S: Minnewawa Avenue
E/W: Behymer Avenue

Date: 5/24/2022
Day: Tuesday

PEDESTRIANS

	North Leg Minnewawa Avenue	East Leg Behymer Avenue	South Leg Minnewawa Avenue	West Leg Behymer Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
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	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	1	0	0	0	1
TOTAL VOLUMES:	1	0	0	0	1

	North Leg Minnewawa Avenue	East Leg Behymer Avenue	South Leg Minnewawa Avenue	West Leg Behymer Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Clovis
N/S: Minnewawa Avenue
E/W: Behymer Avenue

Date: 5/24/2022
Day: Tuesday

BICYCLES

	Southbound Minnewawa Avenue			Westbound Behymer Avenue			Northbound Minnewawa Avenue			Eastbound Behymer Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
8:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	3	0	0	0	1	1	2	0	0	0	0	7

	Southbound Minnewawa Avenue			Westbound Behymer Avenue			Northbound Minnewawa Avenue			Eastbound Behymer Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
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	1	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	0	0	0	1	0	0	0	0	1

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PO Box 1178
Corona, CA 92878
(951) 268-6268
counts@countsunlimited.com

City of Clovis
N/S: Minnewawa Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 01_CVS_Minnewawa_Behymer_AM
Site Code : 00322602
Start Date : 6/22/2022
Page No : 1

Groups Printed- Total Volume

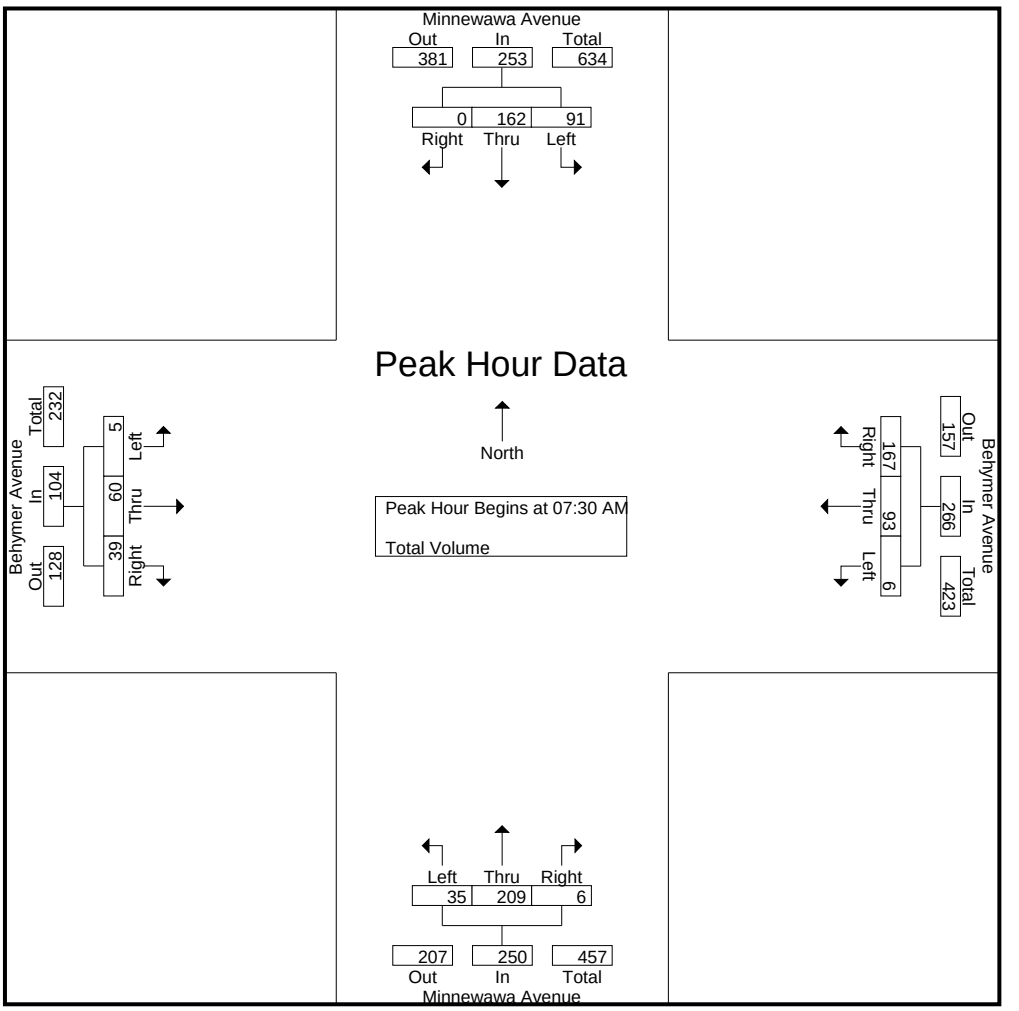
	Minnewawa Avenue Southbound				Behymer Avenue Westbound				Minnewawa Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	21	30	0	51	0	9	15	24	2	27	2	31	0	6	4	10	116
07:15 AM	9	31	1	41	0	10	19	29	6	36	0	42	0	7	8	15	127
07:30 AM	19	35	0	54	0	19	37	56	9	41	0	50	2	10	6	18	178
07:45 AM	22	50	0	72	4	32	50	86	11	55	1	67	2	18	12	32	257
Total	71	146	1	218	4	70	121	195	28	159	3	190	4	41	30	75	678
08:00 AM	21	36	0	57	0	20	39	59	7	57	3	67	1	19	13	33	216
08:15 AM	29	41	0	70	2	22	41	65	8	56	2	66	0	13	8	21	222
08:30 AM	21	37	0	58	3	20	34	57	8	38	2	48	0	6	7	13	176
08:45 AM	24	33	1	58	2	29	42	73	3	29	1	33	0	15	12	27	191
Total	95	147	1	243	7	91	156	254	26	180	8	214	1	53	40	94	805
Grand Total	166	293	2	461	11	161	277	449	54	339	11	404	5	94	70	169	1483
Apprch %	36	63.6	0.4		2.4	35.9	61.7		13.4	83.9	2.7		3	55.6	41.4		
Total %	11.2	19.8	0.1	31.1	0.7	10.9	18.7	30.3	3.6	22.9	0.7	27.2	0.3	6.3	4.7	11.4	

	Minnewawa Avenue Southbound				Behymer Avenue Westbound				Minnewawa Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	19	35	0	54	0	19	37	56	9	41	0	50	**2**	10	6	18	178
07:45 AM	22	**50**	0	**72**	**4**	**32**	**50**	**86**	**11**	55	1	**67**	2	18	12	32	**257**
08:00 AM	21	36	0	57	0	20	39	59	7	**57**	**3**	67	1	**19**	**13**	**33**	216
08:15 AM	**29**	41	0	70	2	22	41	65	8	56	2	66	0	13	8	21	222
Total Volume	91	162	0	253	6	93	167	266	35	209	6	250	5	60	39	104	873
% App. Total	36	64	0		2.3	35	62.8		14	83.6	2.4		4.8	57.7	37.5		
PHF	.784	.810	.000	.878	.375	.727	.835	.773	.795	.917	.500	.933	.625	.789	.750	.788	.849

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PO Box 1178
Corona, CA 92878
(951) 268-6268
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City of Clovis
N/S: Minnewawa Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 01_CVS_Minnewawa_Behymer_AM
Site Code : 00322602
Start Date : 6/22/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:45 AM				07:30 AM				07:30 AM			
+0 mins.	22	**50**	0	**72**	**4**	**32**	**50**	**86**	9	41	0	50	**2**	10	6	18
+15 mins.	21	36	0	57	0	20	39	59	**11**	55	1	**67**	2	18	12	32
+30 mins.	**29**	41	0	70	2	22	41	65	7	**57**	**3**	67	1	**19**	**13**	**33**
+45 mins.	21	37	0	58	3	20	34	57	8	56	2	66	0	13	8	21
Total Volume	93	164	0	257	9	94	164	267	35	209	6	250	5	60	39	104
% App. Total	36.2	63.8	0		3.4	35.2	61.4		14	83.6	2.4		4.8	57.7	37.5	
PHF	.802	.820	.000	.892	.563	.734	.820	.776	.795	.917	.500	.933	.625	.789	.750	.788

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City of Clovis
N/S: Minnewawa Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 01_CVS_Minnewawa_Behymer_PM
Site Code : 00322602
Start Date : 6/22/2022
Page No : 1

Groups Printed- Total Volume

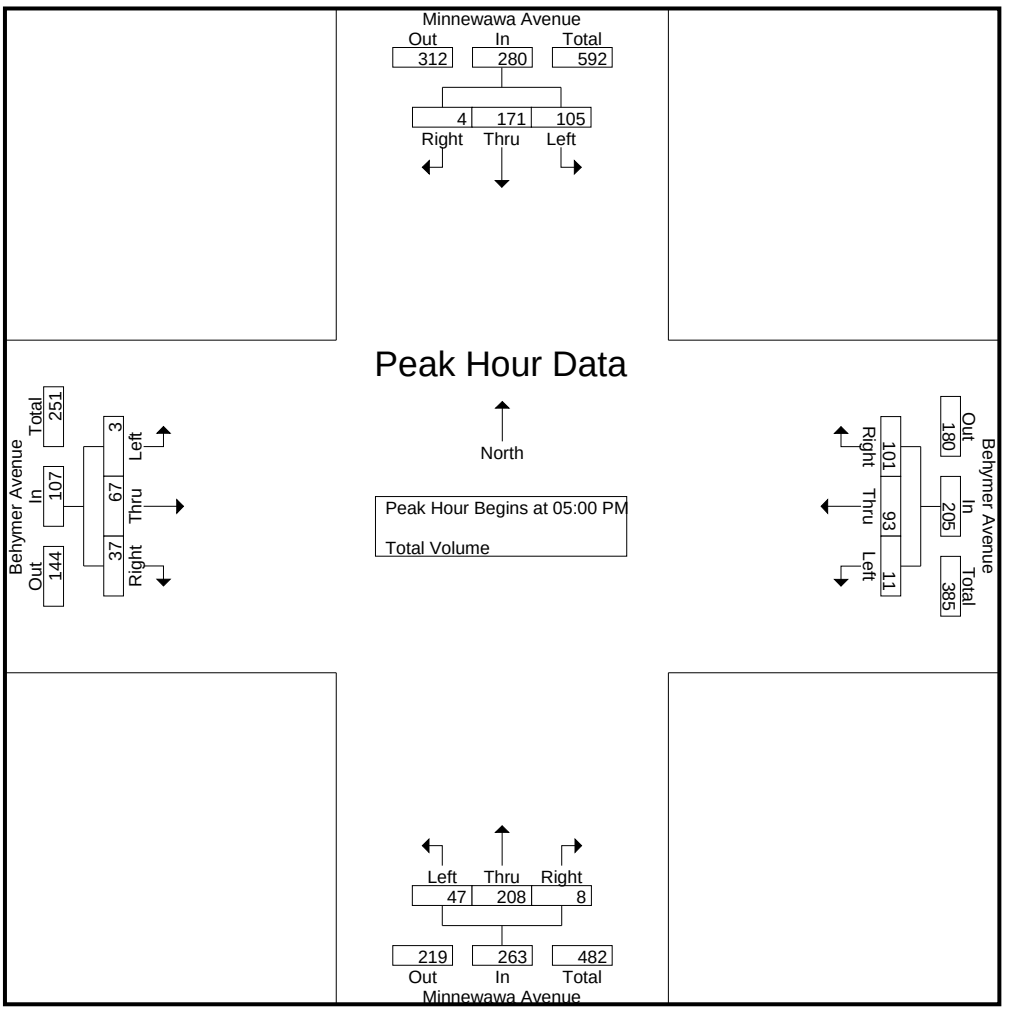
	Minnewawa Avenue Southbound				Behymer Avenue Westbound				Minnewawa Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	20	29	0	49	0	17	15	32	6	42	2	50	0	19	3	22	153
04:15 PM	24	45	0	69	4	13	19	36	8	37	3	48	0	11	7	18	171
04:30 PM	22	41	0	63	0	18	22	40	6	42	1	49	2	15	7	24	176
04:45 PM	21	40	0	61	1	25	19	45	3	58	1	62	0	13	5	18	186
Total	87	155	0	242	5	73	75	153	23	179	7	209	2	58	22	82	686
05:00 PM	29	43	0	72	2	21	23	46	11	55	0	66	0	7	11	18	202
05:15 PM	31	46	0	77	4	24	31	59	8	56	2	66	1	16	12	29	231
05:30 PM	26	45	1	72	4	20	18	42	15	51	3	69	0	32	6	38	221
05:45 PM	19	37	3	59	1	28	29	58	13	46	3	62	2	12	8	22	201
Total	105	171	4	280	11	93	101	205	47	208	8	263	3	67	37	107	855
Grand Total	192	326	4	522	16	166	176	358	70	387	15	472	5	125	59	189	1541
Apprch %	36.8	62.5	0.8		4.5	46.4	49.2		14.8	82	3.2		2.6	66.1	31.2		
Total %	12.5	21.2	0.3	33.9	1	10.8	11.4	23.2	4.5	25.1	1	30.6	0.3	8.1	3.8	12.3	

	Minnewawa Avenue Southbound				Behymer Avenue Westbound				Minnewawa Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	29	43	0	72	2	21	23	46	11	55	0	66	0	7	11	18	202
05:15 PM	**31**	**46**	0	**77**	**4**	24	**31**	**59**	8	**56**	2	66	1	16	**12**	29	**231**
05:30 PM	26	45	1	72	4	20	18	42	**15**	51	**3**	**69**	0	**32**	6	**38**	221
05:45 PM	19	37	**3**	59	1	**28**	29	58	13	46	3	62	**2**	12	8	22	201
Total Volume	105	171	4	280	11	93	101	205	47	208	8	263	3	67	37	107	855
% App. Total	37.5	61.1	1.4		5.4	45.4	49.3		17.9	79.1	3		2.8	62.6	34.6		
PHF	.847	.929	.333	.909	.688	.830	.815	.869	.783	.929	.667	.953	.375	.523	.771	.704	.925

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City of Clovis
N/S: Minnewawa Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 01_CVS_Minnewawa_Behymer_PM
Site Code : 00322602
Start Date : 6/22/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				04:45 PM				05:00 PM			
+0 mins.	21	40	0	61	2	21	23	46	3	**58**	1	62	0	7	11	18
+15 mins.	29	43	0	72	**4**	24	**31**	**59**	11	55	0	66	1	16	**12**	29
+30 mins.	**31**	**46**	0	**77**	4	20	18	42	8	56	2	66	0	**32**	6	**38**
+45 mins.	26	45	**1**	72	1	**28**	29	58	**15**	51	**3**	**69**	**2**	12	8	22
Total Volume	107	174	1	282	11	93	101	205	37	220	6	263	3	67	37	107
% App. Total	37.9	61.7	0.4		5.4	45.4	49.3		14.1	83.7	2.3		2.8	62.6	34.6	
PHF	.863	.946	.250	.916	.688	.830	.815	.869	.617	.948	.500	.953	.375	.523	.771	.704

Location: Clovis
N/S: Minnewawa Avenue
E/W: Behymer Avenue

Date: 6/22/2022
Day: Wednesday

PEDESTRIANS

	North Leg Minnewawa Avenue	East Leg Behymer Avenue	South Leg Minnewawa Avenue	West Leg Behymer Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
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	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Minnewawa Avenue	East Leg Behymer Avenue	South Leg Minnewawa Avenue	West Leg Behymer Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Clovis
N/S: Minnewawa Avenue
E/W: Behymer Avenue

Date: 6/22/2022
Day: Wednesday

BICYCLES

	Southbound Minnewawa Avenue			Westbound Behymer Avenue			Northbound Minnewawa Avenue			Eastbound Behymer Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
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	1	0	0	0	0	0	0	0	0	0	0	1
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	1	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	1	0	0	2	1	0	0	0	0	0	0	4

	Southbound Minnewawa Avenue			Westbound Behymer Avenue			Northbound Minnewawa Avenue			Eastbound Behymer Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
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	1	0	0	0	0	1
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	2	0	0	0	0	2
TOTAL VOLUMES:	0	0	0	0	0	0	0	3	0	0	0	0	3

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City of Clovis
N/S: Minnewawa Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 06_CVS_Min_Shep AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

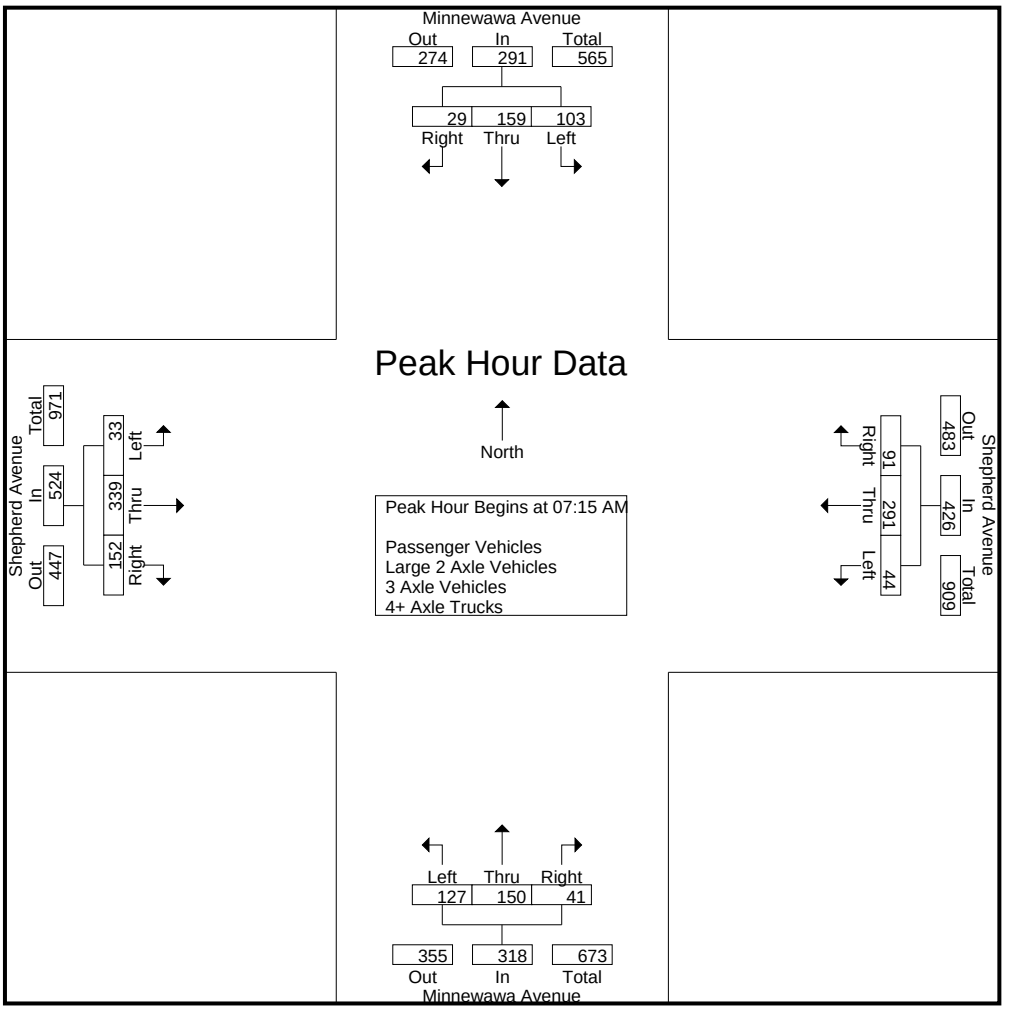
	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	26	2	32	8	68	13	89	13	21	2	36	2	50	18	70	227
07:15 AM	12	41	10	63	13	68	15	96	27	35	6	68	7	70	26	103	330
07:30 AM	28	49	11	88	19	74	18	111	39	38	14	91	13	76	41	130	420
07:45 AM	33	36	6	75	8	82	38	128	37	46	16	99	9	102	48	159	461
Total	77	152	29	258	48	292	84	424	116	140	38	294	31	298	133	462	1438
08:00 AM	30	33	2	65	4	67	20	91	24	31	5	60	4	91	37	132	348
08:15 AM	28	24	2	54	6	87	16	109	17	22	4	43	9	74	20	103	309
08:30 AM	14	36	0	50	1	78	15	94	18	23	3	44	4	70	11	85	273
08:45 AM	15	23	5	43	4	82	17	103	19	24	2	45	2	63	7	72	263
Total	87	116	9	212	15	314	68	397	78	100	14	192	19	298	75	392	1193
Grand Total	164	268	38	470	63	606	152	821	194	240	52	486	50	596	208	854	2631
Apprch %	34.9	57	8.1		7.7	73.8	18.5		39.9	49.4	10.7		5.9	69.8	24.4		
Total %	6.2	10.2	1.4	17.9	2.4	23	5.8	31.2	7.4	9.1	2	18.5	1.9	22.7	7.9	32.5	
Passenger Vehicles	152	265	37	454	63	596	139	798	194	228	51	473	49	583	205	837	2562
% Passenger Vehicles	92.7	98.9	97.4	96.6	100	98.3	91.4	97.2	100	95	98.1	97.3	98	97.8	98.6	98	97.4
Large 2 Axle Vehicles	5	2	1	8	0	6	10	16	0	6	1	7	1	9	3	13	44
% Large 2 Axle Vehicles	3	0.7	2.6	1.7	0	1	6.6	1.9	0	2.5	1.9	1.4	2	1.5	1.4	1.5	1.7
3 Axle Vehicles	6	1	0	7	0	3	3	6	0	3	0	3	0	4	0	4	20
% 3 Axle Vehicles	3.7	0.4	0	1.5	0	0.5	2	0.7	0	1.2	0	0.6	0	0.7	0	0.5	0.8
4+ Axle Trucks	1	0	0	1	0	1	0	1	0	3	0	3	0	0	0	0	5
% 4+ Axle Trucks	0.6	0	0	0.2	0	0.2	0	0.1	0	1.2	0	0.6	0	0	0	0	0.2

	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	12	41	10	63	13	68	15	96	27	35	6	68	7	70	26	103	330
07:30 AM	28	**49**	**11**	**88**	**19**	74	18	111	**39**	38	14	91	**13**	76	41	130	420
07:45 AM	**33**	36	6	75	8	**82**	**38**	**128**	37	**46**	**16**	**99**	9	**102**	**48**	**159**	**461**
08:00 AM	30	33	2	65	4	67	20	91	24	31	5	60	4	91	37	132	348
Total Volume	103	159	29	291	44	291	91	426	127	150	41	318	33	339	152	524	1559
% App. Total	35.4	54.6	10		10.3	68.3	21.4		39.9	47.2	12.9		6.3	64.7	29		
PHF	.780	.811	.659	.827	.579	.887	.599	.832	.814	.815	.641	.803	.635	.831	.792	.824	.845

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City of Clovis
N/S: Minnewawa Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 06_CVS_Min_Shep AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:15 AM				07:15 AM			
+0 mins.	12	41	10	63	**19**	74	18	111	27	35	6	68	7	70	26	103
+15 mins.	28	**49**	**11**	**88**	8	82	**38**	**128**	**39**	38	14	91	**13**	76	41	130
+30 mins.	**33**	36	6	75	4	67	20	91	37	**46**	**16**	**99**	9	**102**	**48**	**159**
+45 mins.	30	33	2	65	6	**87**	16	109	24	31	5	60	4	91	37	132
Total Volume	103	159	29	291	37	310	92	439	127	150	41	318	33	339	152	524
% App. Total	35.4	54.6	10		8.4	70.6	21		39.9	47.2	12.9		6.3	64.7	29	
PHF	.780	.811	.659	.827	.487	.891	.605	.857	.814	.815	.641	.803	.635	.831	.792	.824

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City of Clovis
N/S: Minnewawa Avenue
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File Name : 06_CVS_Min_Shep AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

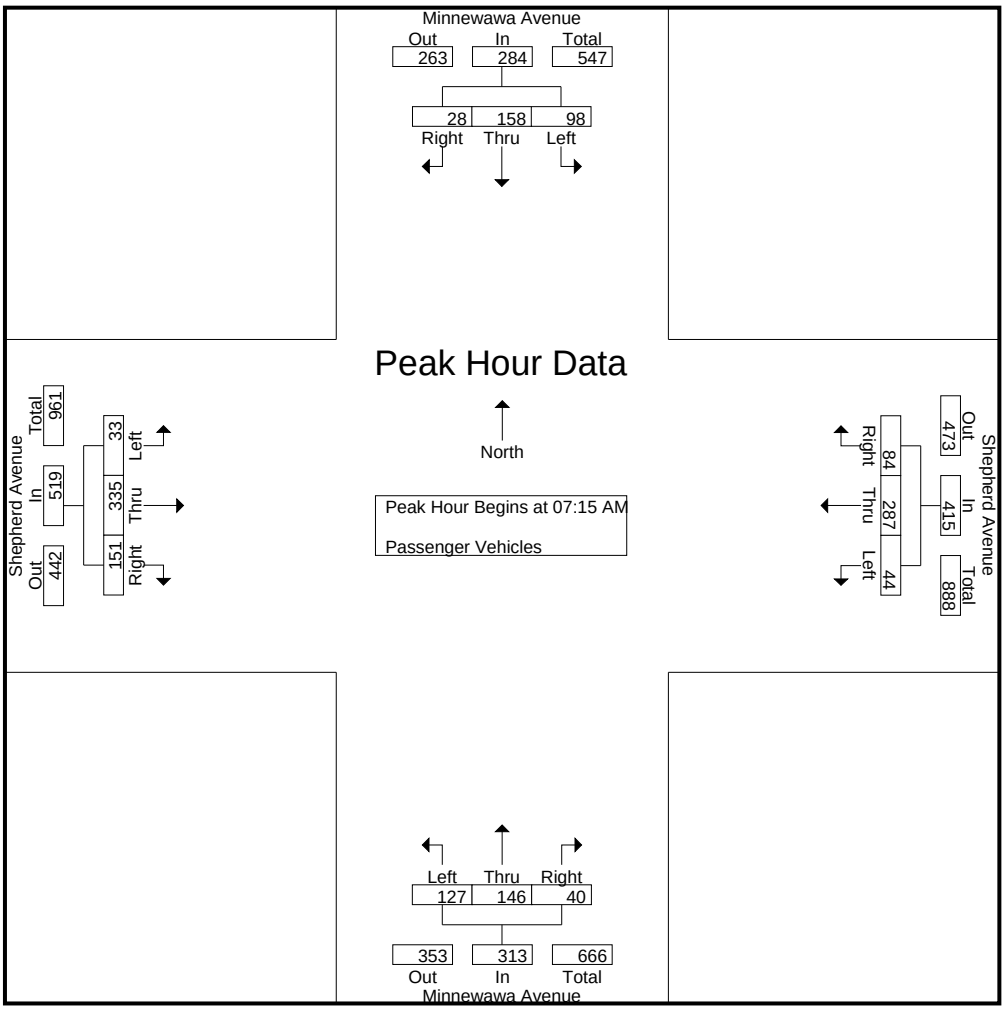
	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	4	26	2	32	8	65	12	85	13	19	2	34	2	49	18	69	220
07:15 AM	12	41	9	62	13	68	13	94	27	32	6	65	7	70	26	103	324
07:30 AM	28	49	11	88	19	74	17	110	39	38	13	90	13	74	41	128	416
07:45 AM	28	36	6	70	8	81	36	125	37	46	16	99	9	100	48	157	451
Total	72	152	28	252	48	288	78	414	116	135	37	288	31	293	133	457	1411
08:00 AM	30	32	2	64	4	64	18	86	24	30	5	59	4	91	36	131	340
08:15 AM	25	24	2	51	6	86	14	106	17	20	4	41	8	70	20	98	296
08:30 AM	11	36	0	47	1	77	14	92	18	21	3	42	4	67	11	82	263
08:45 AM	14	21	5	40	4	81	15	100	19	22	2	43	2	62	5	69	252
Total	80	113	9	202	15	308	61	384	78	93	14	185	18	290	72	380	1151
Grand Total	152	265	37	454	63	596	139	798	194	228	51	473	49	583	205	837	2562
Apprch %	33.5	58.4	8.1		7.9	74.7	17.4		41	48.2	10.8		5.9	69.7	24.5		
Total %	5.9	10.3	1.4	17.7	2.5	23.3	5.4	31.1	7.6	8.9	2	18.5	1.9	22.8	8	32.7	

	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	12	41	9	62	13	68	13	94	27	32	6	65	7	70	26	103	324
07:30 AM	28	**49**	**11**	**88**	**19**	74	17	110	**39**	38	13	90	**13**	74	41	128	416
07:45 AM	28	36	6	70	8	**81**	**36**	**125**	37	**46**	**16**	**99**	9	**100**	**48**	**157**	**451**
08:00 AM	**30**	32	2	64	4	64	18	86	24	30	5	59	4	91	36	131	340
Total Volume	98	158	28	284	44	287	84	415	127	146	40	313	33	335	151	519	1531
% App. Total	34.5	55.6	9.9		10.6	69.2	20.2		40.6	46.6	12.8		6.4	64.5	29.1		
PHF	.817	.806	.636	.807	.579	.886	.583	.830	.814	.793	.625	.790	.635	.838	.786	.826	.849

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City of Clovis
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File Name : 06_CVS_Min_Shep AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	12	41	9	62	13	68	13	94	27	32	6	65	7	70	26	103
+15 mins.	28	**49**	**11**	**88**	**19**	74	17	110	**39**	38	13	90	**13**	74	41	128
+30 mins.	28	36	6	70	8	**81**	**36**	**125**	37	**46**	**16**	**99**	9	**100**	**48**	**157**
+45 mins.	**30**	32	2	64	4	64	18	86	24	30	5	59	4	91	36	131
Total Volume	98	158	28	284	44	287	84	415	127	146	40	313	33	335	151	519
% App. Total	34.5	55.6	9.9		10.6	69.2	20.2		40.6	46.6	12.8		6.4	64.5	29.1	
PHF	.817	.806	.636	.807	.579	.886	.583	.830	.814	.793	.625	.790	.635	.838	.786	.826

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City of Clovis
N/S: Minnewawa Avenue
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Weather: Clear

File Name : 06_CVS_Min_Shep AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

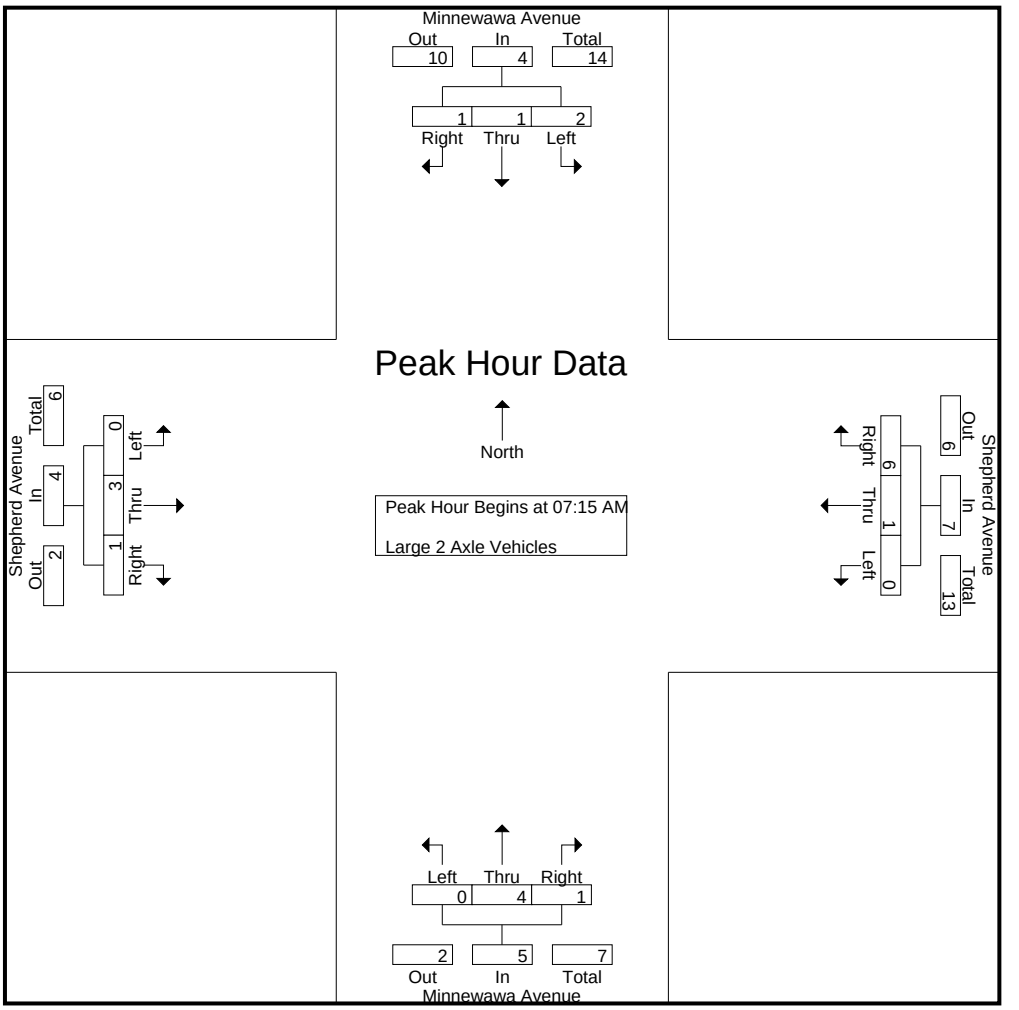
	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	3	1	4	0	1	0	1	0	1	0	1	6
07:15 AM	0	0	1	1	0	0	1	1	0	3	0	3	0	0	0	0	5
07:30 AM	0	0	0	0	0	0	1	1	0	0	1	1	0	2	0	2	4
07:45 AM	2	0	0	2	0	1	2	3	0	0	0	0	0	1	0	1	6
Total	2	0	1	3	0	4	5	9	0	4	1	5	0	4	0	4	21
08:00 AM	0	1	0	1	0	0	2	2	0	1	0	1	0	0	1	1	5
08:15 AM	2	0	0	2	0	1	2	3	0	0	0	0	1	3	0	4	9
08:30 AM	1	0	0	1	0	0	1	1	0	1	0	1	0	1	0	1	4
08:45 AM	0	1	0	1	0	1	0	1	0	0	0	0	0	1	2	3	5
Total	3	2	0	5	0	2	5	7	0	2	0	2	1	5	3	9	23
Grand Total	5	2	1	8	0	6	10	16	0	6	1	7	1	9	3	13	44
Apprch %	62.5	25	12.5		0	37.5	62.5		0	85.7	14.3		7.7	69.2	23.1		
Total %	11.4	4.5	2.3	18.2	0	13.6	22.7	36.4	0	13.6	2.3	15.9	2.3	20.5	6.8	29.5	

	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	**1**	1	0	0	1	1	0	**3**	0	**3**	0	0	0	0	5
07:30 AM	0	0	0	0	0	0	1	1	0	0	**1**	1	0	**2**	0	**2**	4
07:45 AM	**2**	0	0	**2**	0	**1**	**2**	**3**	0	0	0	0	0	1	0	1	**6**
08:00 AM	0	**1**	0	1	0	0	2	2	0	1	0	1	0	0	**1**	1	5
Total Volume	2	1	1	4	0	1	6	7	0	4	1	5	0	3	1	4	20
% App. Total	50	25	25		0	14.3	85.7		0	80	20		0	75	25		
PHF	.250	.250	.250	.500	.000	.250	.750	.583	.000	.333	.250	.417	.000	.375	.250	.500	.833

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City of Clovis
N/S: Minnewawa Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 06_CVS_Min_Shep AMC
Site Code : 00322473
Start Date : 5/24/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	**1**	1	0	0	1	1	0	**3**	0	**3**	0	0	0	0
+15 mins.	0	0	0	0	0	0	1	1	0	0	**1**	1	0	**2**	0	**2**
+30 mins.	**2**	0	0	**2**	0	**1**	**2**	**3**	0	0	0	0	0	1	0	1
+45 mins.	0	**1**	0	1	0	0	2	2	0	1	0	1	0	0	**1**	1
Total Volume	2	1	1	4	0	1	6	7	0	4	1	5	0	3	1	4
% App. Total	50	25	25		0	14.3	85.7		0	80	20		0	75	25	
PHF	.250	.250	.250	.500	.000	.250	.750	.583	.000	.333	.250	.417	.000	.375	.250	.500

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City of Clovis
N/S: Minnewawa Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 06_CVS_Min_Shep AMC
Site Code : 00322473
Start Date : 5/24/2022

Groups Printed- 3 Axle Vehicles

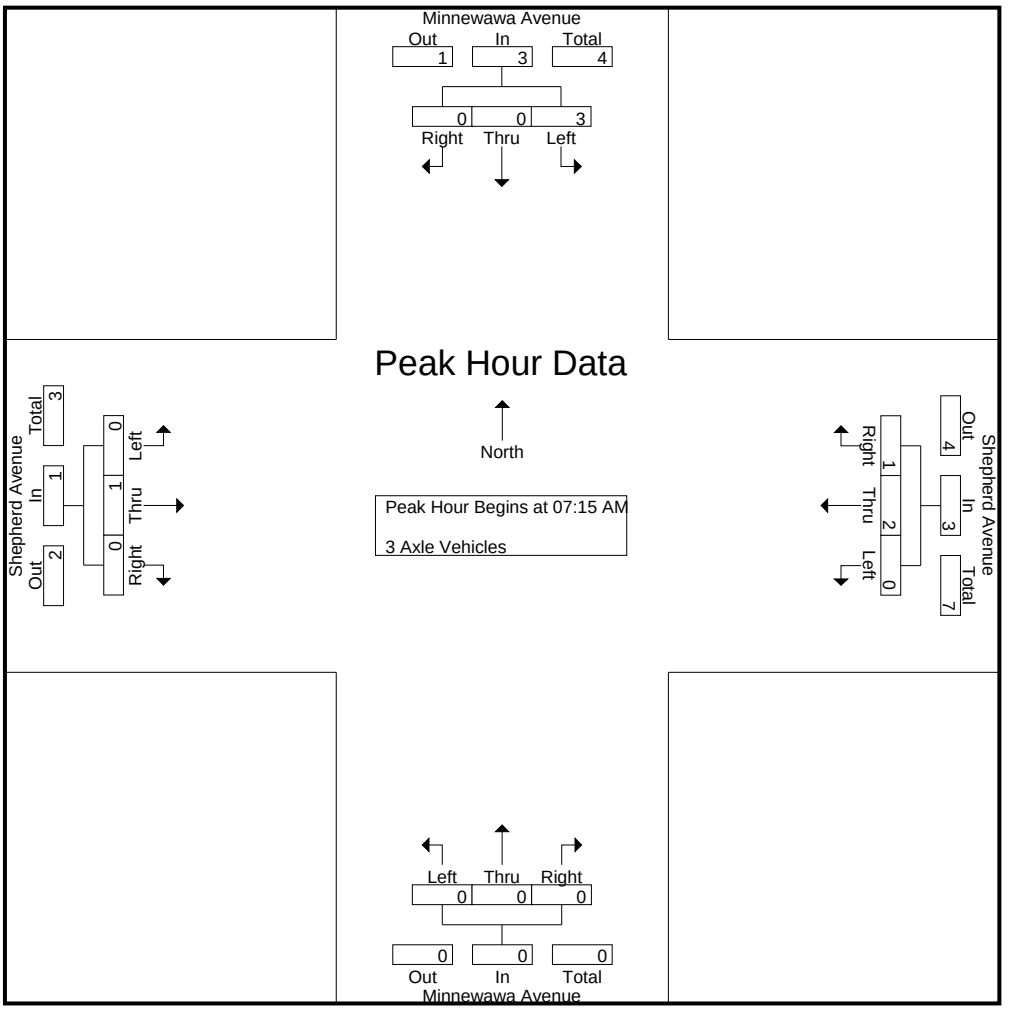
	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	1	0	1	4
Total	3	0	0	3	0	0	1	1	0	0	0	0	0	1	0	1	5
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:15 AM	1	0	0	1	0	0	0	0	0	1	0	1	0	1	0	1	3
08:30 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	2	0	2	4
08:45 AM	1	1	0	2	0	0	2	2	0	2	0	2	0	0	0	0	6
Total	3	1	0	4	0	3	2	5	0	3	0	3	0	3	0	3	15
Grand Total	6	1	0	7	0	3	3	6	0	3	0	3	0	4	0	4	20
Apprch %	85.7	14.3	0		0	50	50		0	100	0		0	100	0		
Total %	30	5	0	35	0	15	15	30	0	15	0	15	0	20	0	20	

	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	**3**	0	0	**3**	0	0	0	0	0	0	0	0	0	**1**	0	**1**	**4**
08:00 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	2
Total Volume	3	0	0	3	0	2	1	3	0	0	0	0	0	1	0	1	7
% App. Total	100	0	0		0	66.7	33.3		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.250	.250	.375	.000	.000	.000	.000	.000	.250	.000	.250	.438

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City of Clovis
N/S: Minnewawa Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 06_CVS_Min_Shep AMC
Site Code : 00322473
Start Date : 5/24/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	**3**	0	0	**3**	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+45 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0
Total Volume	3	0	0	3	0	2	1	3	0	0	0	0	0	1	0	1
% App. Total	100	0	0		0	66.7	33.3		0	0	0		0	100	0	
PHF	.250	.000	.000	.250	.000	.250	.250	.375	.000	.000	.000	.000	.000	.250	.000	.250

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City of Clovis
N/S: Minnewawa Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 06_CVS_Min_Shep AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

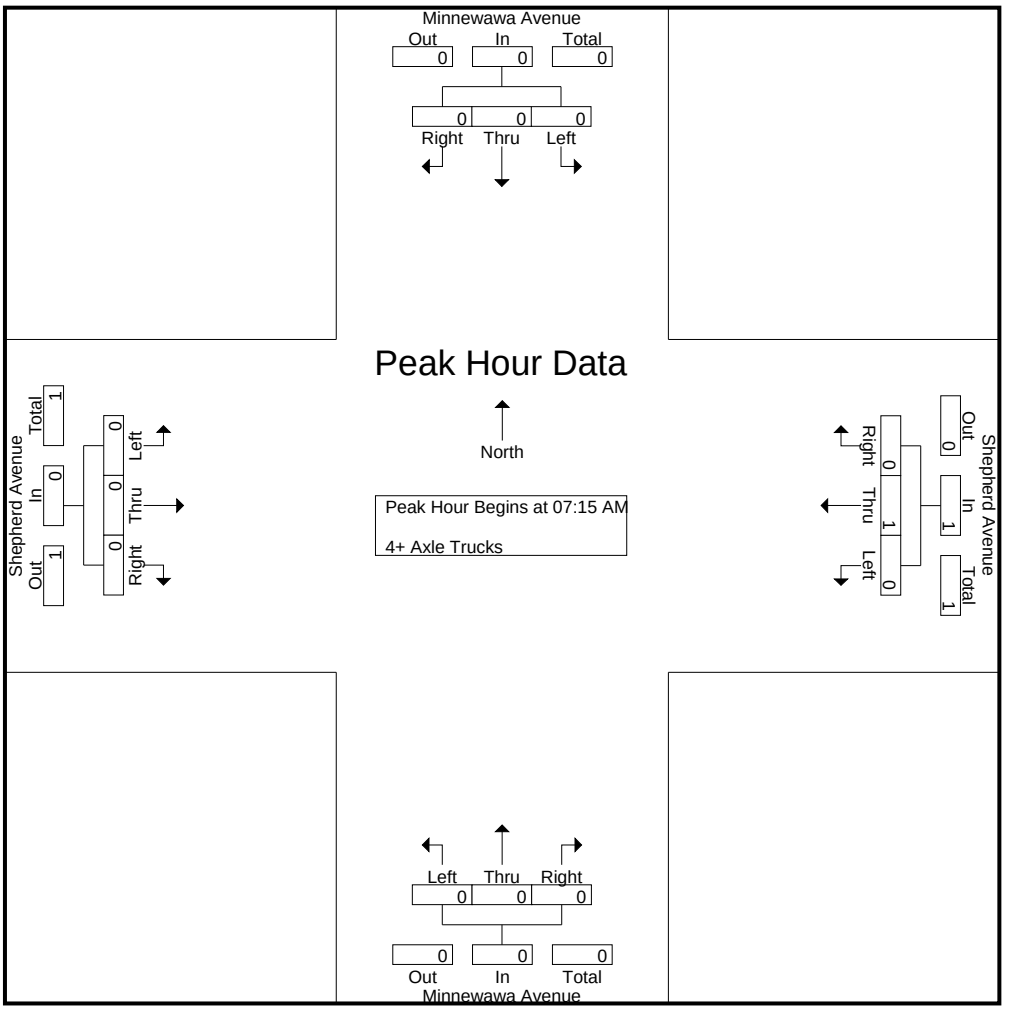
	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	1	0	1	0	2	0	2	0	0	0	0	4
Grand Total	1	0	0	1	0	1	0	1	0	3	0	3	0	0	0	0	5
Apprch %	100	0	0		0	100	0		0	100	0		0	0	0		
Total %	20	0	0	20	0	20	0	20	0	60	0	60	0	0	0	0	

	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

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City of Clovis
N/S: Minnewawa Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 06_CVS_Min_Shep AMC
Site Code : 00322473
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

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City of Clovis
N/S: Minnewawa Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 06_CVS_Min_Shep PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

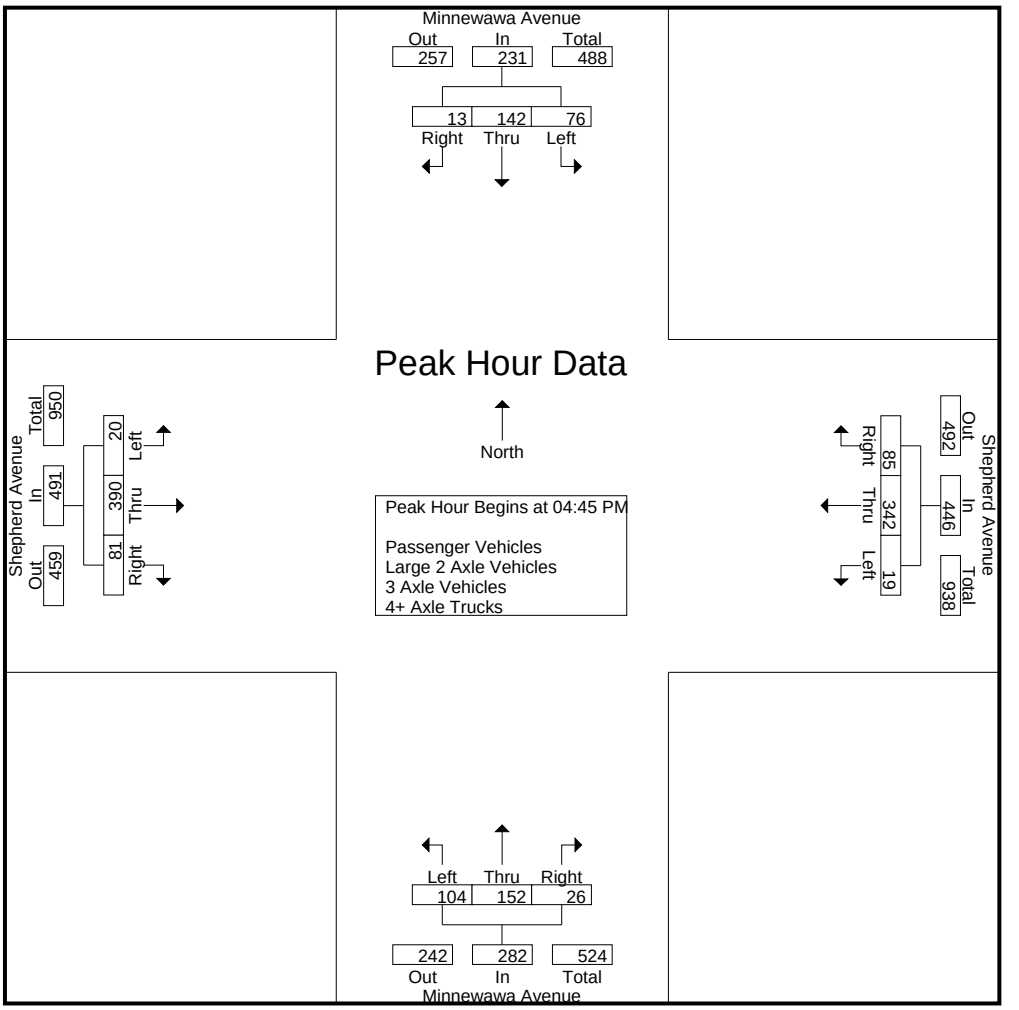
	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	14	39	3	56	7	81	19	107	27	31	7	65	6	83	18	107	335
04:15 PM	18	36	2	56	3	90	21	114	26	35	5	66	8	79	21	108	344
04:30 PM	14	39	2	55	5	89	28	122	20	31	3	54	5	84	22	111	342
04:45 PM	20	39	2	61	4	84	18	106	23	28	9	60	3	98	14	115	342
Total	66	153	9	228	19	344	86	449	96	125	24	245	22	344	75	441	1363
05:00 PM	20	22	3	45	6	70	16	92	24	33	7	64	10	97	18	125	326
05:15 PM	14	44	4	62	2	93	27	122	29	47	3	79	3	102	24	129	392
05:30 PM	22	37	4	63	7	95	24	126	28	44	7	79	4	93	25	122	390
05:45 PM	15	22	2	39	4	89	15	108	18	35	9	62	2	89	26	117	326
Total	71	125	13	209	19	347	82	448	99	159	26	284	19	381	93	493	1434
Grand Total	137	278	22	437	38	691	168	897	195	284	50	529	41	725	168	934	2797
Apprch %	31.4	63.6	5		4.2	77	18.7		36.9	53.7	9.5		4.4	77.6	18		
Total %	4.9	9.9	0.8	15.6	1.4	24.7	6	32.1	7	10.2	1.8	18.9	1.5	25.9	6	33.4	
Passenger Vehicles	135	270	22	427	37	686	167	890	192	281	50	523	41	719	166	926	2766
% Passenger Vehicles	98.5	97.1	100	97.7	97.4	99.3	99.4	99.2	98.5	98.9	100	98.9	100	99.2	98.8	99.1	98.9
Large 2 Axle Vehicles	2	7	0	9	1	5	1	7	3	3	0	6	0	6	2	8	30
% Large 2 Axle Vehicles	1.5	2.5	0	2.1	2.6	0.7	0.6	0.8	1.5	1.1	0	1.1	0	0.8	1.2	0.9	1.1
3 Axle Vehicles	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% 3 Axle Vehicles	0	0.4	0	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	20	39	2	61	4	84	18	106	23	28	**9**	60	3	98	14	115	342
05:00 PM	20	22	3	45	6	70	16	92	24	33	7	64	**10**	97	18	125	326
05:15 PM	14	**44**	**4**	62	2	93	**27**	122	**29**	**47**	3	**79**	3	**102**	24	**129**	**392**
05:30 PM	**22**	37	4	**63**	**7**	**95**	24	**126**	28	44	7	79	4	93	**25**	122	390
Total Volume	76	142	13	231	19	342	85	446	104	152	26	282	20	390	81	491	1450
% App. Total	32.9	61.5	5.6		4.3	76.7	19.1		36.9	53.9	9.2		4.1	79.4	16.5		
PHF	.864	.807	.813	.917	.679	.900	.787	.885	.897	.809	.722	.892	.500	.956	.810	.952	.925

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City of Clovis
N/S: Minnewawa Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 06_CVS_Min_Shep PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				05:00 PM				05:00 PM			
+0 mins.	20	39	2	61	**7**	81	19	107	24	33	7	64	**10**	97	18	125
+15 mins.	20	22	3	45	3	**90**	21	114	**29**	**47**	3	**79**	3	**102**	24	**129**
+30 mins.	14	**44**	**4**	62	5	89	**28**	**122**	28	44	7	79	4	93	25	122
+45 mins.	**22**	37	4	**63**	4	84	18	106	18	35	**9**	62	2	89	**26**	117
Total Volume	76	142	13	231	19	344	86	449	99	159	26	284	19	381	93	493
% App. Total	32.9	61.5	5.6		4.2	76.6	19.2		34.9	56	9.2		3.9	77.3	18.9	
PHF	.864	.807	.813	.917	.679	.956	.768	.920	.853	.846	.722	.899	.475	.934	.894	.955

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City of Clovis
N/S: Minnewawa Avenue
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File Name : 06_CVS_Min_Shep PMC
Site Code : 00322473
Start Date : 5/24/2022
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Groups Printed- Passenger Vehicles

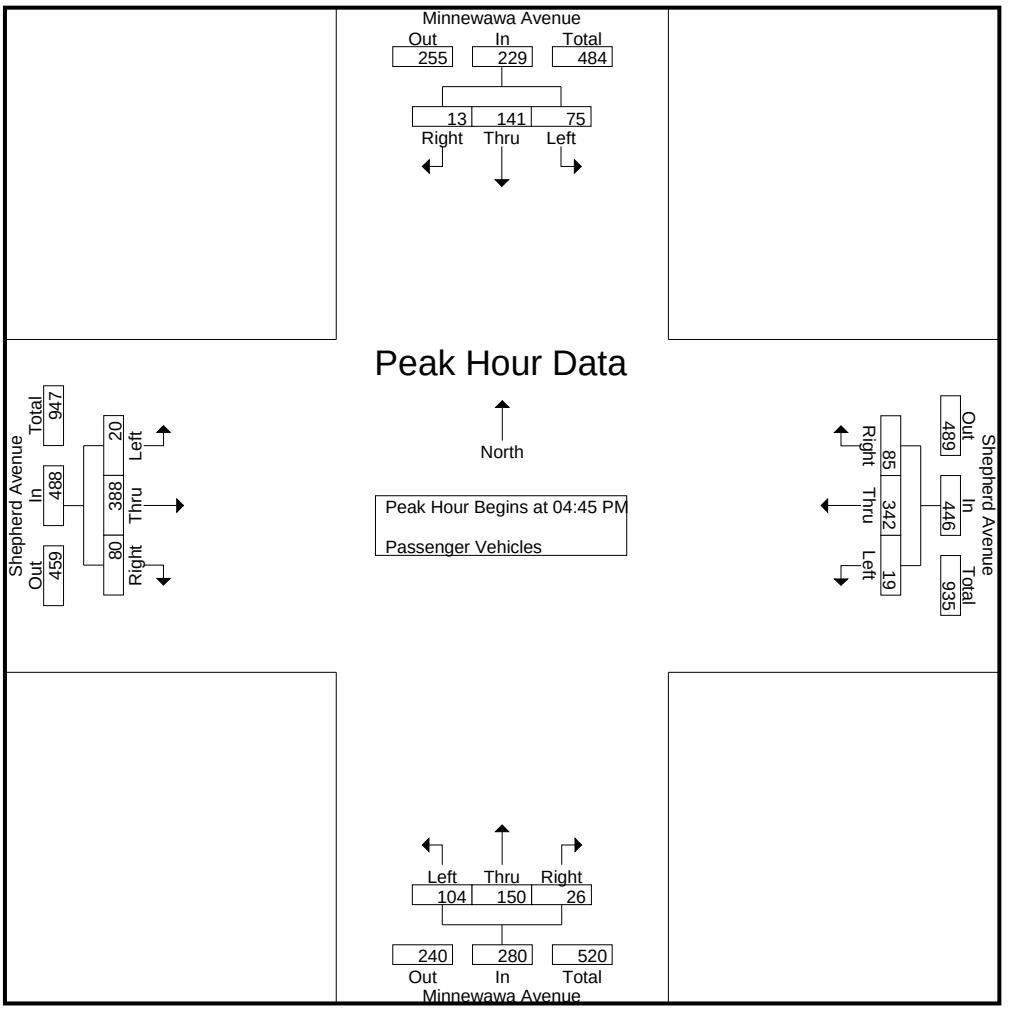
	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	13	34	3	50	6	78	19	103	26	31	7	64	6	83	17	106	323
04:15 PM	18	35	2	55	3	89	20	112	24	35	5	64	8	76	21	105	336
04:30 PM	14	38	2	54	5	88	28	121	20	31	3	54	5	84	22	111	340
04:45 PM	19	39	2	60	4	84	18	106	23	28	9	60	3	96	14	113	339
Total	64	146	9	219	18	339	85	442	93	125	24	242	22	339	74	435	1338
05:00 PM	20	21	3	44	6	70	16	92	24	31	7	62	10	97	18	125	323
05:15 PM	14	44	4	62	2	93	27	122	29	47	3	79	3	102	23	128	391
05:30 PM	22	37	4	63	7	95	24	126	28	44	7	79	4	93	25	122	390
05:45 PM	15	22	2	39	4	89	15	108	18	34	9	61	2	88	26	116	324
Total	71	124	13	208	19	347	82	448	99	156	26	281	19	380	92	491	1428
Grand Total	135	270	22	427	37	686	167	890	192	281	50	523	41	719	166	926	2766
Apprch %	31.6	63.2	5.2		4.2	77.1	18.8		36.7	53.7	9.6		4.4	77.6	17.9		
Total %	4.9	9.8	0.8	15.4	1.3	24.8	6	32.2	6.9	10.2	1.8	18.9	1.5	26	6	33.5	

	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	19	39	2	60	4	84	18	106	23	28	**9**	60	3	96	14	113	339
05:00 PM	20	21	3	44	6	70	16	92	24	31	7	62	**10**	97	18	125	323
05:15 PM	14	**44**	**4**	62	2	93	**27**	122	**29**	**47**	3	**79**	3	**102**	23	**128**	**391**
05:30 PM	**22**	37	4	**63**	**7**	**95**	24	**126**	28	44	7	79	4	93	**25**	122	390
Total Volume	75	141	13	229	19	342	85	446	104	150	26	280	20	388	80	488	1443
% App. Total	32.8	61.6	5.7		4.3	76.7	19.1		37.1	53.6	9.3		4.1	79.5	16.4		
PHF	.852	.801	.813	.909	.679	.900	.787	.885	.897	.798	.722	.886	.500	.951	.800	.953	.923

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City of Clovis
N/S: Minnewawa Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 06_CVS_Min_Shep PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	19	39	2	60	4	84	18	106	23	28	**9**	60	3	96	14	113
+15 mins.	20	21	3	44	6	70	16	92	24	31	7	62	**10**	97	18	125
+30 mins.	14	**44**	**4**	62	2	93	**27**	122	**29**	**47**	3	**79**	3	**102**	23	**128**
+45 mins.	**22**	37	4	**63**	**7**	**95**	24	**126**	28	44	7	79	4	93	**25**	122
Total Volume	75	141	13	229	19	342	85	446	104	150	26	280	20	388	80	488
% App. Total	32.8	61.6	5.7		4.3	76.7	19.1		37.1	53.6	9.3		4.1	79.5	16.4	
PHF	.852	.801	.813	.909	.679	.900	.787	.885	.897	.798	.722	.886	.500	.951	.800	.953

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City of Clovis
N/S: Minnewawa Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 06_CVS_Min_Shep PMC
Site Code : 00322473
Start Date : 5/24/2022

Groups Printed- Large 2 Axle Vehicles

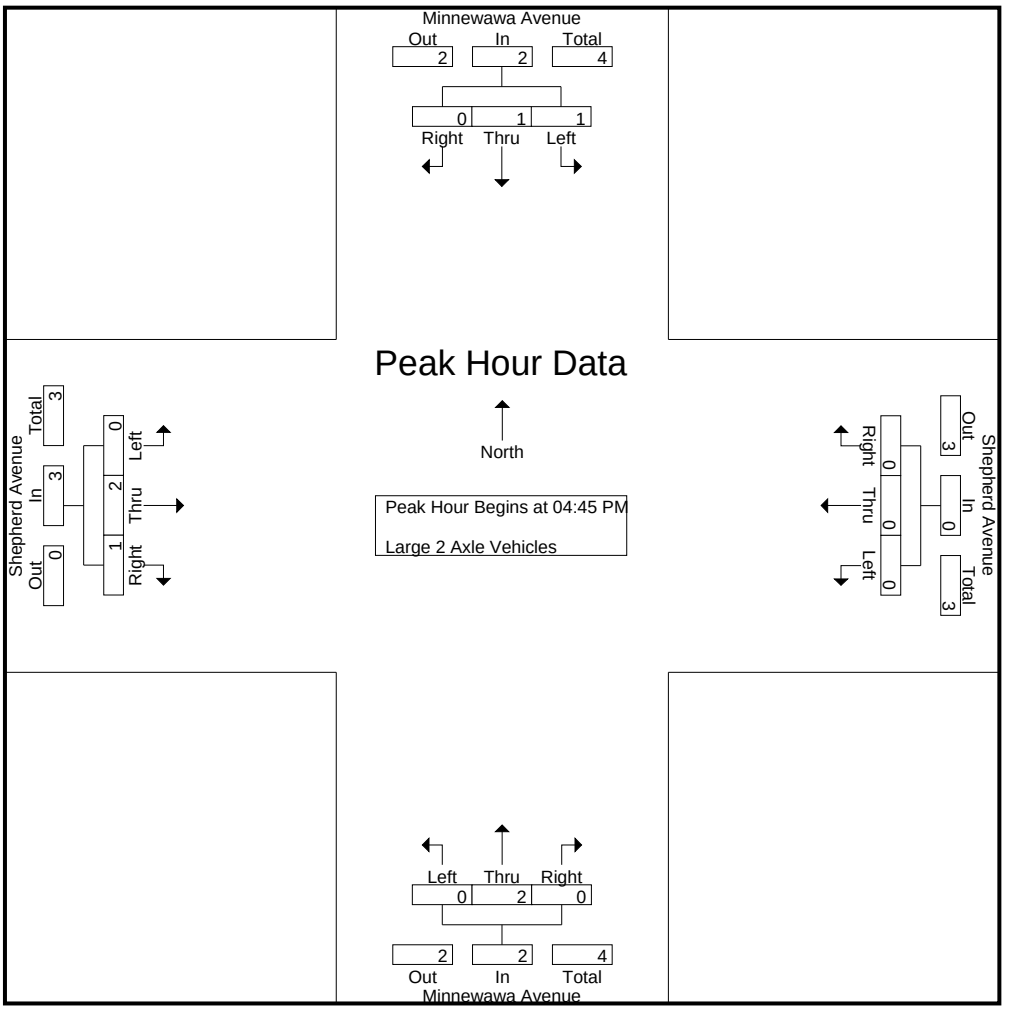
	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	4	0	5	1	3	0	4	1	0	0	1	0	0	1	1	11
04:15 PM	0	1	0	1	0	1	1	2	2	0	0	2	0	3	0	3	8
04:30 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3
Total	2	6	0	8	1	5	1	7	3	0	0	3	0	5	1	6	24
05:00 PM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
Total	0	1	0	1	0	0	0	0	0	3	0	3	0	1	1	2	6
Grand Total	2	7	0	9	1	5	1	7	3	3	0	6	0	6	2	8	30
Apprch %	22.2	77.8	0		14.3	71.4	14.3		50	50	0		0	75	25		
Total %	6.7	23.3	0	30	3.3	16.7	3.3	23.3	10	10	0	20	0	20	6.7	26.7	

	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	**2**	0	**2**	**3**
05:00 PM	0	**1**	0	1	0	0	0	0	0	**2**	0	**2**	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	1	0	2	0	0	0	0	0	2	0	2	0	2	1	3	7
% App. Total	50	50	0		0	0	0		0	100	0		0	66.7	33.3		
PHF	.250	.250	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.250	.375	.583

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City of Clovis
N/S: Minnewawa Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 06_CVS_Min_Shep PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	**1**	0	0	**1**	0	0	0	0	0	0	0	0	0	**2**	0	**2**
+15 mins.	0	**1**	0	1	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	1	0	2	0	0	0	0	0	2	0	2	0	2	1	3
% App. Total	50	50	0		0	0	0		0	100	0		0	66.7	33.3	
PHF	.250	.250	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.250	.375

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City of Clovis
N/S: Minnewawa Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 06_CVS_Min_Shep PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

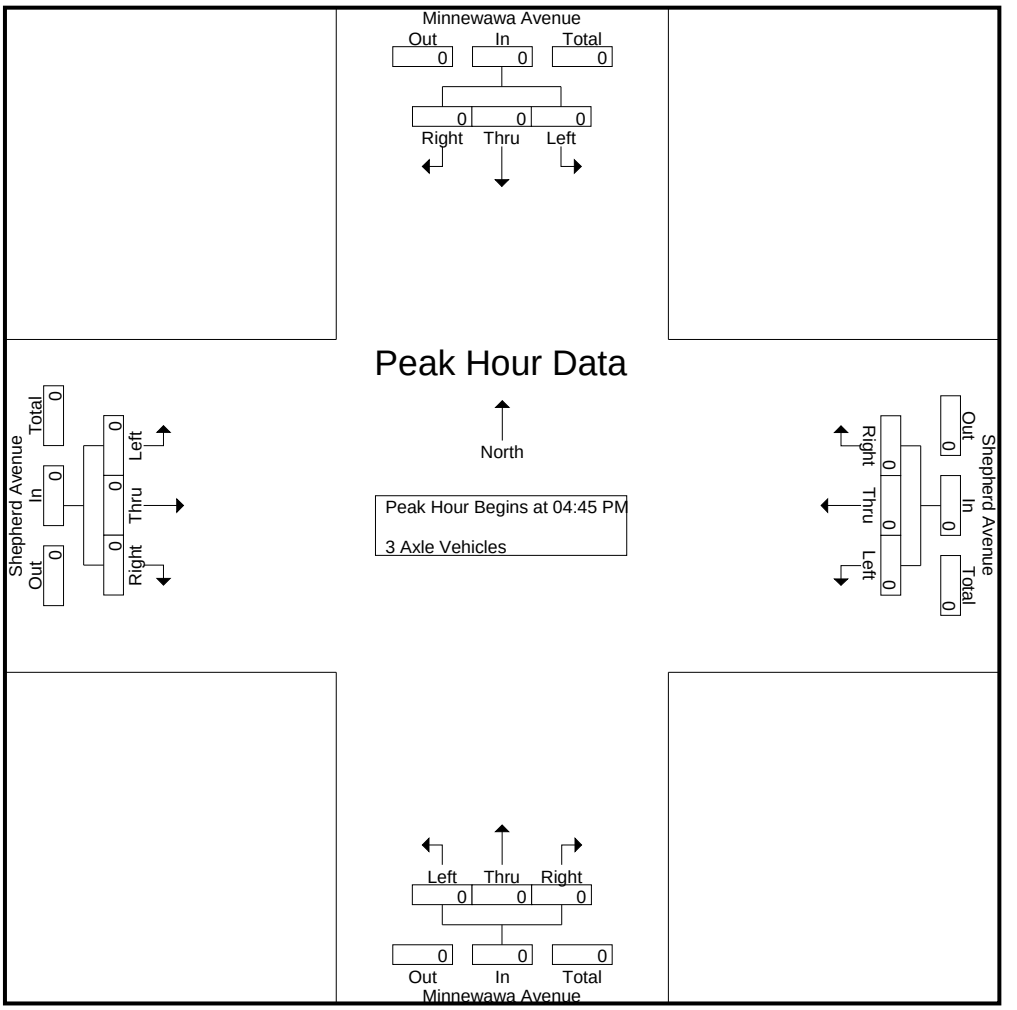
	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Apprch %	0	100	0		0	0	0		0	0	0		0	0	0		
Total %	0	100	0	100	0	0	0	0	0	0	0	0	0	0	0	0	

	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Clovis
N/S: Minnewawa Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 06_CVS_Min_Shep PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Clovis
N/S: Minnewawa Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 06_CVS_Min_Shep PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

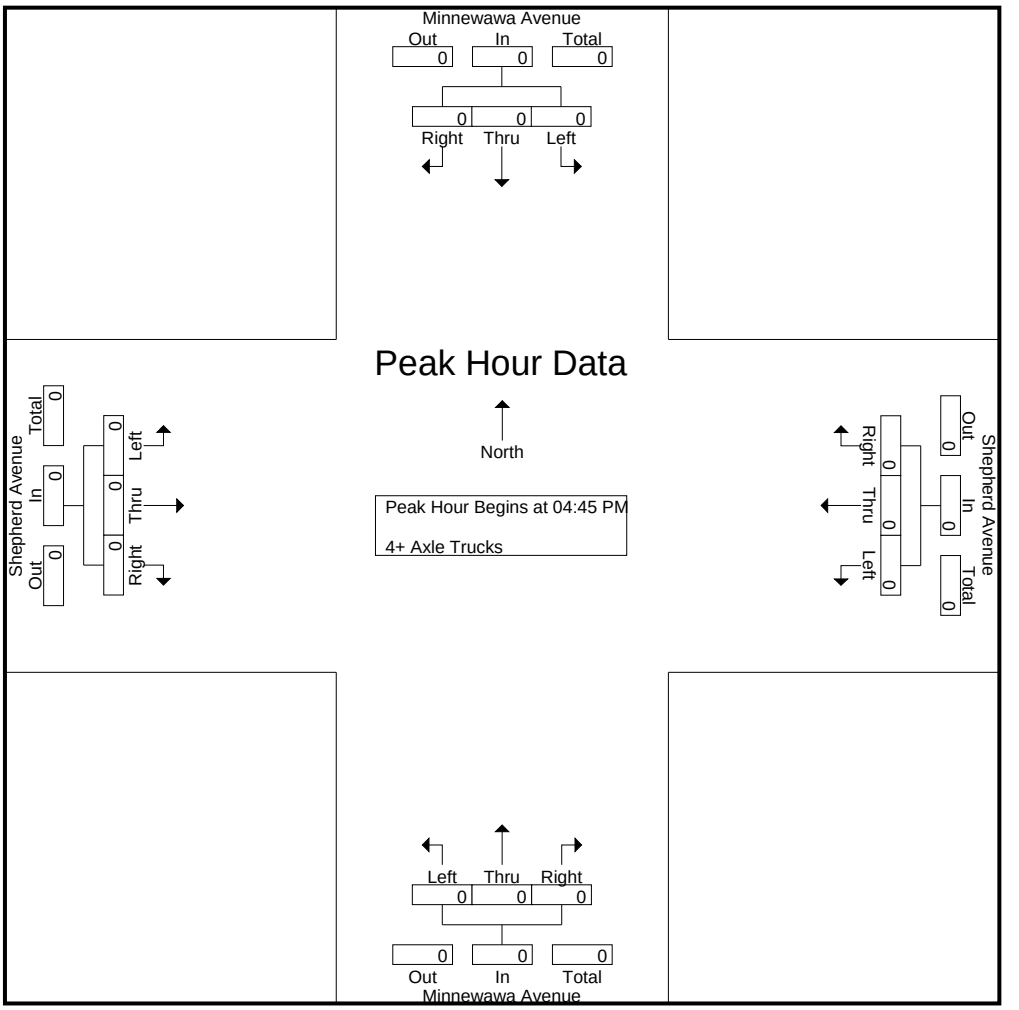
	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Minnewawa Avenue Southbound				Shepherd Avenue Westbound				Minnewawa Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Clovis
N/S: Minnewawa Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 06_CVS_Min_Shep PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Clovis
N/S: Minnewawa Avenue
E/W: Shepherd Avenue

Date: 5/24/2022
Day: Tuesday

PEDESTRIANS

	North Leg Minnewawa Avenue	East Leg Shepherd Avenue	South Leg Minnewawa Avenue	West Leg Shepherd Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	1	0	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	1	0	1
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	2	0	2

	North Leg Minnewawa Avenue	East Leg Shepherd Avenue	South Leg Minnewawa Avenue	West Leg Shepherd Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Clovis
N/S: Minnewawa Avenue
E/W: Shepherd Avenue

Date: 5/24/2022
Day: Tuesday

BICYCLES

	Southbound Minnewawa Avenue			Westbound Shepherd Avenue			Northbound Minnewawa Avenue			Eastbound Shepherd Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	0	0	0	0	0	1	1	0	2
7:15 AM	0	0	0	0	1	1	0	0	0	0	0	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	1	0	0	1	1	2	0	0	0	0	5
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
TOTAL VOLUMES:	1	1	1	0	1	2	2	2	0	1	1	0	12

	Southbound Minnewawa Avenue			Westbound Shepherd Avenue			Northbound Minnewawa Avenue			Eastbound Shepherd Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
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	1	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	0	0	0	1	0	0	1	0	2

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City of Clovis
N/S: Clovis Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 08_CVS_Clo_Shep AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

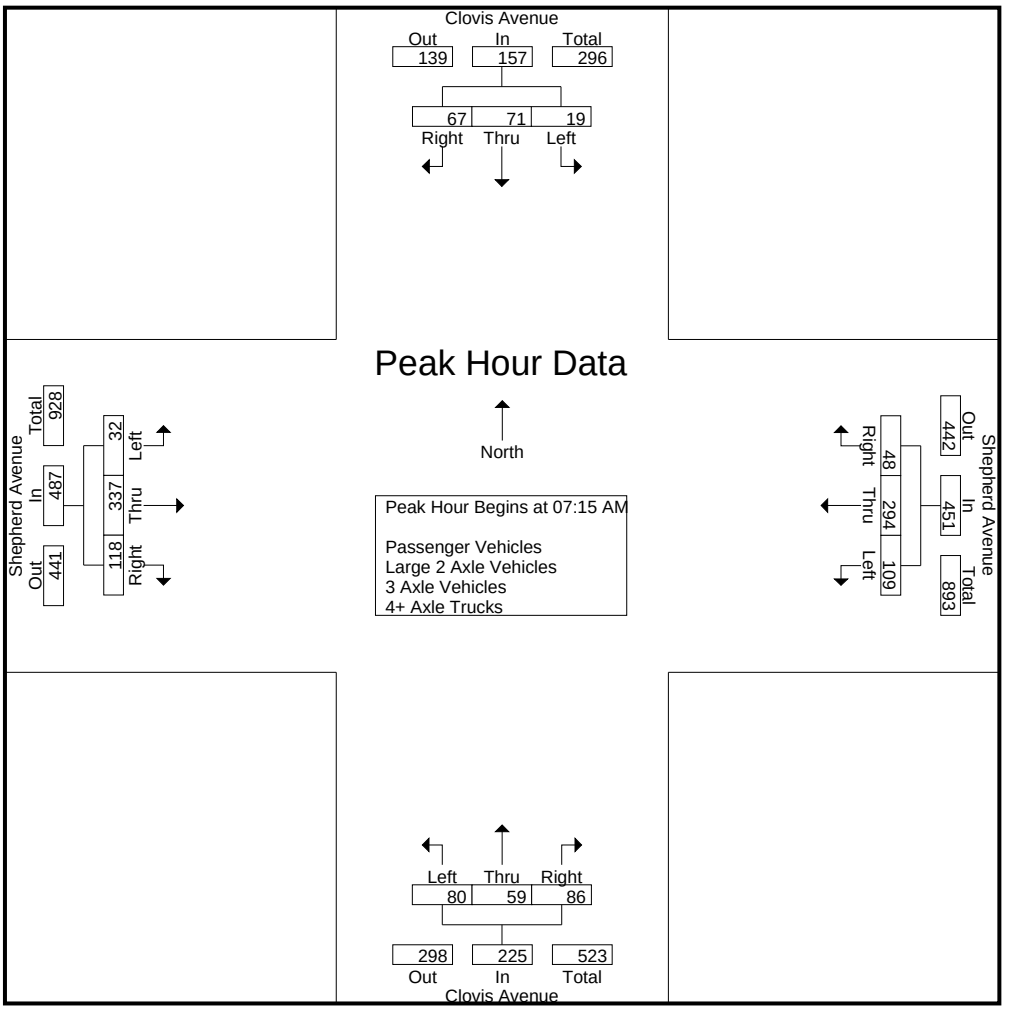
	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	5	3	11	16	74	2	92	13	13	3	29	4	39	12	55	187
07:15 AM	3	11	12	26	41	70	8	119	25	15	26	66	2	69	19	90	301
07:30 AM	8	33	30	71	29	79	31	139	29	16	24	69	3	75	39	117	396
07:45 AM	3	21	9	33	21	76	3	100	13	18	22	53	8	107	30	145	331
Total	17	70	54	141	107	299	44	450	80	62	75	217	17	290	100	407	1215
08:00 AM	5	6	16	27	18	69	6	93	13	10	14	37	19	86	30	135	292
08:15 AM	2	11	4	17	14	78	5	97	20	16	16	52	17	63	23	103	269
08:30 AM	6	12	9	27	10	70	1	81	18	6	10	34	10	51	23	84	226
08:45 AM	6	6	12	24	9	79	1	89	13	11	10	34	5	52	26	83	230
Total	19	35	41	95	51	296	13	360	64	43	50	157	51	252	102	405	1017
Grand Total	36	105	95	236	158	595	57	810	144	105	125	374	68	542	202	812	2232
Apprch %	15.3	44.5	40.3		19.5	73.5	7		38.5	28.1	33.4		8.4	66.7	24.9		
Total %	1.6	4.7	4.3	10.6	7.1	26.7	2.6	36.3	6.5	4.7	5.6	16.8	3	24.3	9.1	36.4	
Passenger Vehicles	30	97	91	218	156	579	54	789	139	93	120	352	63	523	200	786	2145
% Passenger Vehicles	83.3	92.4	95.8	92.4	98.7	97.3	94.7	97.4	96.5	88.6	96	94.1	92.6	96.5	99	96.8	96.1
Large 2 Axle Vehicles	5	4	2	11	2	12	3	17	5	7	3	15	3	11	0	14	57
% Large 2 Axle Vehicles	13.9	3.8	2.1	4.7	1.3	2	5.3	2.1	3.5	6.7	2.4	4	4.4	2	0	1.7	2.6
3 Axle Vehicles	1	2	1	4	0	4	0	4	0	4	1	5	2	8	1	11	24
% 3 Axle Vehicles	2.8	1.9	1.1	1.7	0	0.7	0	0.5	0	3.8	0.8	1.3	2.9	1.5	0.5	1.4	1.1
4+ Axle Trucks	0	2	1	3	0	0	0	0	0	1	1	2	0	0	1	1	6
% 4+ Axle Trucks	0	1.9	1.1	1.3	0	0	0	0	0	1	0.8	0.5	0	0	0.5	0.1	0.3

	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	11	12	26	**41**	70	8	119	25	15	**26**	66	2	69	19	90	301
07:30 AM	**8**	**33**	**30**	**71**	29	**79**	**31**	**139**	**29**	16	24	**69**	3	75	**39**	117	**396**
07:45 AM	3	21	9	33	21	76	3	100	13	**18**	22	53	8	**107**	30	**145**	331
08:00 AM	5	6	16	27	18	69	6	93	13	10	14	37	**19**	86	30	135	292
Total Volume	19	71	67	157	109	294	48	451	80	59	86	225	32	337	118	487	1320
% App. Total	12.1	45.2	42.7		24.2	65.2	10.6		35.6	26.2	38.2		6.6	69.2	24.2		
PHF	.594	.538	.558	.553	.665	.930	.387	.811	.690	.819	.827	.815	.421	.787	.756	.840	.833

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PO Box 1178
Corona, CA 92878
(951)268-6268

City of Clovis
N/S: Clovis Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 08_CVS_Clo_Shep AMC
Site Code : 00322473
Start Date : 5/24/2022



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:30 AM			
+0 mins.	3	11	12	26	**41**	70	8	119	25	15	**26**	66	3	75	**39**	117
+15 mins.	**8**	**33**	**30**	**71**	29	**79**	**31**	**139**	**29**	16	24	**69**	8	**107**	30	**145**
+30 mins.	3	21	9	33	21	76	3	100	13	**18**	22	53	**19**	86	30	135
+45 mins.	5	6	16	27	18	69	6	93	13	10	14	37	17	63	23	103
Total Volume	19	71	67	157	109	294	48	451	80	59	86	225	47	331	122	500
% App. Total	12.1	45.2	42.7		24.2	65.2	10.6		35.6	26.2	38.2		9.4	66.2	24.4	
PHF	.594	.538	.558	.553	.665	.930	.387	.811	.690	.819	.827	.815	.618	.773	.782	.862

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City of Clovis
N/S: Clovis Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 08_CVS_Clo_Shep AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

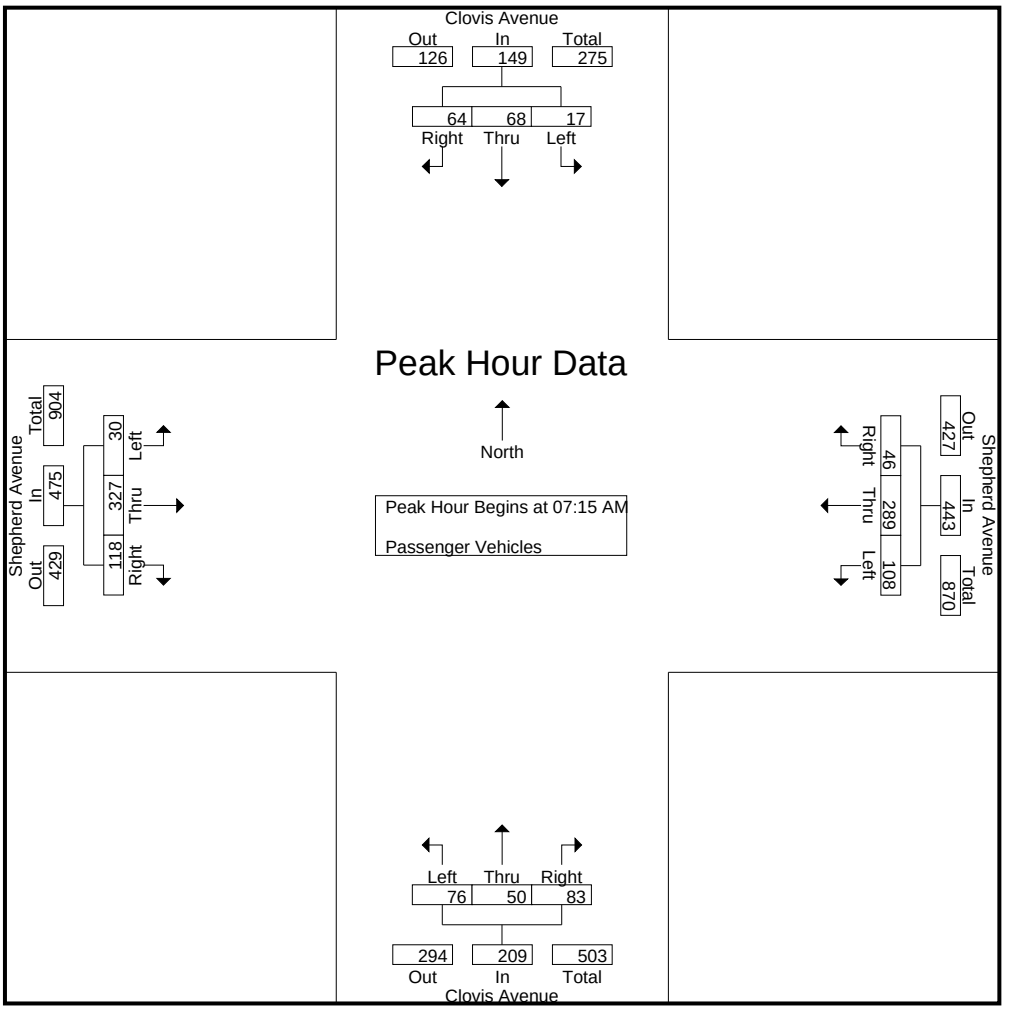
	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	3	3	9	15	69	2	86	13	13	2	28	4	39	12	55	178
07:15 AM	3	11	12	26	41	69	8	118	24	13	25	62	2	68	19	89	295
07:30 AM	6	33	30	69	29	79	29	137	28	12	23	63	3	73	39	115	384
07:45 AM	3	19	9	31	20	75	3	98	11	15	22	48	6	100	30	136	313
Total	15	66	54	135	105	292	42	439	76	53	72	201	15	280	100	395	1170
08:00 AM	5	5	13	23	18	66	6	90	13	10	13	36	19	86	30	135	284
08:15 AM	1	10	4	15	14	75	5	94	19	15	15	49	15	60	23	98	256
08:30 AM	5	10	9	24	10	69	1	80	18	6	10	34	10	48	21	79	217
08:45 AM	4	6	11	21	9	77	0	86	13	9	10	32	4	49	26	79	218
Total	15	31	37	83	51	287	12	350	63	40	48	151	48	243	100	391	975
Grand Total	30	97	91	218	156	579	54	789	139	93	120	352	63	523	200	786	2145
Apprch %	13.8	44.5	41.7		19.8	73.4	6.8		39.5	26.4	34.1		8	66.5	25.4		
Total %	1.4	4.5	4.2	10.2	7.3	27	2.5	36.8	6.5	4.3	5.6	16.4	2.9	24.4	9.3	36.6	

	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	11	12	26	**41**	69	8	118	24	13	**25**	62	2	68	19	89	295
07:30 AM	**6**	**33**	**30**	**69**	29	**79**	**29**	**137**	**28**	12	23	**63**	3	73	**39**	115	**384**
07:45 AM	3	19	9	31	20	75	3	98	11	**15**	22	48	6	**100**	30	**136**	313
08:00 AM	5	5	13	23	18	66	6	90	13	10	13	36	**19**	86	30	135	284
Total Volume	17	68	64	149	108	289	46	443	76	50	83	209	30	327	118	475	1276
% App. Total	11.4	45.6	43		24.4	65.2	10.4		36.4	23.9	39.7		6.3	68.8	24.8		
PHF	.708	.515	.533	.540	.659	.915	.397	.808	.679	.833	.830	.829	.395	.818	.756	.873	.831

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City of Clovis
N/S: Clovis Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 08_CVS_Clo_Shep AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	3	11	12	26	**41**	69	8	118	24	13	**25**	62	2	68	19	89
+15 mins.	**6**	**33**	**30**	**69**	29	**79**	**29**	**137**	**28**	12	23	**63**	3	73	**39**	115
+30 mins.	3	19	9	31	20	75	3	98	11	**15**	22	48	6	**100**	30	**136**
+45 mins.	5	5	13	23	18	66	6	90	13	10	13	36	**19**	86	30	135
Total Volume	17	68	64	149	108	289	46	443	76	50	83	209	30	327	118	475
% App. Total	11.4	45.6	43		24.4	65.2	10.4		36.4	23.9	39.7		6.3	68.8	24.8	
PHF	.708	.515	.533	.540	.659	.915	.397	.808	.679	.833	.830	.829	.395	.818	.756	.873

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City of Clovis
N/S: Clovis Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 08_CVS_Clo_Shep AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

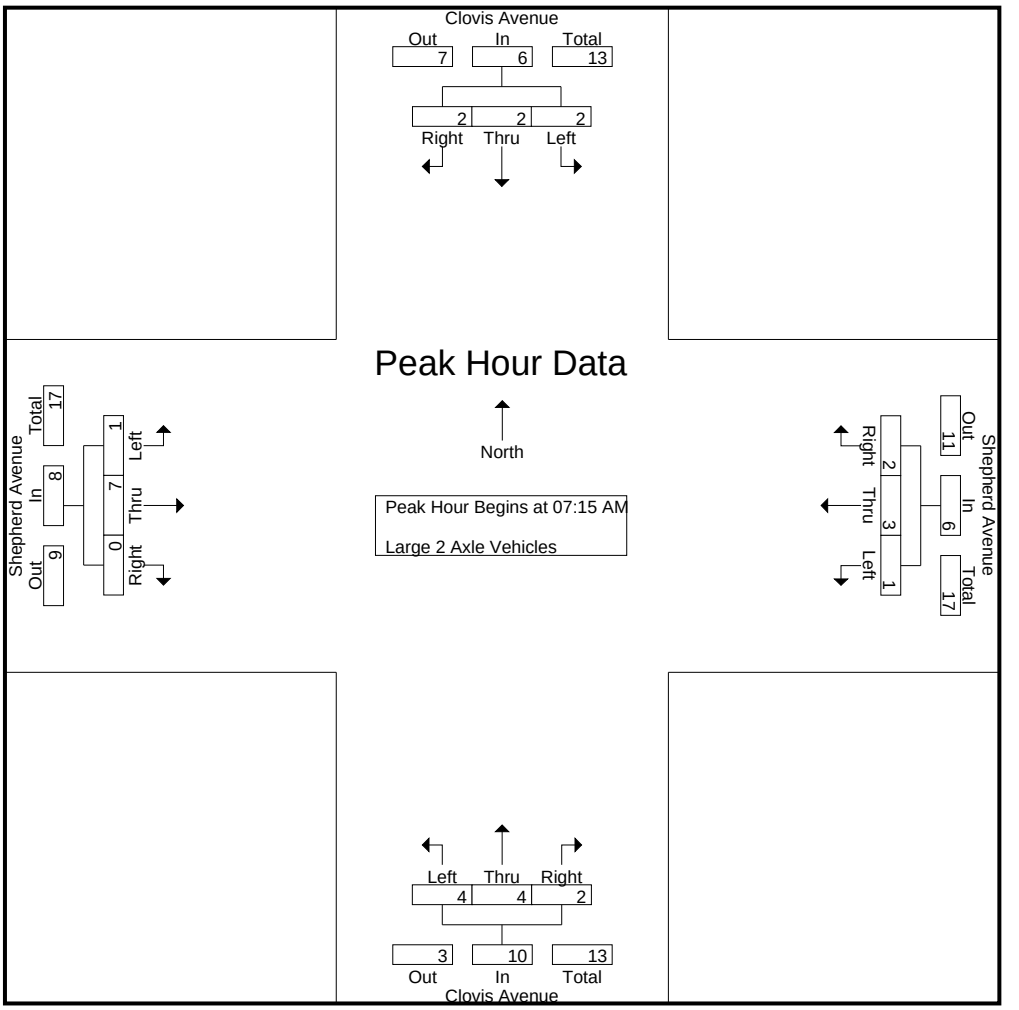
	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	5	0	6	0	0	1	1	0	0	0	0	7
07:15 AM	0	0	0	0	0	0	0	0	1	0	1	2	0	1	0	1	3
07:30 AM	2	0	0	2	0	0	2	2	1	1	1	3	0	2	0	2	9
07:45 AM	0	1	0	1	1	1	0	2	2	3	0	5	1	4	0	5	13
Total	2	1	0	3	2	6	2	10	4	4	3	11	1	7	0	8	32
08:00 AM	0	1	2	3	0	2	0	2	0	0	0	0	0	0	0	0	5
08:15 AM	1	0	0	1	0	3	0	3	1	1	0	2	2	2	0	4	10
08:30 AM	0	2	0	2	0	1	0	1	0	0	0	0	0	1	0	1	4
08:45 AM	2	0	0	2	0	0	1	1	0	2	0	2	0	1	0	1	6
Total	3	3	2	8	0	6	1	7	1	3	0	4	2	4	0	6	25
Grand Total	5	4	2	11	2	12	3	17	5	7	3	15	3	11	0	14	57
Apprch %	45.5	36.4	18.2		11.8	70.6	17.6		33.3	46.7	20		21.4	78.6	0		
Total %	8.8	7	3.5	19.3	3.5	21.1	5.3	29.8	8.8	12.3	5.3	26.3	5.3	19.3	0	24.6	

	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	1	0	**1**	2	0	1	0	1	3
07:30 AM	**2**	0	0	2	0	0	**2**	**2**	1	1	1	3	0	2	0	2	9
07:45 AM	0	**1**	0	1	**1**	1	0	2	**2**	**3**	0	**5**	**1**	**4**	0	**5**	**13**
08:00 AM	0	1	**2**	**3**	0	**2**	0	2	0	0	0	0	0	0	0	0	5
Total Volume	2	2	2	6	1	3	2	6	4	4	2	10	1	7	0	8	30
% App. Total	33.3	33.3	33.3		16.7	50	33.3		40	40	20		12.5	87.5	0		
PHF	.250	.500	.250	.500	.250	.375	.250	.750	.500	.333	.500	.500	.250	.438	.000	.400	.577

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City of Clovis
N/S: Clovis Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 08_CVS_Clo_Shep AMC
Site Code : 00322473
Start Date : 5/24/2022



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	1	0	**1**	2	0	1	0	1
+15 mins.	**2**	0	0	2	0	0	**2**	**2**	1	1	1	3	0	2	0	2
+30 mins.	0	**1**	0	1	**1**	1	0	2	**2**	**3**	0	**5**	**1**	**4**	0	**5**
+45 mins.	0	1	**2**	**3**	0	**2**	0	2	0	0	0	0	0	0	0	0
Total Volume	2	2	2	6	1	3	2	6	4	4	2	10	1	7	0	8
% App. Total	33.3	33.3	33.3		16.7	50	33.3		40	40	20		12.5	87.5	0	
PHF	.250	.500	.250	.500	.250	.375	.250	.750	.500	.333	.500	.500	.250	.438	.000	.400

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City of Clovis
N/S: Clovis Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 08_CVS_Clo_Shep AMC
Site Code : 00322473
Start Date : 5/24/2022

Groups Printed- 3 Axle Vehicles

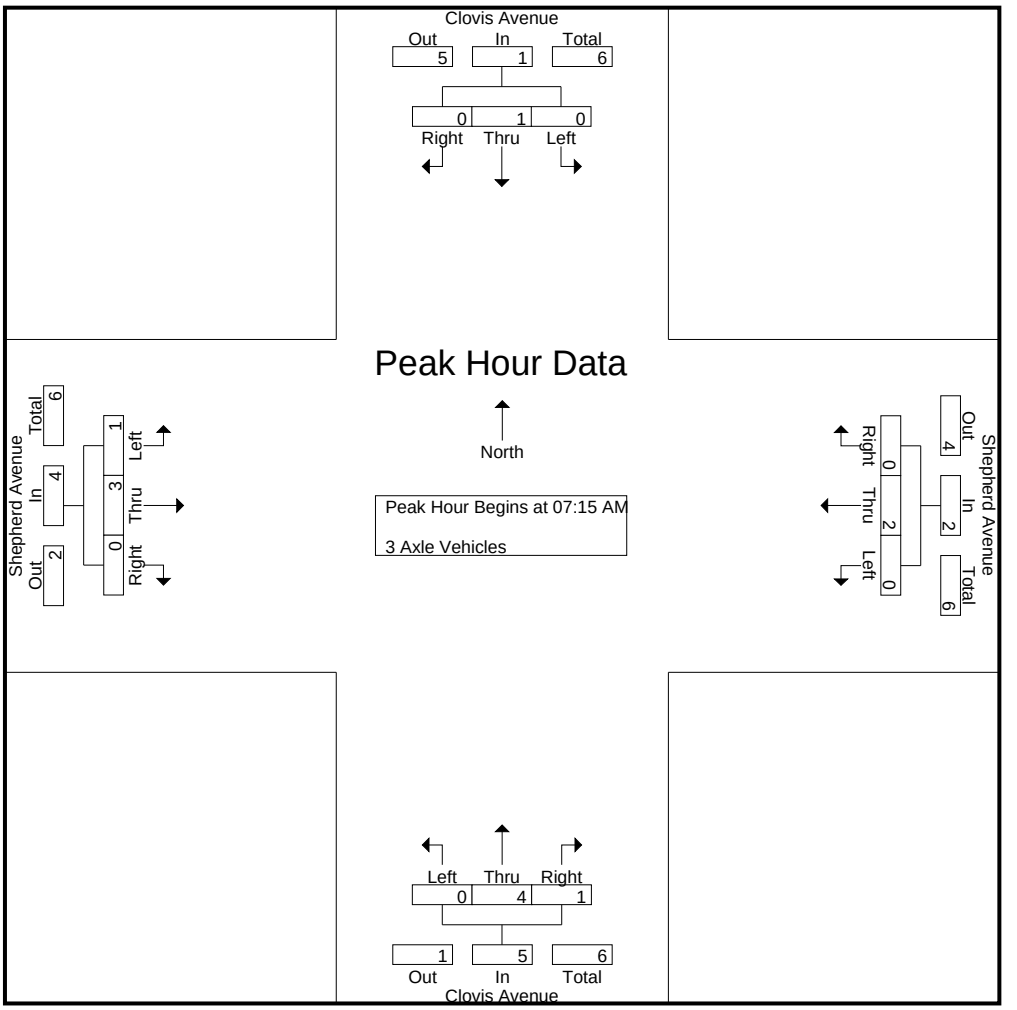
	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	1	3	0	4	5
Total	0	2	0	2	0	1	0	1	0	4	0	4	1	3	0	4	11
08:00 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	2	1	3	4
08:45 AM	0	0	1	1	0	2	0	2	0	0	0	0	1	2	0	3	6
Total	1	0	1	2	0	3	0	3	0	0	1	1	1	5	1	7	13
Grand Total	1	2	1	4	0	4	0	4	0	4	1	5	2	8	1	11	24
Apprch %	25	50	25		0	100	0		0	80	20		18.2	72.7	9.1		
Total %	4.2	8.3	4.2	16.7	0	16.7	0	16.7	0	16.7	4.2	20.8	8.3	33.3	4.2	45.8	

	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**1**	0	**1**	0	**2**	0	**2**	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:45 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**	**3**	0	**4**	**5**
08:00 AM	0	0	0	0	0	1	0	1	0	0	**1**	1	0	0	0	0	2
Total Volume	0	1	0	1	0	2	0	2	0	4	1	5	1	3	0	4	12
% App. Total	0	100	0		0	100	0		0	80	20		25	75	0		
PHF	.000	.250	.000	.250	.000	.500	.000	.500	.000	.500	.250	.625	.250	.250	.000	.250	.600

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City of Clovis
N/S: Clovis Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 08_CVS_Clo_Shep AMC
Site Code : 00322473
Start Date : 5/24/2022



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	**2**	0	**2**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
+30 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**	**3**	0	**4**
+45 mins.	0	0	0	0	0	1	0	1	0	0	**1**	1	0	0	0	0
Total Volume	0	1	0	1	0	2	0	2	0	4	1	5	1	3	0	4
% App. Total	0	100	0		0	100	0		0	80	20		25	75	0	
PHF	.000	.250	.000	.250	.000	.500	.000	.500	.000	.500	.250	.625	.250	.250	.000	.250

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City of Clovis
N/S: Clovis Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 08_CVS_Clo_Shep AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

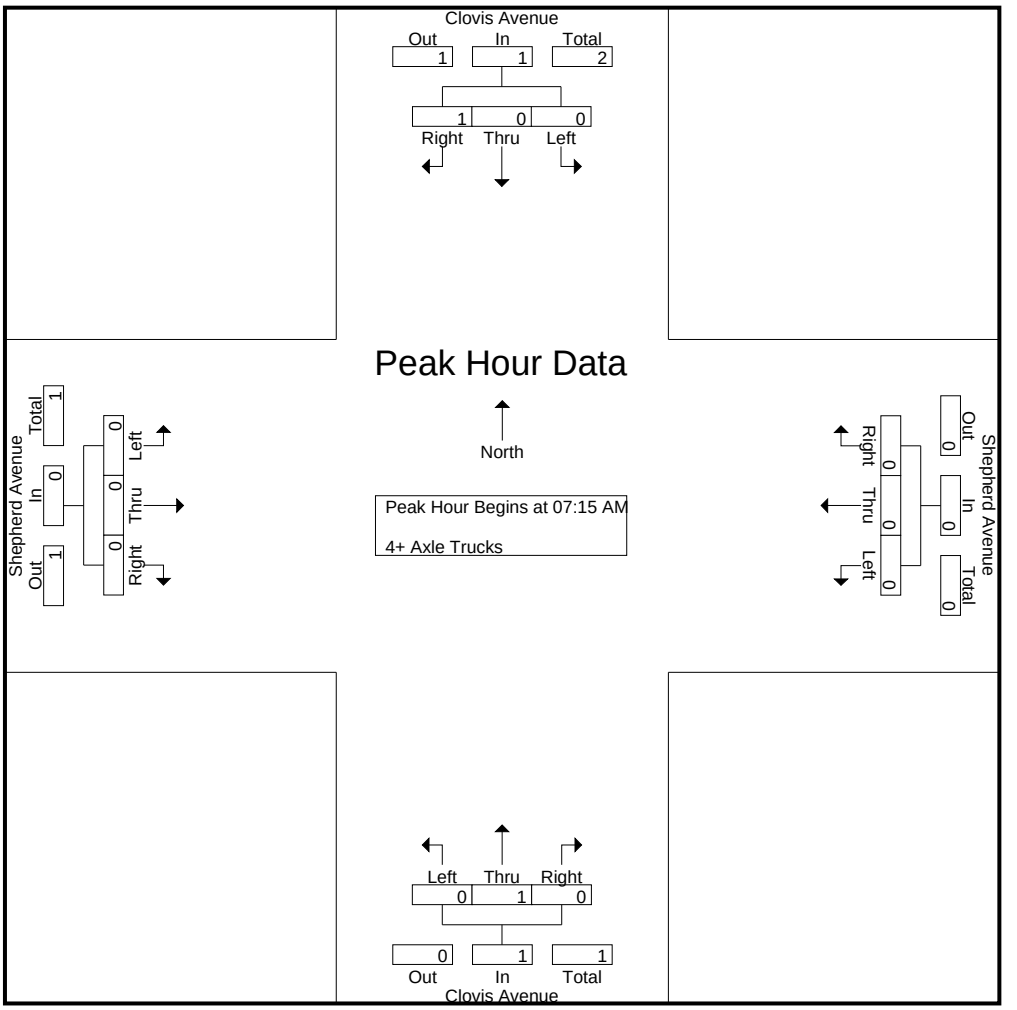
	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	2	0	0	0	0	0	0	1	1	0	0	1	1	4
Grand Total	0	2	1	3	0	0	0	0	0	1	1	2	0	0	1	1	6
Apprch %	0	66.7	33.3		0	0	0		0	50	50		0	0	100		
Total %	0	33.3	16.7	50	0	0	0	0	0	16.7	16.7	33.3	0	0	16.7	16.7	

	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0	2
% App. Total	0	0	100		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.500

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City of Clovis
N/S: Clovis Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 08_CVS_Clo_Shep AMC
Site Code : 00322473
Start Date : 5/24/2022



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	0	100		0	0	0		0	100	0		0	0	0	
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

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PO Box 1178
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City of Clovis
N/S: Clovis Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 08_CVS_Clo_Shep PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

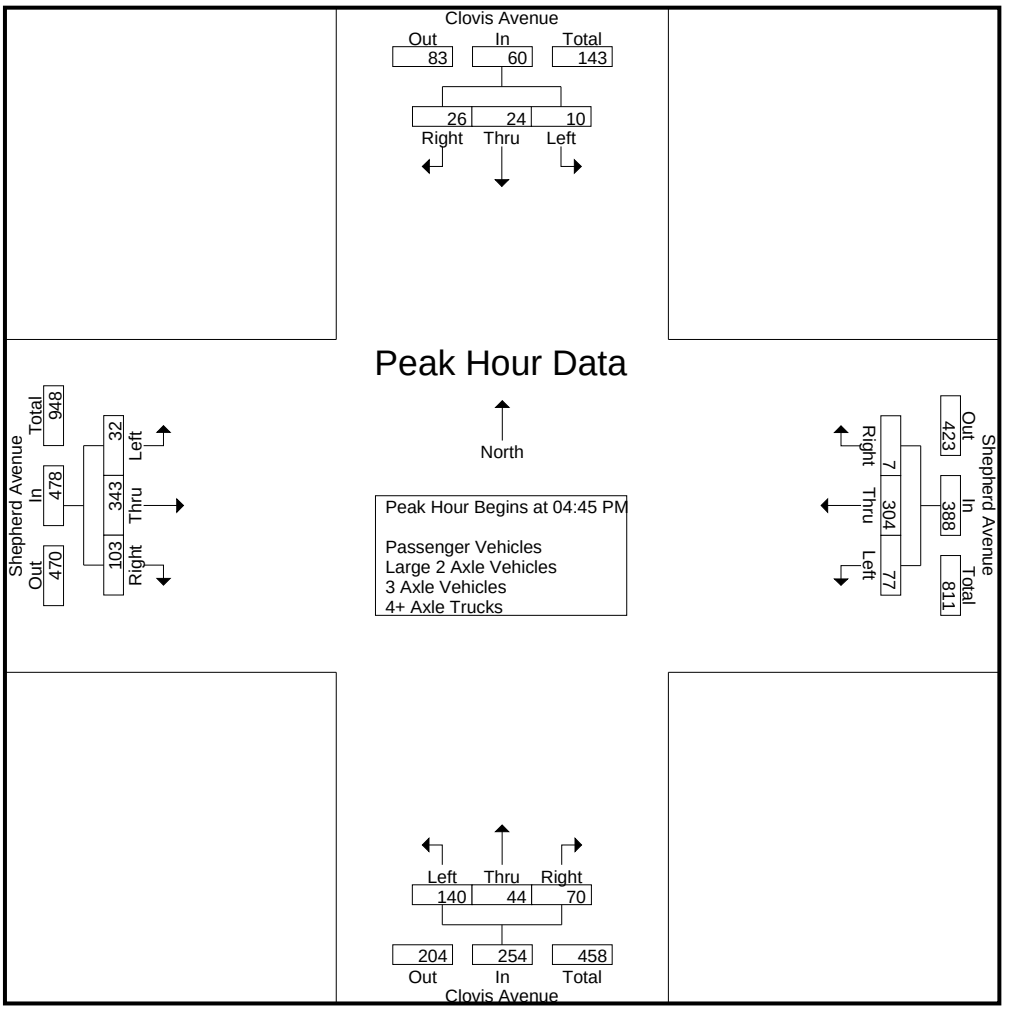
	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	5	11	5	21	16	65	4	85	39	7	14	60	5	66	31	102	268
04:15 PM	2	5	7	14	8	83	9	100	33	10	12	55	3	73	26	102	271
04:30 PM	2	10	4	16	15	75	4	94	29	11	12	52	4	67	26	97	259
04:45 PM	4	7	5	16	17	70	0	87	35	8	21	64	11	79	27	117	284
Total	13	33	21	67	56	293	17	366	136	36	59	231	23	285	110	418	1082
05:00 PM	2	8	4	14	26	65	4	95	35	14	19	68	5	86	29	120	297
05:15 PM	0	6	10	16	17	92	1	110	40	7	14	61	8	92	23	123	310
05:30 PM	4	3	7	14	17	77	2	96	30	15	16	61	8	86	24	118	289
05:45 PM	1	3	4	8	9	76	1	86	25	8	15	48	10	86	18	114	256
Total	7	20	25	52	69	310	8	387	130	44	64	238	31	350	94	475	1152
Grand Total	20	53	46	119	125	603	25	753	266	80	123	469	54	635	204	893	2234
Apprch %	16.8	44.5	38.7		16.6	80.1	3.3		56.7	17.1	26.2		6	71.1	22.8		
Total %	0.9	2.4	2.1	5.3	5.6	27	1.1	33.7	11.9	3.6	5.5	21	2.4	28.4	9.1	40	
Passenger Vehicles	20	53	46	119	123	599	25	747	265	80	121	466	52	625	202	879	2211
% Passenger Vehicles	100	100	100	100	98.4	99.3	100	99.2	99.6	100	98.4	99.4	96.3	98.4	99	98.4	99
Large 2 Axle Vehicles	0	0	0	0	2	4	0	6	1	0	2	3	2	10	2	14	23
% Large 2 Axle Vehicles	0	0	0	0	1.6	0.7	0	0.8	0.4	0	1.6	0.6	3.7	1.6	1	1.6	1
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**4**	7	5	**16**	17	70	0	87	35	8	**21**	64	**11**	79	27	117	284
05:00 PM	2	**8**	4	14	**26**	65	**4**	95	35	14	19	**68**	5	86	**29**	120	297
05:15 PM	0	6	**10**	16	17	**92**	1	**110**	**40**	7	14	61	8	**92**	23	**123**	**310**
05:30 PM	4	3	7	14	17	77	2	96	30	**15**	16	61	8	86	24	118	289
Total Volume	10	24	26	60	77	304	7	388	140	44	70	254	32	343	103	478	1180
% App. Total	16.7	40	43.3		19.8	78.4	1.8		55.1	17.3	27.6		6.7	71.8	21.5		
PHF	.625	.750	.650	.938	.740	.826	.438	.882	.875	.733	.833	.934	.727	.932	.888	.972	.952

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City of Clovis
N/S: Clovis Avenue
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Weather: Clear

File Name : 08_CVS_Clo_Shep PMC
Site Code : 00322473
Start Date : 5/24/2022



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	**5**	**11**	5	**21**	17	70	0	87	35	8	**21**	64	**11**	79	27	117
+15 mins.	2	5	**7**	14	**26**	65	**4**	95	35	14	19	**68**	5	86	**29**	120
+30 mins.	2	10	4	16	17	**92**	1	**110**	**40**	7	14	61	8	**92**	23	**123**
+45 mins.	4	7	5	16	17	77	2	96	30	**15**	16	61	8	86	24	118
Total Volume	13	33	21	67	77	304	7	388	140	44	70	254	32	343	103	478
% App. Total	19.4	49.3	31.3		19.8	78.4	1.8		55.1	17.3	27.6		6.7	71.8	21.5	
PHF	.650	.750	.750	.798	.740	.826	.438	.882	.875	.733	.833	.934	.727	.932	.888	.972

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City of Clovis
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File Name : 08_CVS_Clo_Shep PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

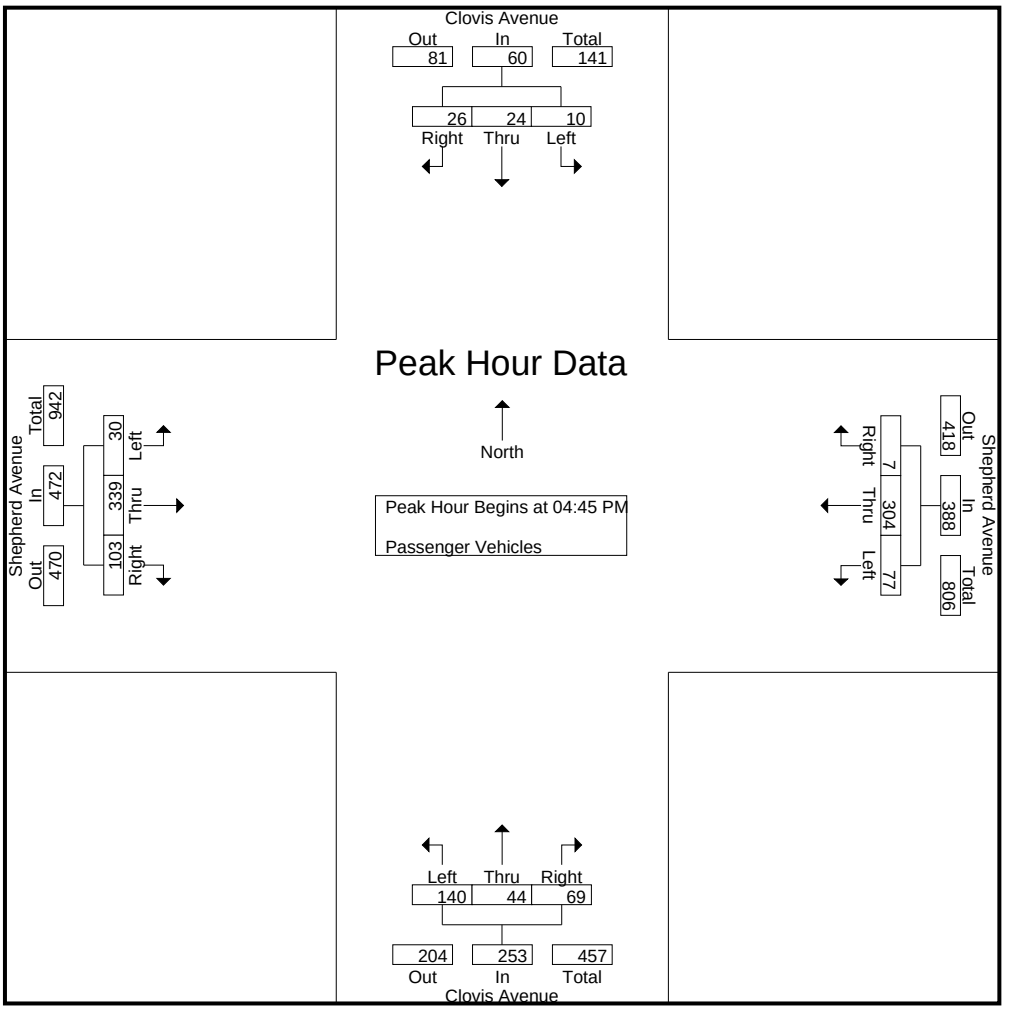
	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	5	11	5	21	14	62	4	80	39	7	13	59	5	65	31	101	261
04:15 PM	2	5	7	14	8	82	9	99	32	10	12	54	3	68	25	96	263
04:30 PM	2	10	4	16	15	75	4	94	29	11	12	52	4	67	26	97	259
04:45 PM	4	7	5	16	17	70	0	87	35	8	21	64	9	76	27	112	279
Total	13	33	21	67	54	289	17	360	135	36	58	229	21	276	109	406	1062
05:00 PM	2	8	4	14	26	65	4	95	35	14	19	68	5	86	29	120	297
05:15 PM	0	6	10	16	17	92	1	110	40	7	13	60	8	92	23	123	309
05:30 PM	4	3	7	14	17	77	2	96	30	15	16	61	8	85	24	117	288
05:45 PM	1	3	4	8	9	76	1	86	25	8	15	48	10	86	17	113	255
Total	7	20	25	52	69	310	8	387	130	44	63	237	31	349	93	473	1149
Grand Total	20	53	46	119	123	599	25	747	265	80	121	466	52	625	202	879	2211
Apprch %	16.8	44.5	38.7		16.5	80.2	3.3		56.9	17.2	26		5.9	71.1	23		
Total %	0.9	2.4	2.1	5.4	5.6	27.1	1.1	33.8	12	3.6	5.5	21.1	2.4	28.3	9.1	39.8	

	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**4**	7	5	**16**	17	70	0	87	35	8	**21**	64	**9**	76	27	112	279
05:00 PM	2	**8**	4	14	**26**	65	**4**	95	35	14	19	**68**	5	86	**29**	120	297
05:15 PM	0	6	**10**	16	17	**92**	1	**110**	**40**	7	13	60	8	**92**	23	**123**	**309**
05:30 PM	4	3	7	14	17	77	2	96	30	**15**	16	61	8	85	24	117	288
Total Volume	10	24	26	60	77	304	7	388	140	44	69	253	30	339	103	472	1173
% App. Total	16.7	40	43.3		19.8	78.4	1.8		55.3	17.4	27.3		6.4	71.8	21.8		
PHF	.625	.750	.650	.938	.740	.826	.438	.882	.875	.733	.821	.930	.833	.921	.888	.959	.949

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City of Clovis
N/S: Clovis Avenue
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File Name : 08_CVS_Clo_Shep PMC
Site Code : 00322473
Start Date : 5/24/2022



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	**4**	7	5	**16**	17	70	0	87	35	8	**21**	64	**9**	76	27	112
+15 mins.	2	**8**	4	14	**26**	65	**4**	95	35	14	19	**68**	5	86	**29**	120
+30 mins.	0	6	**10**	16	17	**92**	1	**110**	**40**	7	13	60	8	**92**	23	**123**
+45 mins.	4	3	7	14	17	77	2	96	30	**15**	16	61	8	85	24	117
Total Volume	10	24	26	60	77	304	7	388	140	44	69	253	30	339	103	472
% App. Total	16.7	40	43.3		19.8	78.4	1.8		55.3	17.4	27.3		6.4	71.8	21.8	
PHF	.625	.750	.650	.938	.740	.826	.438	.882	.875	.733	.821	.930	.833	.921	.888	.959

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City of Clovis
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File Name : 08_CVS_Clo_Shep PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

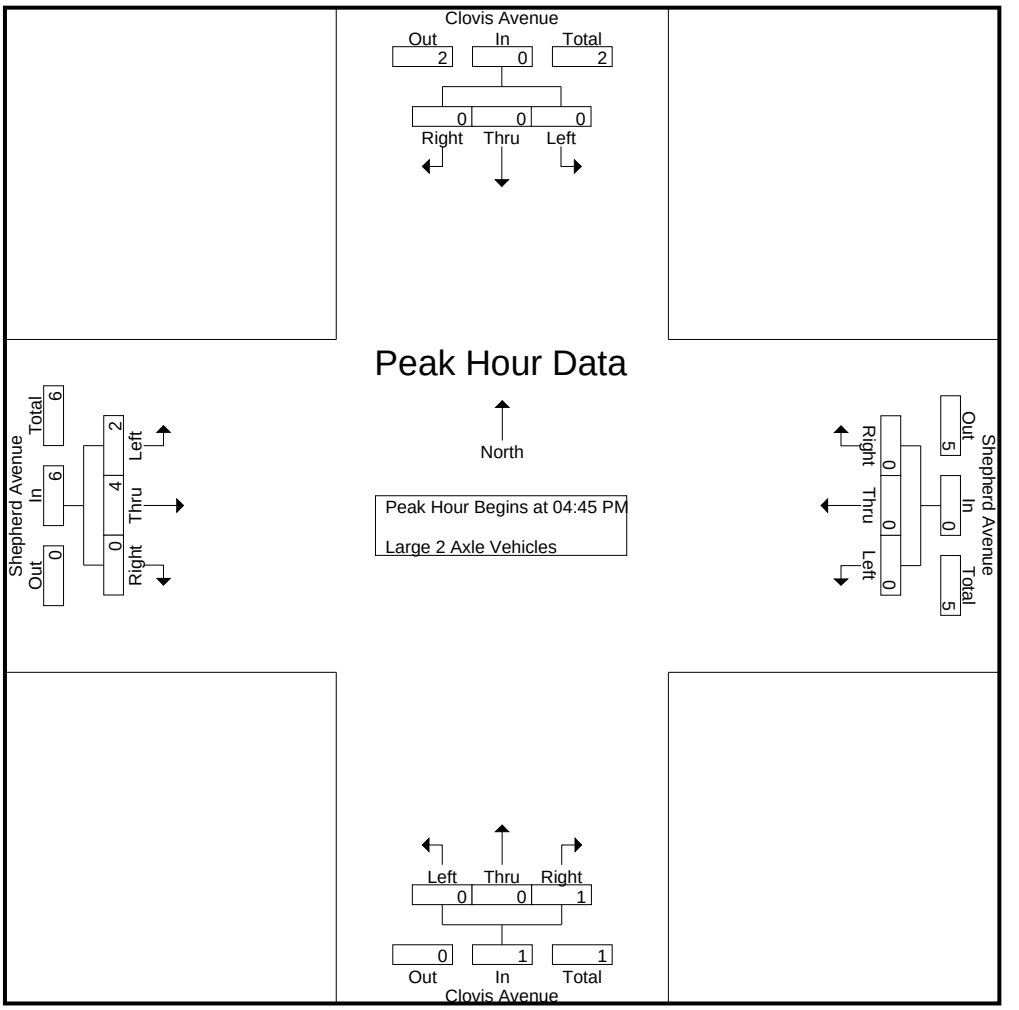
	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	2	3	0	5	0	0	1	1	0	1	0	1	7
04:15 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	5	1	6	8
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	5	5
Total	0	0	0	0	2	4	0	6	1	0	1	2	2	9	1	12	20
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	1	1	2	3
Grand Total	0	0	0	0	2	4	0	6	1	0	2	3	2	10	2	14	23
Apprch %	0	0	0		33.3	66.7	0		33.3	0	66.7		14.3	71.4	14.3		
Total %	0	0	0	0	8.7	17.4	0	26.1	4.3	0	8.7	13	8.7	43.5	8.7	60.9	

	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	**2**	**3**	0	**5**	**5**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	2	4	0	6	7
% App. Total	0	0	0		0	0	0		0	0	100		33.3	66.7	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250	.333	.000	.300	.350

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City of Clovis
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Weather: Clear

File Name : 08_CVS_Clo_Shep PMC
Site Code : 00322473
Start Date : 5/24/2022



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**2**	**3**	0	**5**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	2	4	0	6
% App. Total	0	0	0		0	0	0		0	0	100		33.3	66.7	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.250	.333	.000	.300

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City of Clovis
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File Name : 08_CVS_Clo_Shep PMC
Site Code : 00322473
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Page No : 1

Groups Printed- 3 Axle Vehicles

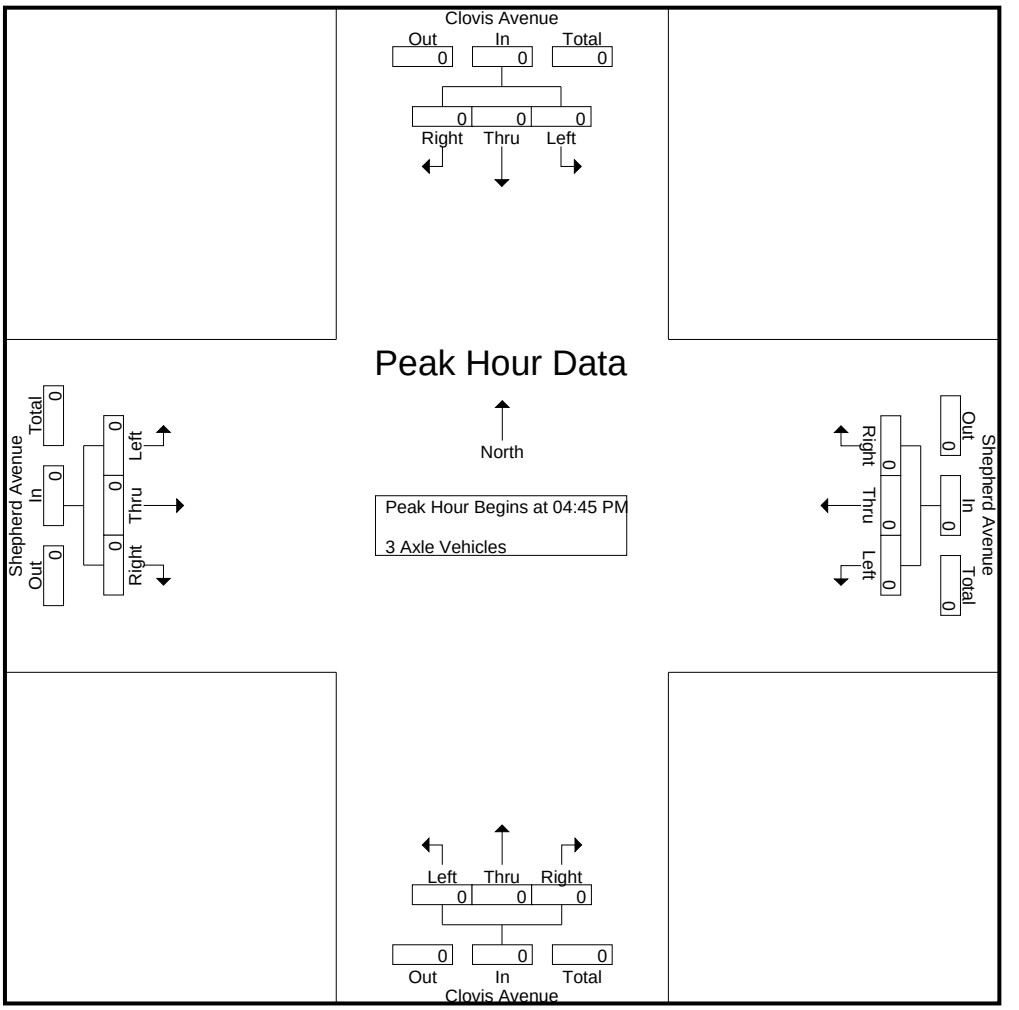
	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Start Date : 5/24/2022



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Clovis
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File Name : 08_CVS_Clo_Shep PMC
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Page No : 1

Groups Printed- 4+ Axle Trucks

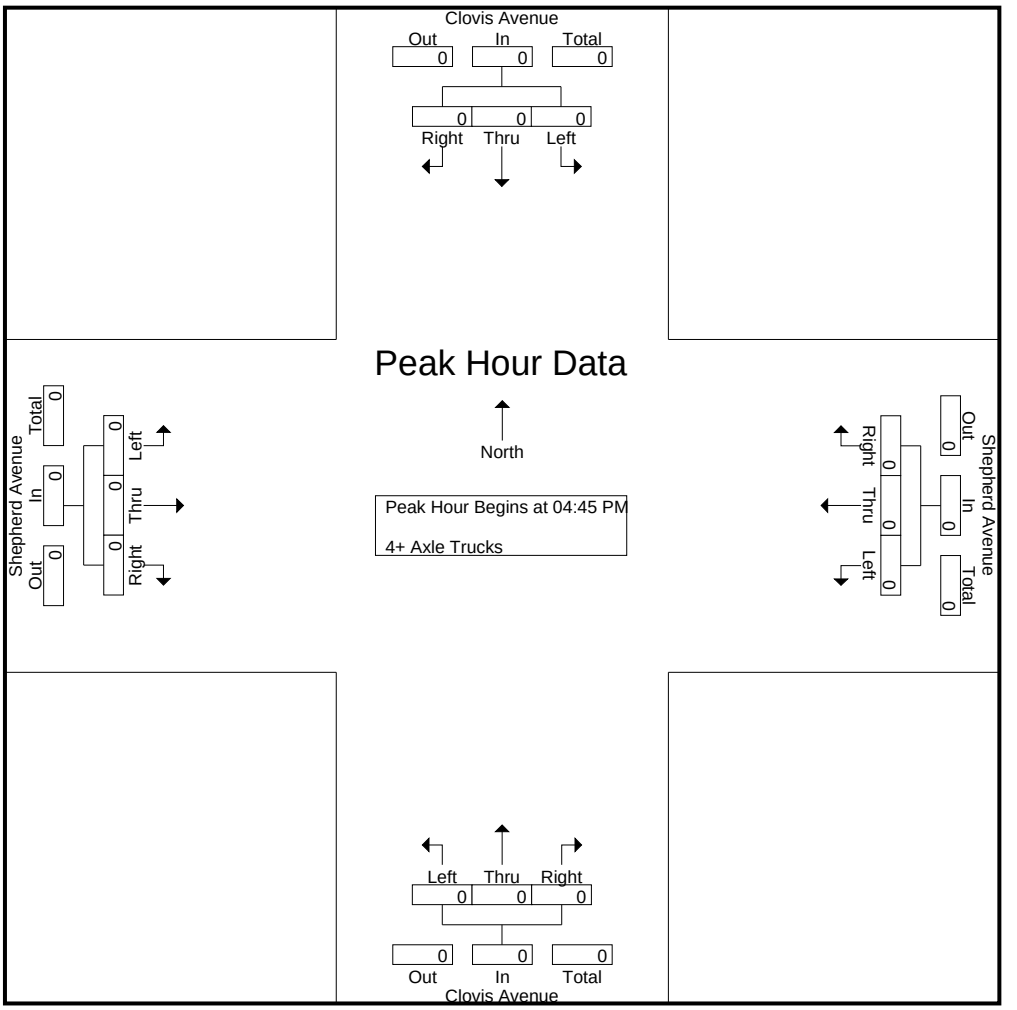
	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Clovis Avenue Southbound				Shepherd Avenue Westbound				Clovis Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Clovis
N/S: Clovis Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 08_CVS_Clo_Shep PMC
Site Code : 00322473
Start Date : 5/24/2022



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Clovis
N/S: Clovis Avenue
E/W: Shepherd Avenue

Date: 5/24/2022
Day: Tuesday

PEDESTRIANS

	North Leg Clovis Avenue	East Leg Shepherd Avenue	South Leg Clovis Avenue	West Leg Shepherd Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	1	0	1
7:15 AM	0	0	0	0	0
7:30 AM	1	0	0	0	1
7:45 AM	0	0	0	1	1
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	2	0	1	0	3
8:45 AM	3	0	0	0	3
TOTAL VOLUMES:	6	0	2	1	9

	North Leg Clovis Avenue	East Leg Shepherd Avenue	South Leg Clovis Avenue	West Leg Shepherd Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	1	0	1
5:00 PM	0	0	0	0	0
5:15 PM	0	0	1	0	1
5:30 PM	0	0	0	0	0
5:45 PM	0	0	1	0	1
TOTAL VOLUMES:	0	0	3	0	3

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Location: Clovis
N/S: Clovis Avenue
E/W: Shepherd Avenue

Date: 5/24/2022
Day: Tuesday

BICYCLES

	Southbound Clovis Avenue			Westbound Shepherd Avenue			Northbound Clovis Avenue			Eastbound Shepherd Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	1	0	0	0	0	0	1	0	2
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
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	1	0	1
8:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
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	2	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	3	0	0	0	0	0	4	0	7

	Southbound Clovis Avenue			Westbound Shepherd Avenue			Northbound Clovis Avenue			Eastbound Shepherd Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
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	1	0	1
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
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

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City of Clovis
N/S: Clovis Avenue
E/W: Teague Avenue
Weather: Clear

File Name : 09_CVS_Clo_Teag AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

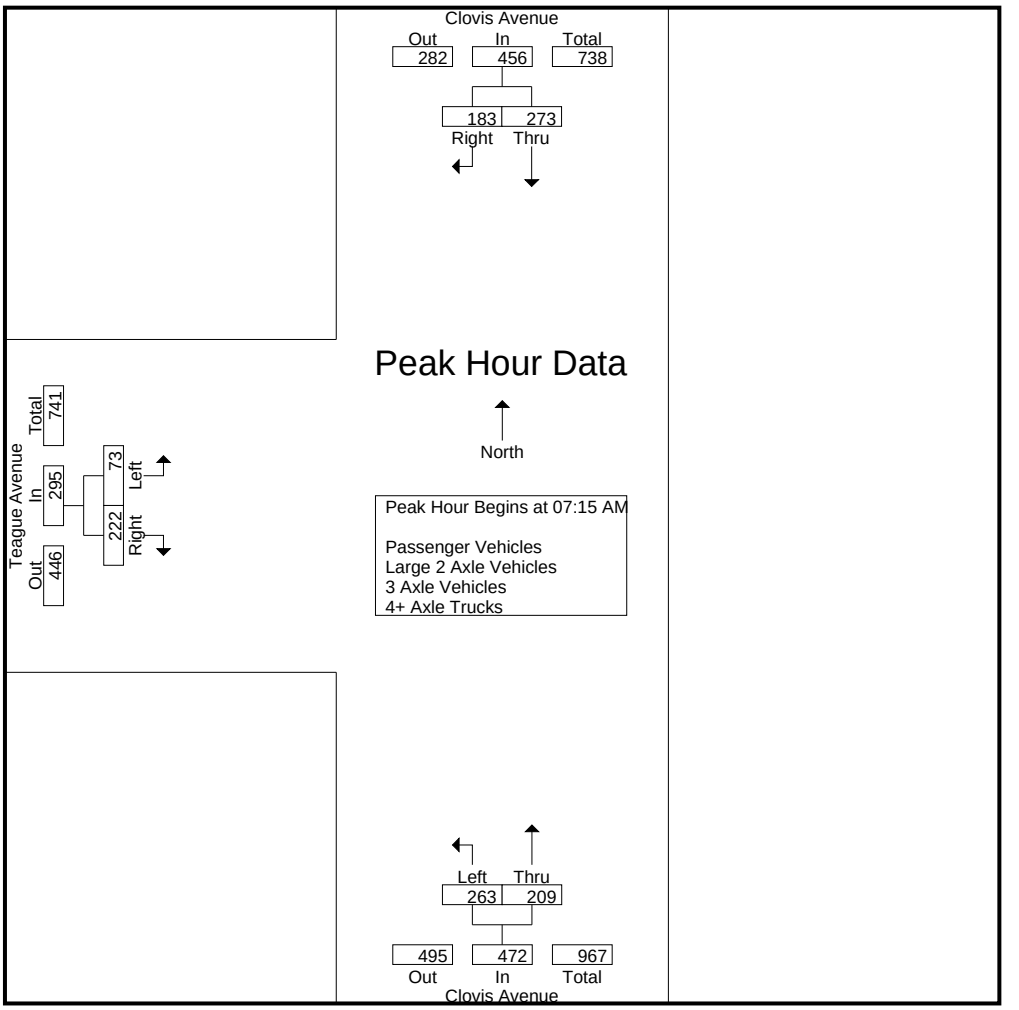
	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	44	17	61	22	37	59	3	24	27	147
07:15 AM	51	53	104	79	55	134	15	33	48	286
07:30 AM	75	70	145	110	53	163	19	76	95	403
07:45 AM	78	29	107	43	54	97	22	70	92	296
Total	248	169	417	254	199	453	59	203	262	1132
08:00 AM	69	31	100	31	47	78	17	43	60	238
08:15 AM	75	20	95	19	52	71	24	53	77	243
08:30 AM	48	12	60	17	44	61	7	27	34	155
08:45 AM	57	10	67	12	34	46	5	16	21	134
Total	249	73	322	79	177	256	53	139	192	770
Grand Total	497	242	739	333	376	709	112	342	454	1902
Apprch %	67.3	32.7		47	53		24.7	75.3		
Total %	26.1	12.7	38.9	17.5	19.8	37.3	5.9	18	23.9	
Passenger Vehicles	486	237	723	333	360	693	110	339	449	1865
% Passenger Vehicles	97.8	97.9	97.8	100	95.7	97.7	98.2	99.1	98.9	98.1
Large 2 Axle Vehicles	4	1	5	0	11	11	2	1	3	19
% Large 2 Axle Vehicles	0.8	0.4	0.7	0	2.9	1.6	1.8	0.3	0.7	1
3 Axle Vehicles	4	2	6	0	2	2	0	2	2	10
% 3 Axle Vehicles	0.8	0.8	0.8	0	0.5	0.3	0	0.6	0.4	0.5
4+ Axle Trucks	3	2	5	0	3	3	0	0	0	8
% 4+ Axle Trucks	0.6	0.8	0.7	0	0.8	0.4	0	0	0	0.4

	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	51	53	104	79	**55**	134	15	33	48	286
07:30 AM	75	**70**	**145**	**110**	53	**163**	19	**76**	**95**	**403**
07:45 AM	**78**	29	107	43	54	97	**22**	70	92	296
08:00 AM	69	31	100	31	47	78	17	43	60	238
Total Volume	273	183	456	263	209	472	73	222	295	1223
% App. Total	59.9	40.1		55.7	44.3		24.7	75.3		
PHF	.875	.654	.786	.598	.950	.724	.830	.730	.776	.759

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City of Clovis
N/S: Clovis Avenue
E/W: Teague Avenue
Weather: Clear

File Name : 09_CVS_Clo_Teag AMC
Site Code : 00322473
Start Date : 5/24/2022



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:30 AM		
+0 mins.	51	53	104	79	**55**	134	19	**76**	**95**
+15 mins.	75	**70**	**145**	**110**	53	**163**	22	70	92
+30 mins.	**78**	29	107	43	54	97	17	43	60
+45 mins.	69	31	100	31	47	78	**24**	53	77
Total Volume	273	183	456	263	209	472	82	242	324
% App. Total	59.9	40.1		55.7	44.3		25.3	74.7	
PHF	.875	.654	.786	.598	.950	.724	.854	.796	.853

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City of Clovis
N/S: Clovis Avenue
E/W: Teague Avenue
Weather: Clear

File Name : 09_CVS_Clo_Teag AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

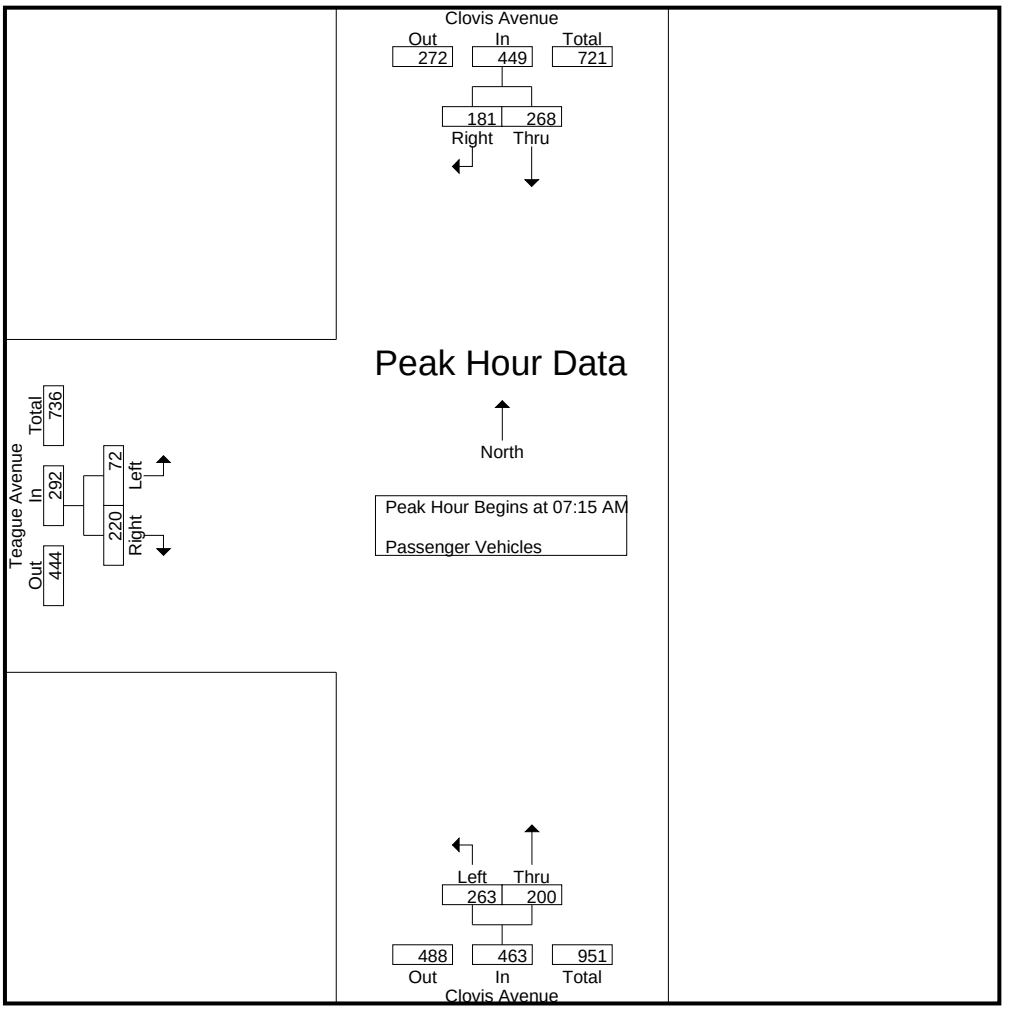
	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	43	16	59	22	35	57	2	24	26	142
07:15 AM	50	53	103	79	54	133	14	32	46	282
07:30 AM	74	70	144	110	50	160	19	76	95	399
07:45 AM	76	29	105	43	50	93	22	69	91	289
Total	243	168	411	254	189	443	57	201	258	1112
08:00 AM	68	29	97	31	46	77	17	43	60	234
08:15 AM	74	19	93	19	49	68	24	52	76	237
08:30 AM	46	11	57	17	43	60	7	27	34	151
08:45 AM	55	10	65	12	33	45	5	16	21	131
Total	243	69	312	79	171	250	53	138	191	753
Grand Total	486	237	723	333	360	693	110	339	449	1865
Apprch %	67.2	32.8		48.1	51.9		24.5	75.5		
Total %	26.1	12.7	38.8	17.9	19.3	37.2	5.9	18.2	24.1	

	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	50	53	103	79	**54**	133	14	32	46	282
07:30 AM	74	**70**	**144**	**110**	50	**160**	19	**76**	**95**	**399**
07:45 AM	**76**	29	105	43	50	93	**22**	69	91	289
08:00 AM	68	29	97	31	46	77	17	43	60	234
Total Volume	268	181	449	263	200	463	72	220	292	1204
% App. Total	59.7	40.3		56.8	43.2		24.7	75.3		
PHF	.882	.646	.780	.598	.926	.723	.818	.724	.768	.754

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City of Clovis
N/S: Clovis Avenue
E/W: Teague Avenue
Weather: Clear

File Name : 09_CVS_Clo_Teag AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	50	53	103	79	**54**	133	14	32	46
+15 mins.	74	**70**	**144**	**110**	50	**160**	19	**76**	**95**
+30 mins.	**76**	29	105	43	50	93	**22**	69	91
+45 mins.	68	29	97	31	46	77	17	43	60
Total Volume	268	181	449	263	200	463	72	220	292
% App. Total	59.7	40.3		56.8	43.2		24.7	75.3	
PHF	.882	.646	.780	.598	.926	.723	.818	.724	.768

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City of Clovis
N/S: Clovis Avenue
E/W: Teague Avenue
Weather: Clear

File Name : 09_CVS_Clo_Teag AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

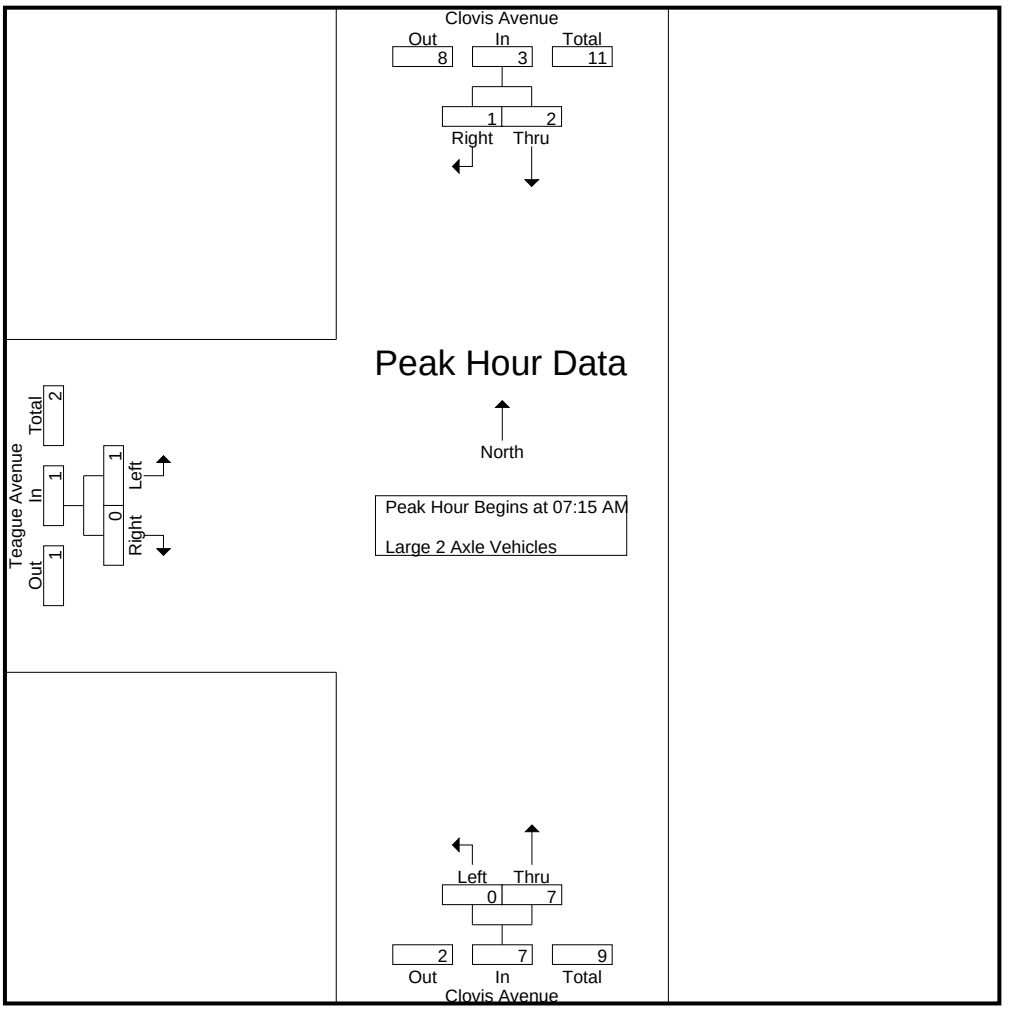
	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	1	0	1	0	1	1	1	0	1	3
07:15 AM	0	0	0	0	1	1	1	0	1	2
07:30 AM	0	0	0	0	2	2	0	0	0	2
07:45 AM	1	0	1	0	4	4	0	0	0	5
Total	2	0	2	0	8	8	2	0	2	12
08:00 AM	1	1	2	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	1	1	0	1	1	2
08:30 AM	0	0	0	0	1	1	0	0	0	1
08:45 AM	1	0	1	0	1	1	0	0	0	2
Total	2	1	3	0	3	3	0	1	1	7
Grand Total	4	1	5	0	11	11	2	1	3	19
Apprch %	80	20		0	100		66.7	33.3		
Total %	21.1	5.3	26.3	0	57.9	57.9	10.5	5.3	15.8	

	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	1	1	**1**	0	**1**	2
07:30 AM	0	0	0	0	2	2	0	0	0	2
07:45 AM	**1**	0	1	0	**4**	**4**	0	0	0	**5**
08:00 AM	1	**1**	**2**	0	0	0	0	0	0	2
Total Volume	2	1	3	0	7	7	1	0	1	11
% App. Total	66.7	33.3		0	100		100	0		
PHF	.500	.250	.375	.000	.438	.438	.250	.000	.250	.550

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City of Clovis
N/S: Clovis Avenue
E/W: Teague Avenue
Weather: Clear

File Name : 09_CVS_Clo_Teag AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	1	1	**1**	0	**1**
+15 mins.	0	0	0	0	2	2	0	0	0
+30 mins.	**1**	0	1	0	**4**	**4**	0	0	0
+45 mins.	1	**1**	**2**	0	0	0	0	0	0
Total Volume	2	1	3	0	7	7	1	0	1
% App. Total	66.7	33.3		0	100		100	0	
PHF	.500	.250	.375	.000	.438	.438	.250	.000	.250

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City of Clovis
N/S: Clovis Avenue
E/W: Teague Avenue
Weather: Clear

File Name : 09_CVS_Clo_Teag AMC
Site Code : 00322473
Start Date : 5/24/2022

Groups Printed- 3 Axle Vehicles

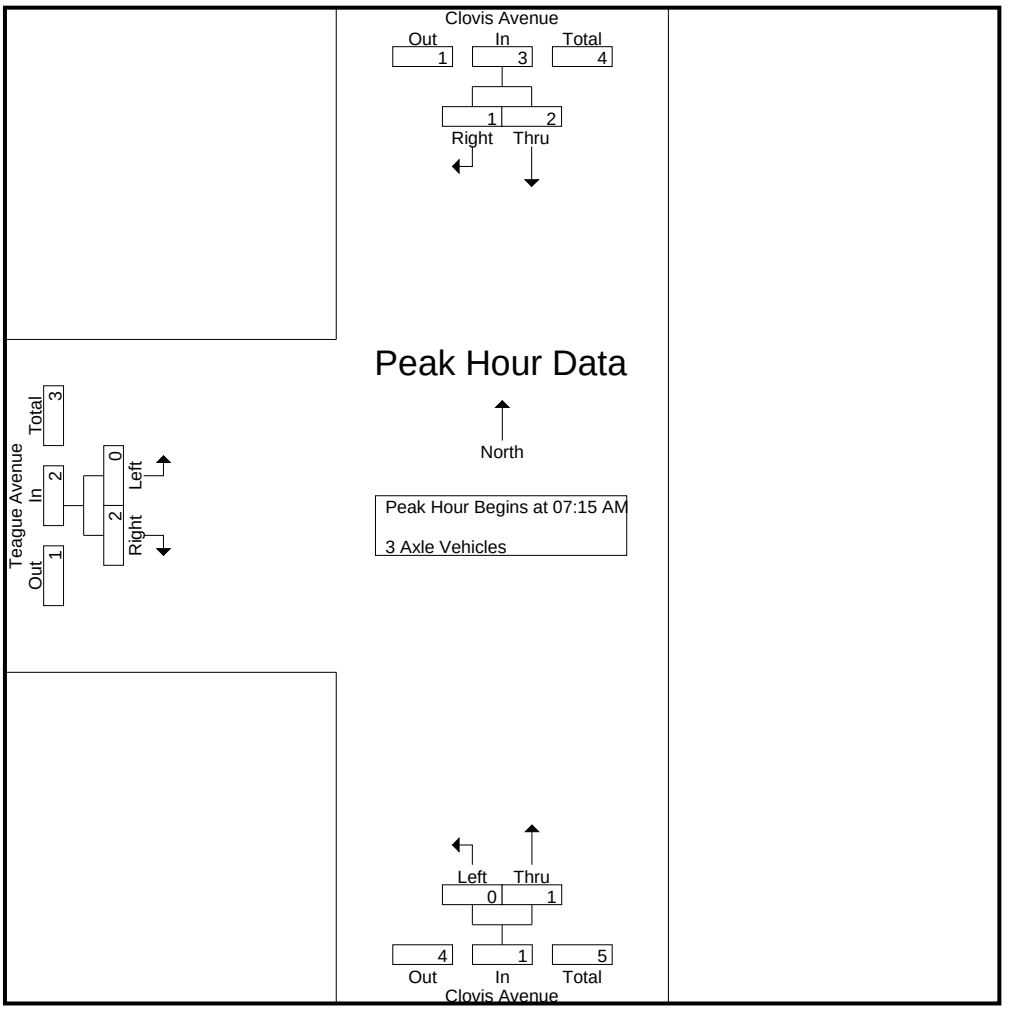
	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	1	1	1
07:30 AM	1	0	1	0	0	0	0	0	0	1
07:45 AM	1	0	1	0	0	0	0	1	1	2
Total	2	0	2	0	0	0	0	2	2	4
08:00 AM	0	1	1	0	1	1	0	0	0	2
08:15 AM	0	0	0	0	1	1	0	0	0	1
08:30 AM	2	1	3	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	2	2	4	0	2	2	0	0	0	6
Grand Total	4	2	6	0	2	2	0	2	2	10
Apprch %	66.7	33.3		0	100		0	100		
Total %	40	20	60	0	20	20	0	20	20	

	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	0	0	0	**1**	**1**	1
07:30 AM	**1**	0	**1**	0	0	0	0	0	0	1
07:45 AM	1	0	1	0	0	0	0	1	1	**2**
08:00 AM	0	**1**	1	0	**1**	**1**	0	0	0	2
Total Volume	2	1	3	0	1	1	0	2	2	6
% App. Total	66.7	33.3		0	100		0	100		
PHF	.500	.250	.750	.000	.250	.250	.000	.500	.500	.750

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City of Clovis
N/S: Clovis Avenue
E/W: Teague Avenue
Weather: Clear

File Name : 09_CVS_Clo_Teag AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	0	0	0	**1**	**1**
+15 mins.	**1**	0	**1**	0	0	0	0	0	0
+30 mins.	1	0	1	0	0	0	0	1	1
+45 mins.	0	**1**	1	0	**1**	**1**	0	0	0
Total Volume	2	1	3	0	1	1	0	2	2
% App. Total	66.7	33.3		0	100		0	100	
PHF	.500	.250	.750	.000	.250	.250	.000	.500	.500

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City of Clovis
N/S: Clovis Avenue
E/W: Teague Avenue
Weather: Clear

File Name : 09_CVS_Clo_Teag AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

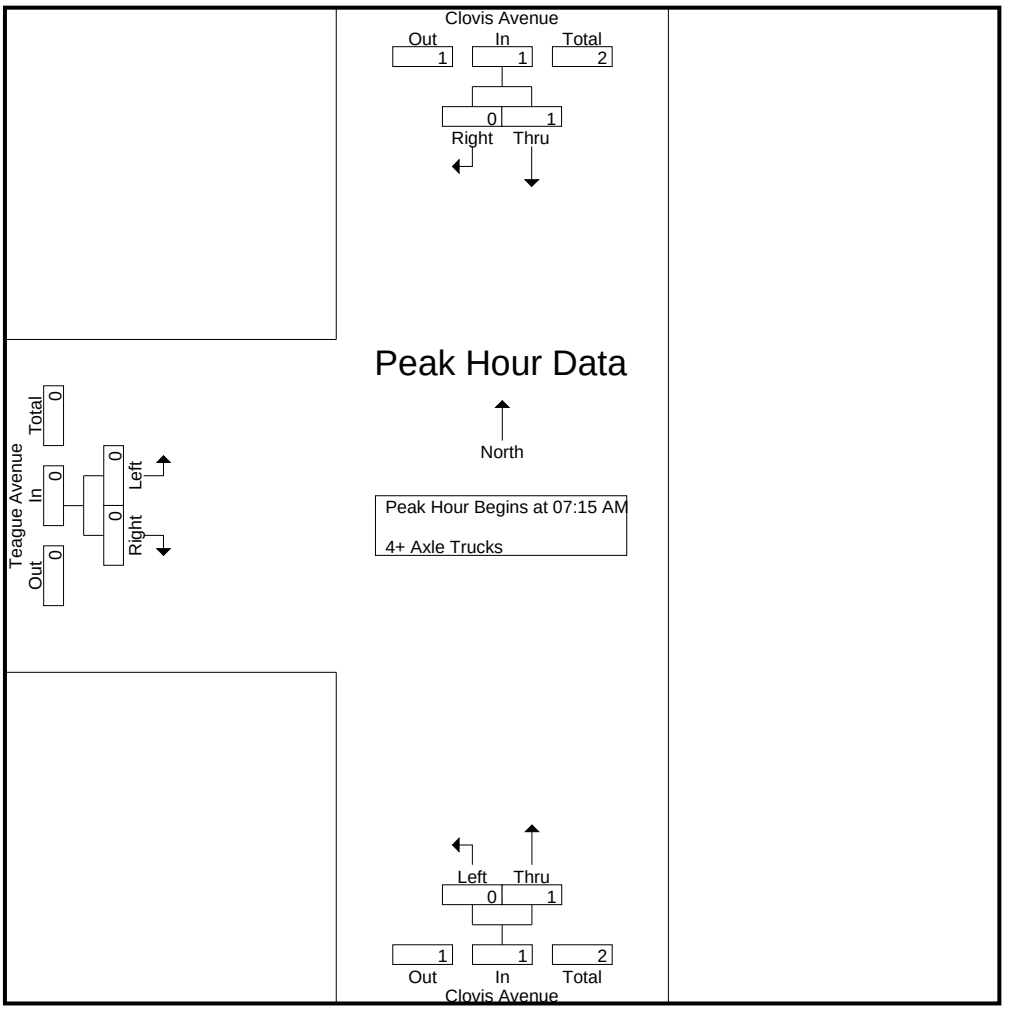
	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	1	1	0	1	1	0	0	0	2
07:15 AM	1	0	1	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	1	1	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	1	1	2	0	2	2	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	1	2	0	1	1	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	1	0	1	0	0	0	0	0	0	1
Total	2	1	3	0	1	1	0	0	0	4
Grand Total	3	2	5	0	3	3	0	0	0	8
Apprch %	60	40		0	100		0	0		
Total %	37.5	25	62.5	0	37.5	37.5	0	0	0	

	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	**1**	0	**1**	0	0	0	0	0	0	**1**
07:30 AM	0	0	0	0	**1**	**1**	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	1	1	0	0	0	2
% App. Total	100	0		0	100		0	0		
PHF	.250	.000	.250	.000	.250	.250	.000	.000	.000	.500

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Weather: Clear

File Name : 09_CVS_Clo_Teag AMC
Site Code : 00322473
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	**1**	0	**1**	0	0	0	0	0	0
+15 mins.	0	0	0	0	**1**	**1**	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	1	1	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.250	.000	.250	.000	.250	.250	.000	.000	.000

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City of Clovis
N/S: Clovis Avenue
E/W: Teague Avenue
Weather: Clear

File Name : 09_CVS_Clo_Teag PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

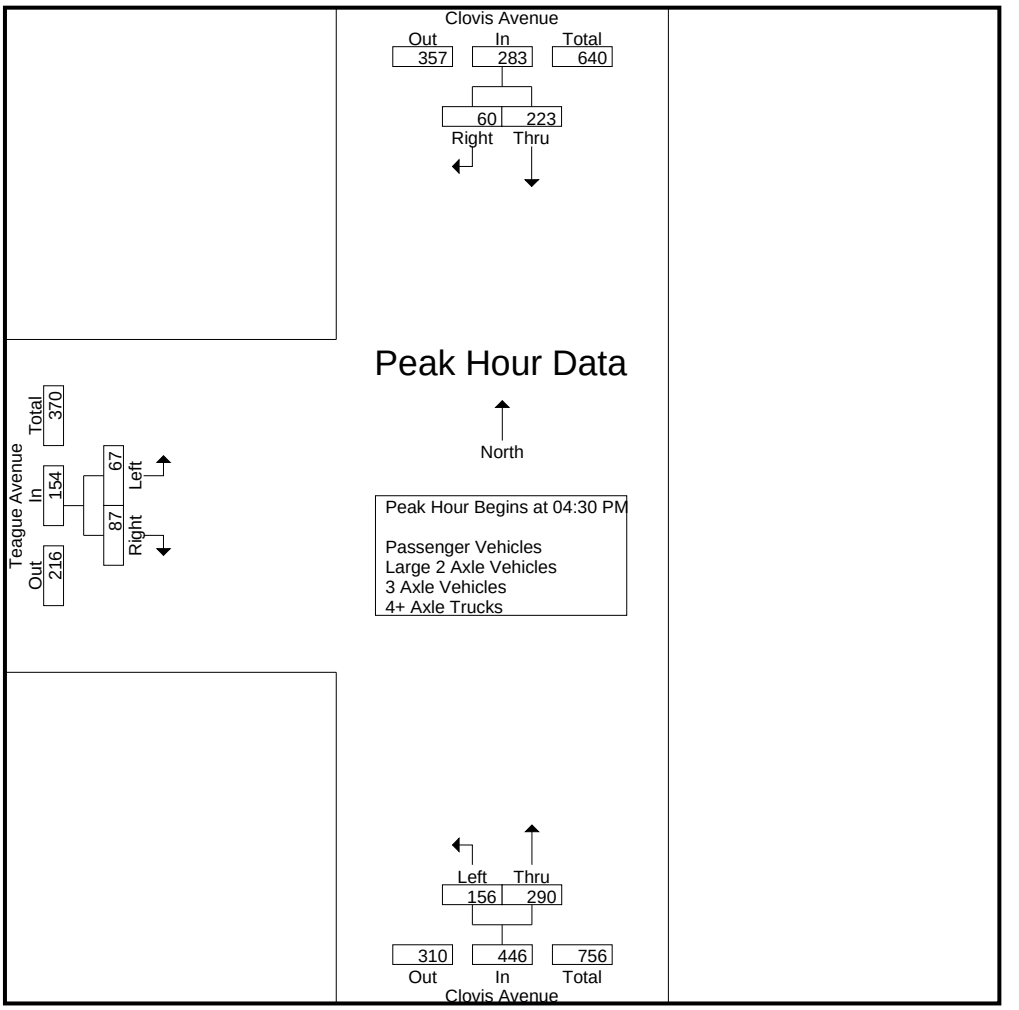
	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	56	7	63	38	71	109	17	19	36	208
04:15 PM	52	7	59	19	68	87	13	21	34	180
04:30 PM	48	14	62	37	71	108	10	12	22	192
04:45 PM	54	16	70	29	73	102	14	22	36	208
Total	210	44	254	123	283	406	54	74	128	788
05:00 PM	78	15	93	54	72	126	23	31	54	273
05:15 PM	43	15	58	36	74	110	20	22	42	210
05:30 PM	45	7	52	28	67	95	14	25	39	186
05:45 PM	34	8	42	25	68	93	15	25	40	175
Total	200	45	245	143	281	424	72	103	175	844
Grand Total	410	89	499	266	564	830	126	177	303	1632
Apprch %	82.2	17.8		32	68		41.6	58.4		
Total %	25.1	5.5	30.6	16.3	34.6	50.9	7.7	10.8	18.6	
Passenger Vehicles	408	89	497	261	563	824	125	175	300	1621
% Passenger Vehicles	99.5	100	99.6	98.1	99.8	99.3	99.2	98.9	99	99.3
Large 2 Axle Vehicles	2	0	2	3	1	4	1	1	2	8
% Large 2 Axle Vehicles	0.5	0	0.4	1.1	0.2	0.5	0.8	0.6	0.7	0.5
3 Axle Vehicles	0	0	0	2	0	2	0	1	1	3
% 3 Axle Vehicles	0	0	0	0.8	0	0.2	0	0.6	0.3	0.2
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0

	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	48	14	62	37	71	108	10	12	22	192
04:45 PM	54	**16**	70	29	73	102	14	22	36	208
05:00 PM	**78**	15	**93**	**54**	72	**126**	**23**	**31**	**54**	**273**
05:15 PM	43	15	58	36	**74**	110	20	22	42	210
Total Volume	223	60	283	156	290	446	67	87	154	883
% App. Total	78.8	21.2		35	65		43.5	56.5		
PHF	.715	.938	.761	.722	.980	.885	.728	.702	.713	.809

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File Name : 09_CVS_Clo_Teag PMC
Site Code : 00322473
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM			04:30 PM			05:00 PM		
+0 mins.	52	7	59	37	71	108	**23**	**31**	**54**
+15 mins.	48	14	62	29	73	102	20	22	42
+30 mins.	54	**16**	70	**54**	72	**126**	14	25	39
+45 mins.	**78**	15	**93**	36	**74**	110	15	25	40
Total Volume	232	52	284	156	290	446	72	103	175
% App. Total	81.7	18.3		35	65		41.1	58.9	
PHF	.744	.813	.763	.722	.980	.885	.783	.831	.810

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City of Clovis
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File Name : 09_CVS_Clo_Teag PMC
Site Code : 00322473
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Groups Printed- Passenger Vehicles

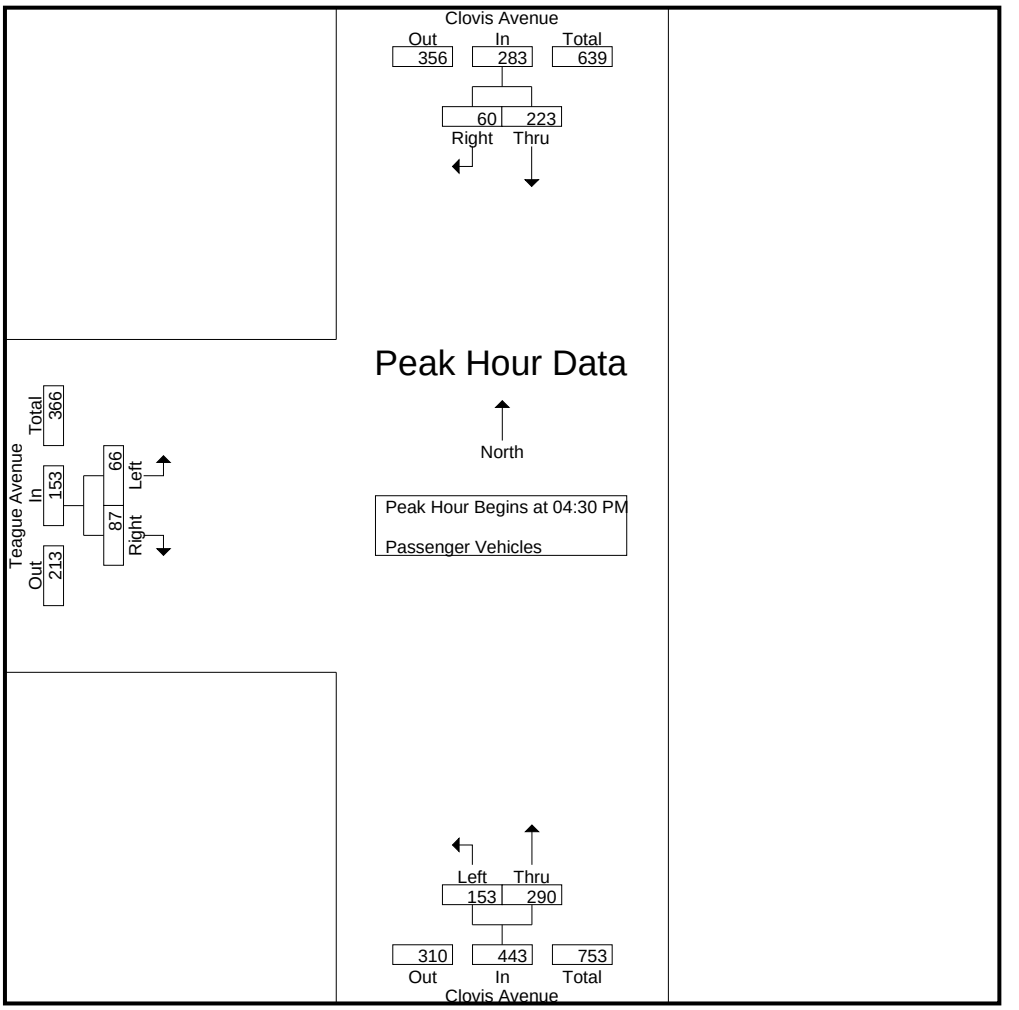
	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	55	7	62	36	71	107	17	17	34	203
04:15 PM	51	7	58	19	67	86	13	21	34	178
04:30 PM	48	14	62	37	71	108	10	12	22	192
04:45 PM	54	16	70	28	73	101	14	22	36	207
Total	208	44	252	120	282	402	54	72	126	780
05:00 PM	78	15	93	53	72	125	23	31	54	272
05:15 PM	43	15	58	35	74	109	19	22	41	208
05:30 PM	45	7	52	28	67	95	14	25	39	186
05:45 PM	34	8	42	25	68	93	15	25	40	175
Total	200	45	245	141	281	422	71	103	174	841
Grand Total	408	89	497	261	563	824	125	175	300	1621
Apprch %	82.1	17.9		31.7	68.3		41.7	58.3		
Total %	25.2	5.5	30.7	16.1	34.7	50.8	7.7	10.8	18.5	

	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	48	14	62	37	71	108	10	12	22	192
04:45 PM	54	**16**	70	28	73	101	14	22	36	207
05:00 PM	**78**	15	**93**	**53**	72	**125**	**23**	**31**	**54**	**272**
05:15 PM	43	15	58	35	**74**	109	19	22	41	208
Total Volume	223	60	283	153	290	443	66	87	153	879
% App. Total	78.8	21.2		34.5	65.5		43.1	56.9		
PHF	.715	.938	.761	.722	.980	.886	.717	.702	.708	.808

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File Name : 09_CVS_Clo_Teag PMC
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	48	14	62	37	71	108	10	12	22
+15 mins.	54	**16**	70	28	73	101	14	22	36
+30 mins.	**78**	15	**93**	**53**	72	**125**	**23**	**31**	**54**
+45 mins.	43	15	58	35	**74**	109	19	22	41
Total Volume	223	60	283	153	290	443	66	87	153
% App. Total	78.8	21.2		34.5	65.5		43.1	56.9	
PHF	.715	.938	.761	.722	.980	.886	.717	.702	.708

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City of Clovis
N/S: Clovis Avenue
E/W: Teague Avenue
Weather: Clear

File Name : 09_CVS_Clo_Teag PMC
Site Code : 00322473
Start Date : 5/24/2022

Groups Printed- Large 2 Axle Vehicles

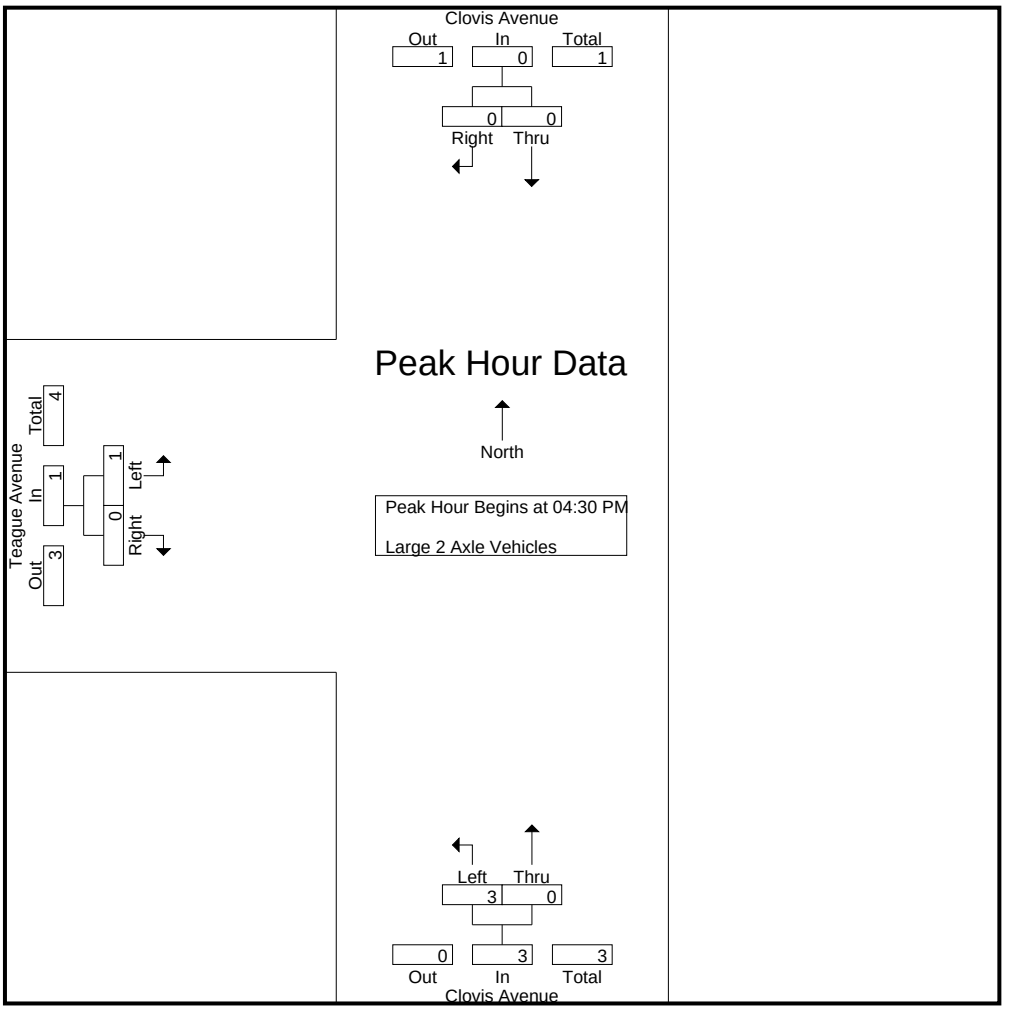
	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	1	0	1	0	0	0	0	1	1	2
04:15 PM	1	0	1	0	1	1	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	1	0	1	0	0	0	1
Total	2	0	2	1	1	2	0	1	1	5
05:00 PM	0	0	0	1	0	1	0	0	0	1
05:15 PM	0	0	0	1	0	1	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	2	1	0	1	3
Grand Total	2	0	2	3	1	4	1	1	2	8
Apprch %	100	0		75	25		50	50		
Total %	25	0	25	37.5	12.5	50	12.5	12.5	25	

	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	**1**	0	**1**	0	0	0	1
05:00 PM	0	0	0	1	0	1	0	0	0	1
05:15 PM	0	0	0	1	0	1	**1**	0	**1**	**2**
Total Volume	0	0	0	3	0	3	1	0	1	4
% App. Total	0	0		100	0		100	0		
PHF	.000	.000	.000	.750	.000	.750	.250	.000	.250	.500

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File Name : 09_CVS_Clo_Teag PMC
Site Code : 00322473
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	**1**	0	**1**	0	0	0
+30 mins.	0	0	0	1	0	1	0	0	0
+45 mins.	0	0	0	1	0	1	**1**	0	**1**
Total Volume	0	0	0	3	0	3	1	0	1
% App. Total	0	0		100	0		100	0	
PHF	.000	.000	.000	.750	.000	.750	.250	.000	.250

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City of Clovis
N/S: Clovis Avenue
E/W: Teague Avenue
Weather: Clear

File Name : 09_CVS_Clo_Teag PMC
Site Code : 00322473
Start Date : 5/24/2022

Groups Printed- 3 Axle Vehicles

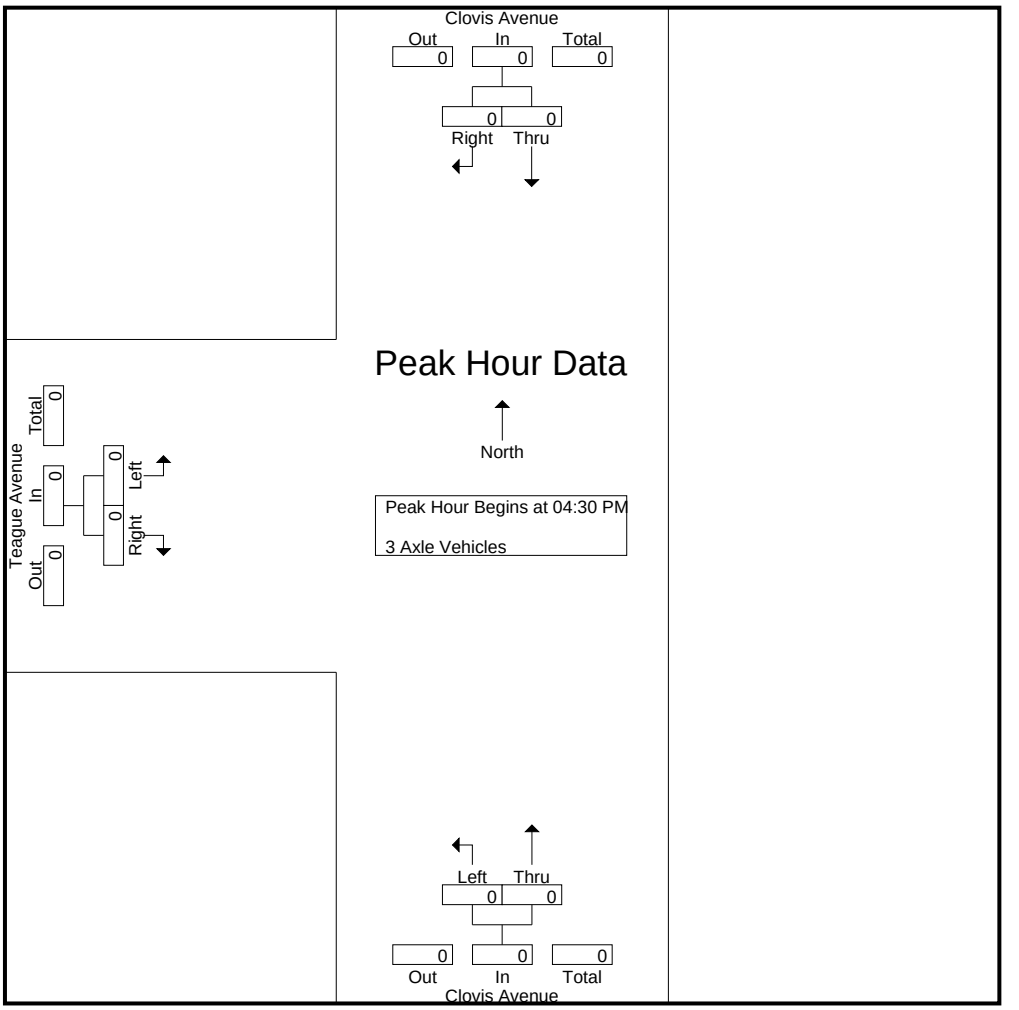
	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	2	0	2	0	1	1	3
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	2	0	1	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	2	0	2	0	1	1	3
Apprch %	0	0		100	0		0	100		
Total %	0	0	0	66.7	0	66.7	0	33.3	33.3	

	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Site Code : 00322473
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Groups Printed- 4+ Axle Trucks

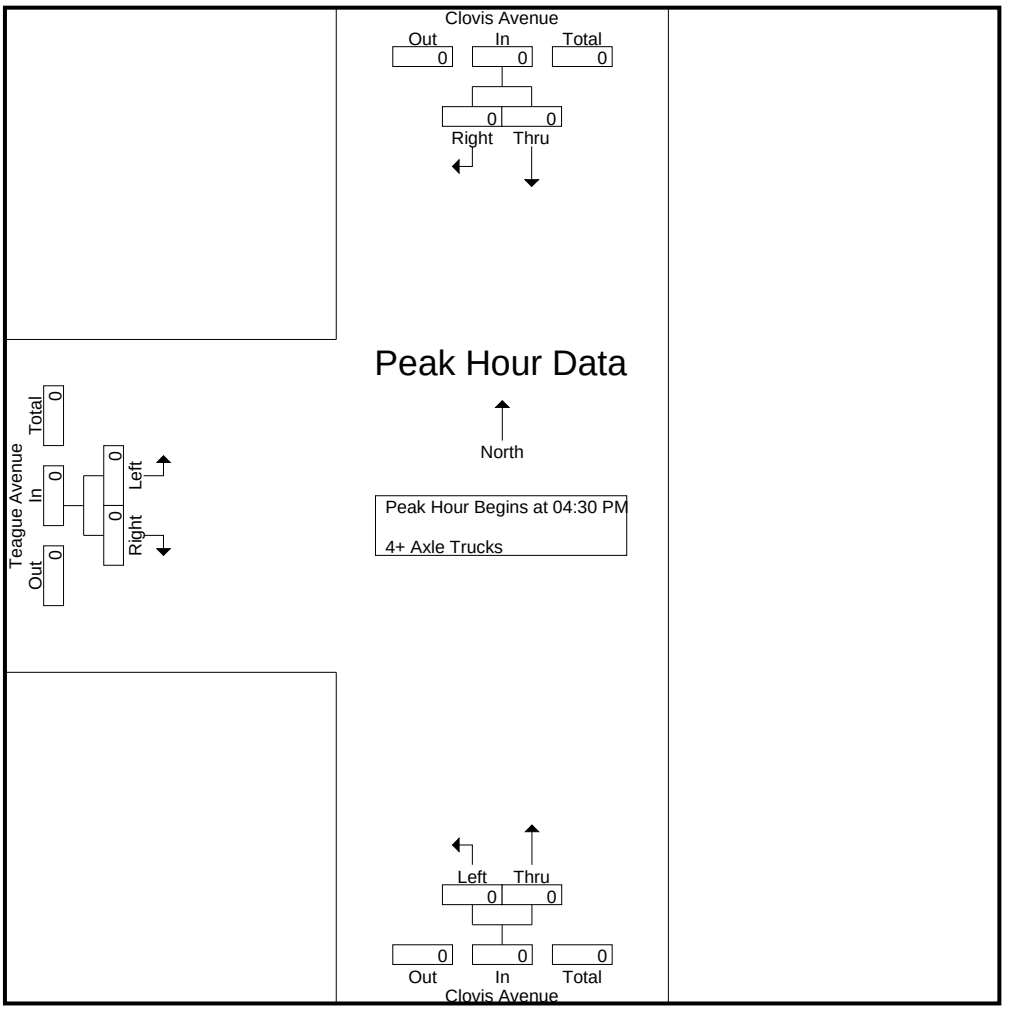
	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Clovis Avenue Southbound			Clovis Avenue Northbound			Teague Avenue Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:30 PM										
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Site Code : 00322473
Start Date : 5/24/2022



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM			04:30 PM			04:30 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Clovis
N/S: Clovis Avenue
E/W: Teague Avenue



Date: 5/24/2022
Day: Tuesday

PEDESTRIANS

	North Leg Clovis Avenue	East Leg Teague Avenue	South Leg Clovis Avenue	West Leg Teague Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	1	0	1	0	2
7:15 AM	3	0	2	0	5
7:30 AM	0	0	0	1	1
7:45 AM	0	0	0	0	0
8:00 AM	0	0	9	30	39
8:15 AM	1	0	14	7	22
8:30 AM	2	0	0	0	2
8:45 AM	2	0	0	0	2
TOTAL VOLUMES:	9	0	26	38	73

	North Leg Clovis Avenue	East Leg Teague Avenue	South Leg Clovis Avenue	West Leg Teague Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	1	1
5:45 PM	2	0	0	0	2
TOTAL VOLUMES:	2	0	0	1	3

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Location: Clovis
N/S: Clovis Avenue
E/W: Teague Avenue

Date: 5/24/2022
Day: Tuesday

BICYCLES

	Southbound Clovis Avenue			Westbound Teague Avenue			Northbound Clovis Avenue			Eastbound Teague Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	2	0	0	0	0	0	0	0	0	0	2
7:45 AM	0	1	2	0	0	0	0	0	0	1	0	0	4
8:00 AM	0	0	2	0	0	0	1	1	0	3	0	0	7
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	2	0	0	0	1	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	1	10	0	0	0	2	1	0	4	0	0	18

	Southbound Clovis Avenue			Westbound Teague Avenue			Northbound Clovis Avenue			Eastbound Teague Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	2
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	1	1
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	1	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	0	0	1	0	0	2	0	1	4

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City of Clovis
N/S: Clovis Avenue
E/W: Nees Avenue
Weather: Clear

File Name : 10_CVS_Clo_Nees AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

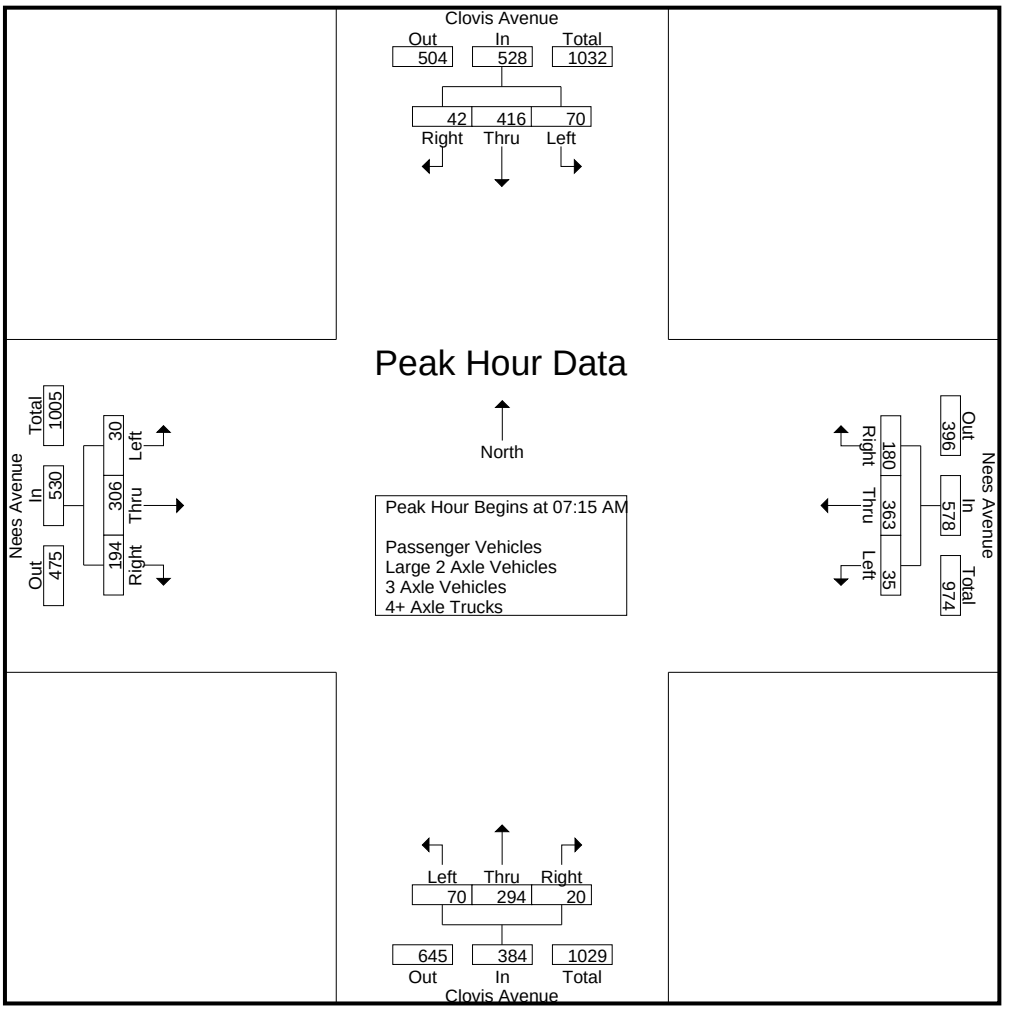
	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	76	5	82	6	52	16	74	7	53	5	65	1	42	18	61	282
07:15 AM	8	83	6	97	6	130	47	183	16	80	7	103	4	53	29	86	469
07:30 AM	27	128	6	161	15	88	86	189	16	81	3	100	8	71	54	133	583
07:45 AM	27	115	7	149	7	62	27	96	20	71	3	94	11	111	68	190	529
Total	63	402	24	489	34	332	176	542	59	285	18	362	24	277	169	470	1863
08:00 AM	8	90	23	121	7	83	20	110	18	62	7	87	7	71	43	121	439
08:15 AM	14	98	19	131	10	92	12	114	14	49	2	65	4	34	33	71	381
08:30 AM	8	82	12	102	4	65	9	78	17	46	5	68	4	48	32	84	332
08:45 AM	3	70	2	75	6	71	6	83	11	39	3	53	6	41	35	82	293
Total	33	340	56	429	27	311	47	385	60	196	17	273	21	194	143	358	1445
Grand Total	96	742	80	918	61	643	223	927	119	481	35	635	45	471	312	828	3308
Apprch %	10.5	80.8	8.7		6.6	69.4	24.1		18.7	75.7	5.5		5.4	56.9	37.7		
Total %	2.9	22.4	2.4	27.8	1.8	19.4	6.7	28	3.6	14.5	1.1	19.2	1.4	14.2	9.4	25	
Passenger Vehicles	94	732	78	904	61	635	223	919	117	466	34	617	44	464	305	813	3253
% Passenger Vehicles	97.9	98.7	97.5	98.5	100	98.8	100	99.1	98.3	96.9	97.1	97.2	97.8	98.5	97.8	98.2	98.3
Large 2 Axle Vehicles	2	5	1	8	0	7	0	7	1	13	1	15	1	6	7	14	44
% Large 2 Axle Vehicles	2.1	0.7	1.2	0.9	0	1.1	0	0.8	0.8	2.7	2.9	2.4	2.2	1.3	2.2	1.7	1.3
3 Axle Vehicles	0	2	1	3	0	1	0	1	1	0	0	1	0	1	0	1	6
% 3 Axle Vehicles	0	0.3	1.2	0.3	0	0.2	0	0.1	0.8	0	0	0.2	0	0.2	0	0.1	0.2
4+ Axle Trucks	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
% 4+ Axle Trucks	0	0.4	0	0.3	0	0	0	0	0	0.4	0	0.3	0	0	0	0	0.2

	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	8	83	6	97	6	**130**	47	183	16	80	**7**	**103**	4	53	29	86	469
07:30 AM	**27**	**128**	6	**161**	**15**	88	**86**	**189**	16	**81**	3	100	8	71	54	133	**583**
07:45 AM	27	115	7	149	7	62	27	96	**20**	71	3	94	**11**	**111**	**68**	**190**	529
08:00 AM	8	90	**23**	121	7	83	20	110	18	62	7	87	7	71	43	121	439
Total Volume	70	416	42	528	35	363	180	578	70	294	20	384	30	306	194	530	2020
% App. Total	13.3	78.8	8		6.1	62.8	31.1		18.2	76.6	5.2		5.7	57.7	36.6		
PHF	.648	.813	.457	.820	.583	.698	.523	.765	.875	.907	.714	.932	.682	.689	.713	.697	.866

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City of Clovis
N/S: Clovis Avenue
E/W: Nees Avenue
Weather: Clear

File Name : 10_CVS_Clo_Nees AMC
Site Code : 00322473
Start Date : 5/24/2022



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**27**	**128**	6	**161**	6	**130**	47	183	16	80	**7**	**103**	4	53	29	86
+15 mins.	27	115	7	149	**15**	88	**86**	**189**	16	**81**	3	100	8	71	54	133
+30 mins.	8	90	**23**	121	7	62	27	96	**20**	71	3	94	**11**	**111**	**68**	**190**
+45 mins.	14	98	19	131	7	83	20	110	18	62	7	87	7	71	43	121
Total Volume	76	431	55	562	35	363	180	578	70	294	20	384	30	306	194	530
% App. Total	13.5	76.7	9.8		6.1	62.8	31.1		18.2	76.6	5.2		5.7	57.7	36.6	
PHF	.704	.842	.598	.873	.583	.698	.523	.765	.875	.907	.714	.932	.682	.689	.713	.697

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City of Clovis
N/S: Clovis Avenue
E/W: Nees Avenue
Weather: Clear

File Name : 10_CVS_Clo_Nees AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

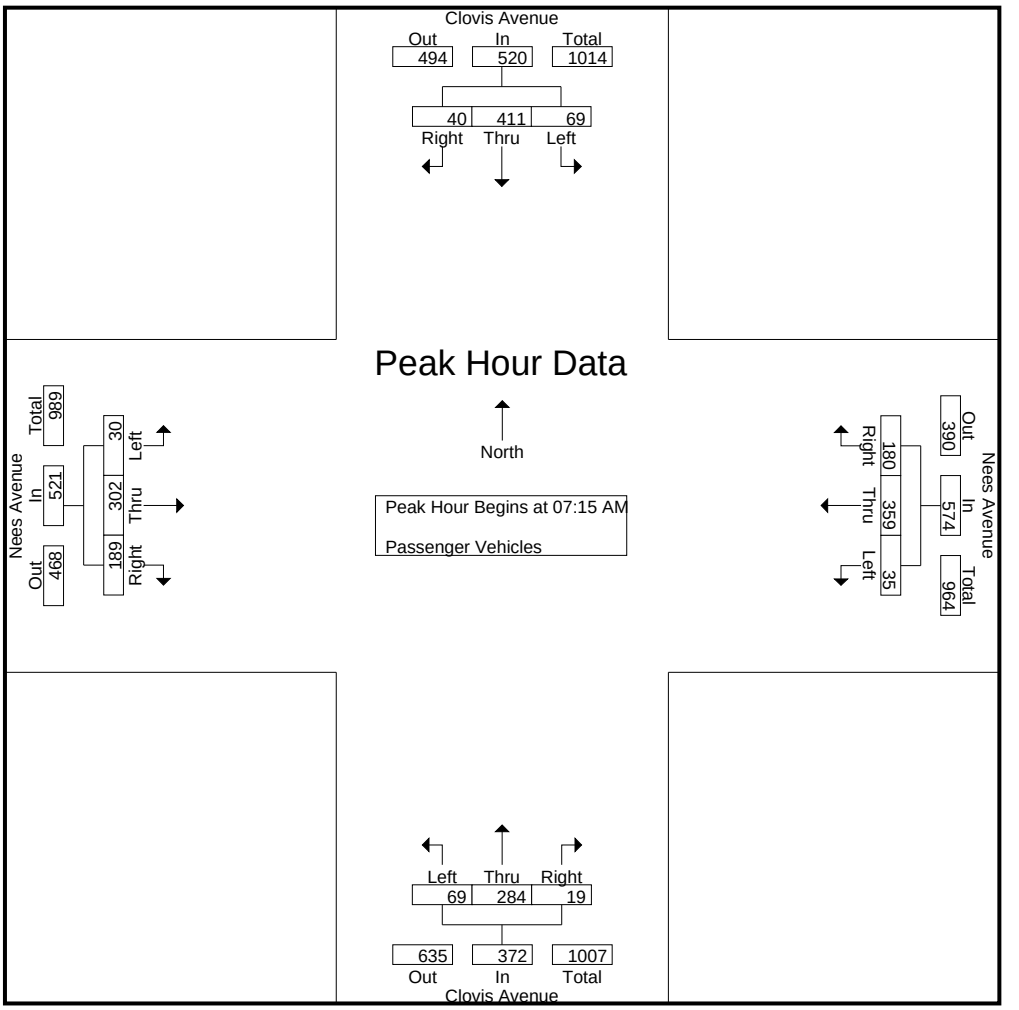
	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	75	5	81	6	52	16	74	7	52	5	64	1	41	18	60	279
07:15 AM	8	82	5	95	6	127	47	180	16	77	7	100	4	51	27	82	457
07:30 AM	27	127	6	160	15	88	86	189	15	79	3	97	8	70	53	131	577
07:45 AM	27	114	7	148	7	61	27	95	20	67	3	90	11	111	67	189	522
Total	63	398	23	484	34	328	176	538	58	275	18	351	24	273	165	462	1835
08:00 AM	7	88	22	117	7	83	20	110	18	61	6	85	7	70	42	119	431
08:15 AM	14	98	19	131	10	92	12	114	13	46	2	61	4	33	32	69	375
08:30 AM	8	81	12	101	4	63	9	76	17	45	5	67	4	48	32	84	328
08:45 AM	2	67	2	71	6	69	6	81	11	39	3	53	5	40	34	79	284
Total	31	334	55	420	27	307	47	381	59	191	16	266	20	191	140	351	1418
Grand Total	94	732	78	904	61	635	223	919	117	466	34	617	44	464	305	813	3253
Apprch %	10.4	81	8.6		6.6	69.1	24.3		19	75.5	5.5		5.4	57.1	37.5		
Total %	2.9	22.5	2.4	27.8	1.9	19.5	6.9	28.3	3.6	14.3	1	19	1.4	14.3	9.4	25	

	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	8	82	5	95	6	**127**	47	180	16	77	**7**	**100**	4	51	27	82	457
07:30 AM	**27**	**127**	6	**160**	**15**	88	**86**	**189**	15	**79**	3	97	8	70	53	131	**577**
07:45 AM	27	114	7	148	7	61	27	95	**20**	67	3	90	**11**	**111**	**67**	**189**	522
08:00 AM	7	88	**22**	117	7	83	20	110	18	61	6	85	7	70	42	119	431
Total Volume	69	411	40	520	35	359	180	574	69	284	19	372	30	302	189	521	1987
% App. Total	13.3	79	7.7		6.1	62.5	31.4		18.5	76.3	5.1		5.8	58	36.3		
PHF	.639	.809	.455	.813	.583	.707	.523	.759	.863	.899	.679	.930	.682	.680	.705	.689	.861

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City of Clovis
N/S: Clovis Avenue
E/W: Nees Avenue
Weather: Clear

File Name : 10_CVS_Clo_Nees AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	8	82	5	95	6	**127**	47	180	16	77	**7**	**100**	4	51	27	82
+15 mins.	**27**	**127**	6	**160**	**15**	88	**86**	**189**	15	**79**	3	97	8	70	53	131
+30 mins.	27	114	7	148	7	61	27	95	**20**	67	3	90	**11**	**111**	**67**	**189**
+45 mins.	7	88	**22**	117	7	83	20	110	18	61	6	85	7	70	42	119
Total Volume	69	411	40	520	35	359	180	574	69	284	19	372	30	302	189	521
% App. Total	13.3	79	7.7		6.1	62.5	31.4		18.5	76.3	5.1		5.8	58	36.3	
PHF	.639	.809	.455	.813	.583	.707	.523	.759	.863	.899	.679	.930	.682	.680	.705	.689

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City of Clovis
N/S: Clovis Avenue
E/W: Nees Avenue
Weather: Clear

File Name : 10_CVS_Clo_Nees AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

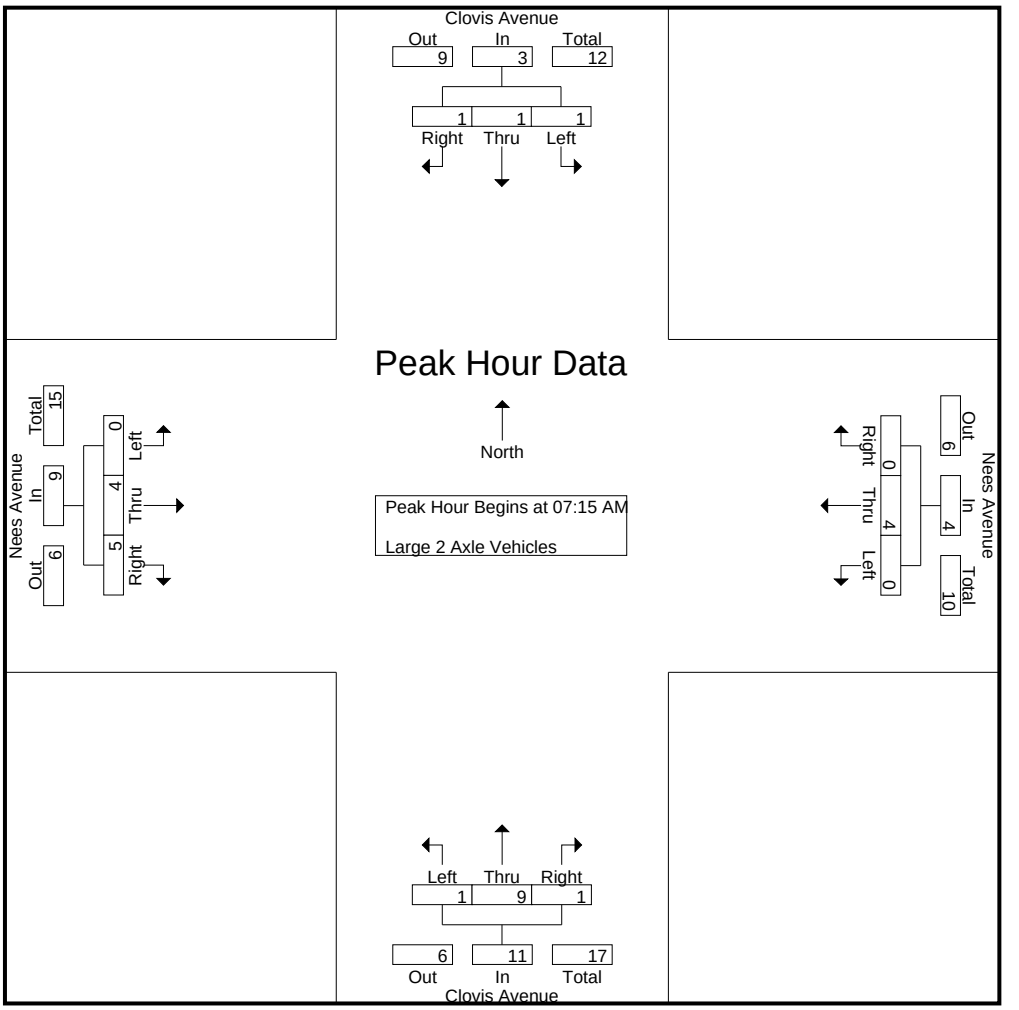
	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
07:15 AM	0	0	0	0	0	3	0	3	0	3	0	3	0	2	2	4	10
07:30 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	1	1	2	4
07:45 AM	0	0	0	0	0	1	0	1	0	4	0	4	0	0	1	1	6
Total	0	1	0	1	0	4	0	4	1	9	0	10	0	3	4	7	22
08:00 AM	1	1	1	3	0	0	0	0	0	1	1	2	0	1	1	2	7
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	1	2	4
08:30 AM	0	1	0	1	0	1	0	1	0	1	0	1	0	0	0	0	3
08:45 AM	1	2	0	3	0	2	0	2	0	0	0	0	1	1	1	3	8
Total	2	4	1	7	0	3	0	3	0	4	1	5	1	3	3	7	22
Grand Total	2	5	1	8	0	7	0	7	1	13	1	15	1	6	7	14	44
Apprch %	25	62.5	12.5		0	100	0		6.7	86.7	6.7		7.1	42.9	50		
Total %	4.5	11.4	2.3	18.2	0	15.9	0	15.9	2.3	29.5	2.3	34.1	2.3	13.6	15.9	31.8	

	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**3**	0	**3**	0	3	0	3	0	**2**	**2**	**4**	**10**
07:30 AM	0	0	0	0	0	0	0	0	**1**	1	0	2	0	1	1	2	4
07:45 AM	0	0	0	0	0	1	0	1	0	**4**	0	**4**	0	0	1	1	6
08:00 AM	**1**	**1**	**1**	**3**	0	0	0	0	0	1	**1**	2	0	1	1	2	7
Total Volume	1	1	1	3	0	4	0	4	1	9	1	11	0	4	5	9	27
% App. Total	33.3	33.3	33.3		0	100	0		9.1	81.8	9.1		0	44.4	55.6		
PHF	.250	.250	.250	.250	.000	.333	.000	.333	.250	.563	.250	.688	.000	.500	.625	.563	.675

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City of Clovis
N/S: Clovis Avenue
E/W: Nees Avenue
Weather: Clear

File Name : 10_CVS_Clo_Nees AMC
Site Code : 00322473
Start Date : 5/24/2022



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	**3**	0	**3**	0	3	0	3	0	**2**	**2**	**4**
+15 mins.	0	0	0	0	0	0	0	0	**1**	1	0	2	0	1	1	2
+30 mins.	0	0	0	0	0	1	0	1	0	**4**	0	**4**	0	0	1	1
+45 mins.	**1**	**1**	**1**	**3**	0	0	0	0	0	1	**1**	2	0	1	1	2
Total Volume	1	1	1	3	0	4	0	4	1	9	1	11	0	4	5	9
% App. Total	33.3	33.3	33.3		0	100	0		9.1	81.8	9.1		0	44.4	55.6	
PHF	.250	.250	.250	.250	.000	.333	.000	.333	.250	.563	.250	.688	.000	.500	.625	.563

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City of Clovis
N/S: Clovis Avenue
E/W: Nees Avenue
Weather: Clear

File Name : 10_CVS_Clo_Nees AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

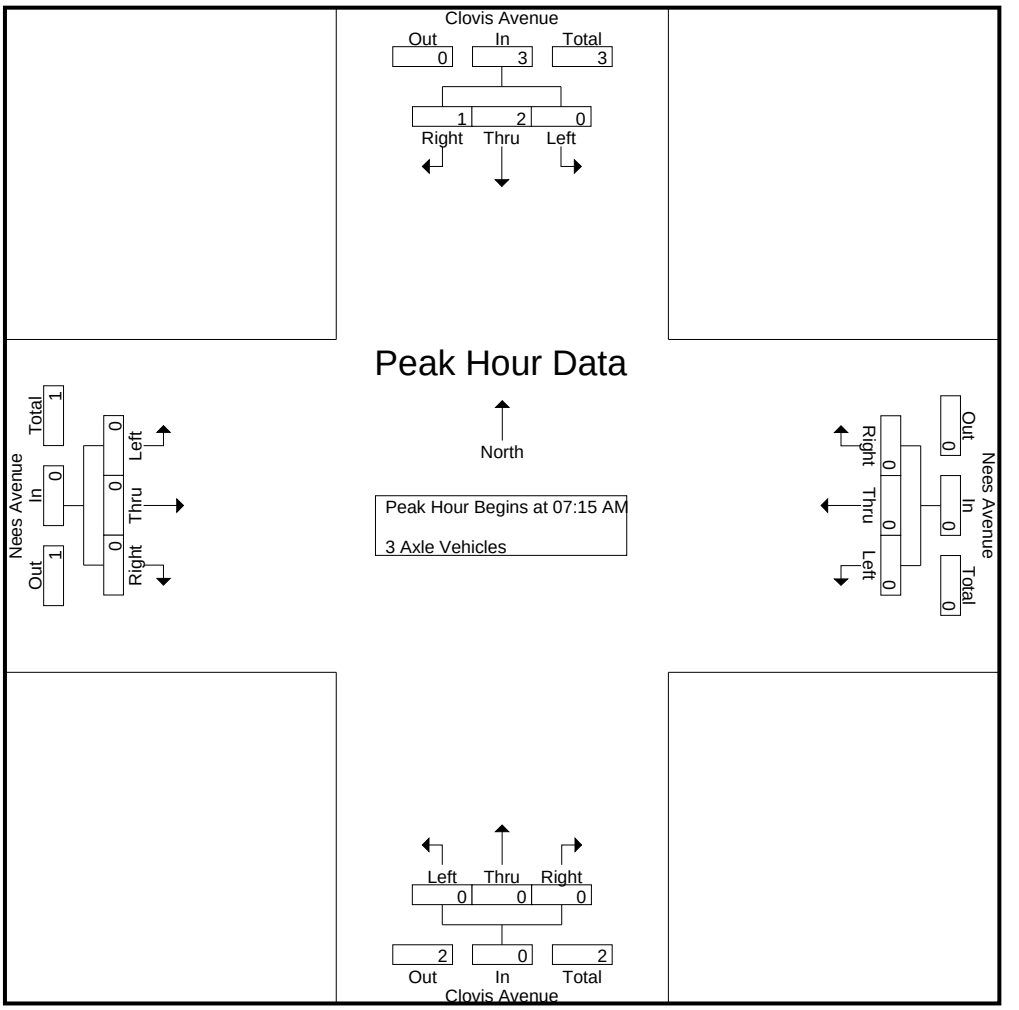
	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	1	3	0	0	0	0	0	0	0	0	0	1	0	1	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
Grand Total	0	2	1	3	0	1	0	1	1	0	0	1	0	1	0	1	6
Apprch %	0	66.7	33.3		0	100	0		100	0	0		0	100	0		
Total %	0	33.3	16.7	50	0	16.7	0	16.7	16.7	0	0	16.7	0	16.7	0	16.7	

	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
07:30 AM	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
% App. Total	0	66.7	33.3		0	0	0		0	0	0		0	0	0		
PHF	.000	.500	.250	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.750

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City of Clovis
N/S: Clovis Avenue
E/W: Nees Avenue
Weather: Clear

File Name : 10_CVS_Clo_Nees AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	66.7	33.3		0	0	0		0	0	0		0	0	0	
PHF	.000	.500	.250	.750	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Clovis
N/S: Clovis Avenue
E/W: Nees Avenue
Weather: Clear

File Name : 10_CVS_Clo_Nees AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

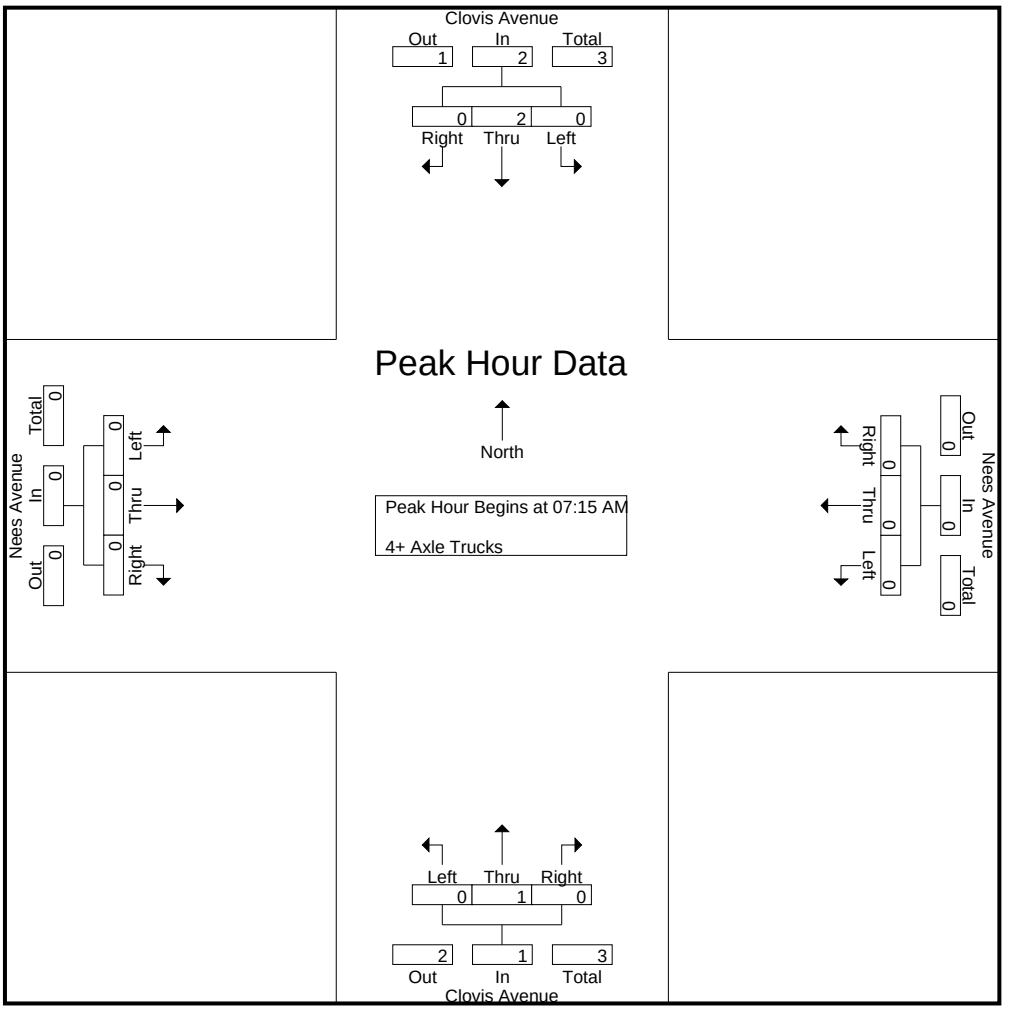
	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Grand Total	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	60	0	60	0	0	0	0	0	40	0	40	0	0	0	0	

	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
07:30 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.750

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City of Clovis
N/S: Clovis Avenue
E/W: Nees Avenue
Weather: Clear

File Name : 10_CVS_Clo_Nees AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

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City of Clovis
N/S: Clovis Avenue
E/W: Nees Avenue
Weather: Clear

File Name : 10_CVS_Clo_Nees PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

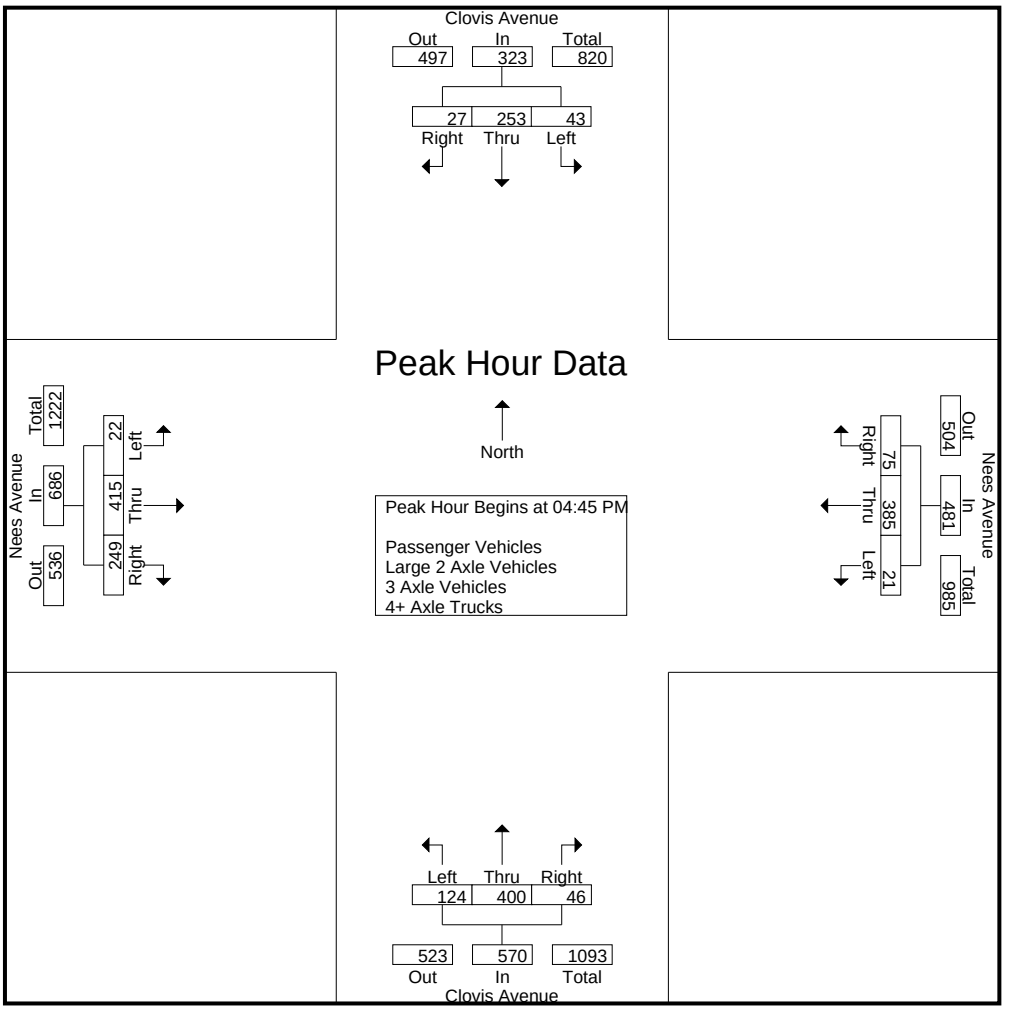
	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	6	67	4	77	2	65	17	84	17	99	6	122	4	106	45	155	438
04:15 PM	7	75	8	90	4	56	9	69	41	84	6	131	4	88	41	133	423
04:30 PM	4	56	10	70	4	67	23	94	27	86	14	127	8	85	40	133	424
04:45 PM	8	55	10	73	3	79	19	101	32	86	10	128	6	103	77	186	488
Total	25	253	32	310	13	267	68	348	117	355	36	508	22	382	203	607	1773
05:00 PM	13	87	5	105	4	108	19	131	31	120	9	160	6	93	50	149	545
05:15 PM	11	55	3	69	9	111	16	136	26	116	16	158	3	110	61	174	537
05:30 PM	11	56	9	76	5	87	21	113	35	78	11	124	7	109	61	177	490
05:45 PM	12	44	5	61	5	74	13	92	18	73	11	102	9	88	44	141	396
Total	47	242	22	311	23	380	69	472	110	387	47	544	25	400	216	641	1968
Grand Total	72	495	54	621	36	647	137	820	227	742	83	1052	47	782	419	1248	3741
Apprch %	11.6	79.7	8.7		4.4	78.9	16.7		21.6	70.5	7.9		3.8	62.7	33.6		
Total %	1.9	13.2	1.4	16.6	1	17.3	3.7	21.9	6.1	19.8	2.2	28.1	1.3	20.9	11.2	33.4	
Passenger Vehicles	70	492	54	616	36	644	135	815	225	739	81	1045	47	774	417	1238	3714
% Passenger Vehicles	97.2	99.4	100	99.2	100	99.5	98.5	99.4	99.1	99.6	97.6	99.3	100	99	99.5	99.2	99.3
Large 2 Axle Vehicles	1	3	0	4	0	2	1	3	2	2	2	6	0	8	2	10	23
% Large 2 Axle Vehicles	1.4	0.6	0	0.6	0	0.3	0.7	0.4	0.9	0.3	2.4	0.6	0	1	0.5	0.8	0.6
3 Axle Vehicles	1	0	0	1	0	1	1	2	0	1	0	1	0	0	0	0	4
% 3 Axle Vehicles	1.4	0	0	0.2	0	0.2	0.7	0.2	0	0.1	0	0.1	0	0	0	0	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	8	55	**10**	73	3	79	19	101	32	86	10	128	6	103	**77**	**186**	488
05:00 PM	**13**	**87**	5	**105**	4	108	19	131	31	**120**	9	**160**	6	93	50	149	**545**
05:15 PM	11	55	3	69	**9**	**111**	16	**136**	26	116	**16**	158	3	**110**	61	174	537
05:30 PM	11	56	9	76	5	87	**21**	113	**35**	78	11	124	**7**	109	61	177	490
Total Volume	43	253	27	323	21	385	75	481	124	400	46	570	22	415	249	686	2060
% App. Total	13.3	78.3	8.4		4.4	80	15.6		21.8	70.2	8.1		3.2	60.5	36.3		
PHF	.827	.727	.675	.769	.583	.867	.893	.884	.886	.833	.719	.891	.786	.943	.808	.922	.945

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City of Clovis
N/S: Clovis Avenue
E/W: Nees Avenue
Weather: Clear

File Name : 10_CVS_Clo_Nees PMC
Site Code : 00322473
Start Date : 5/24/2022



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:45 PM				04:30 PM				04:45 PM			
+0 mins.	7	75	8	90	3	79	19	101	27	86	14	127	6	103	**77**	**186**
+15 mins.	4	56	**10**	70	4	108	19	131	**32**	86	10	128	6	93	50	149
+30 mins.	8	55	10	73	**9**	**111**	16	**136**	31	**120**	9	**160**	3	**110**	61	174
+45 mins.	**13**	**87**	5	**105**	5	87	**21**	113	26	116	**16**	158	**7**	109	61	177
Total Volume	32	273	33	338	21	385	75	481	116	408	49	573	22	415	249	686
% App. Total	9.5	80.8	9.8		4.4	80	15.6		20.2	71.2	8.6		3.2	60.5	36.3	
PHF	.615	.784	.825	.805	.583	.867	.893	.884	.906	.850	.766	.895	.786	.943	.808	.922

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City of Clovis
N/S: Clovis Avenue
E/W: Nees Avenue
Weather: Clear

File Name : 10_CVS_Clo_Nees PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

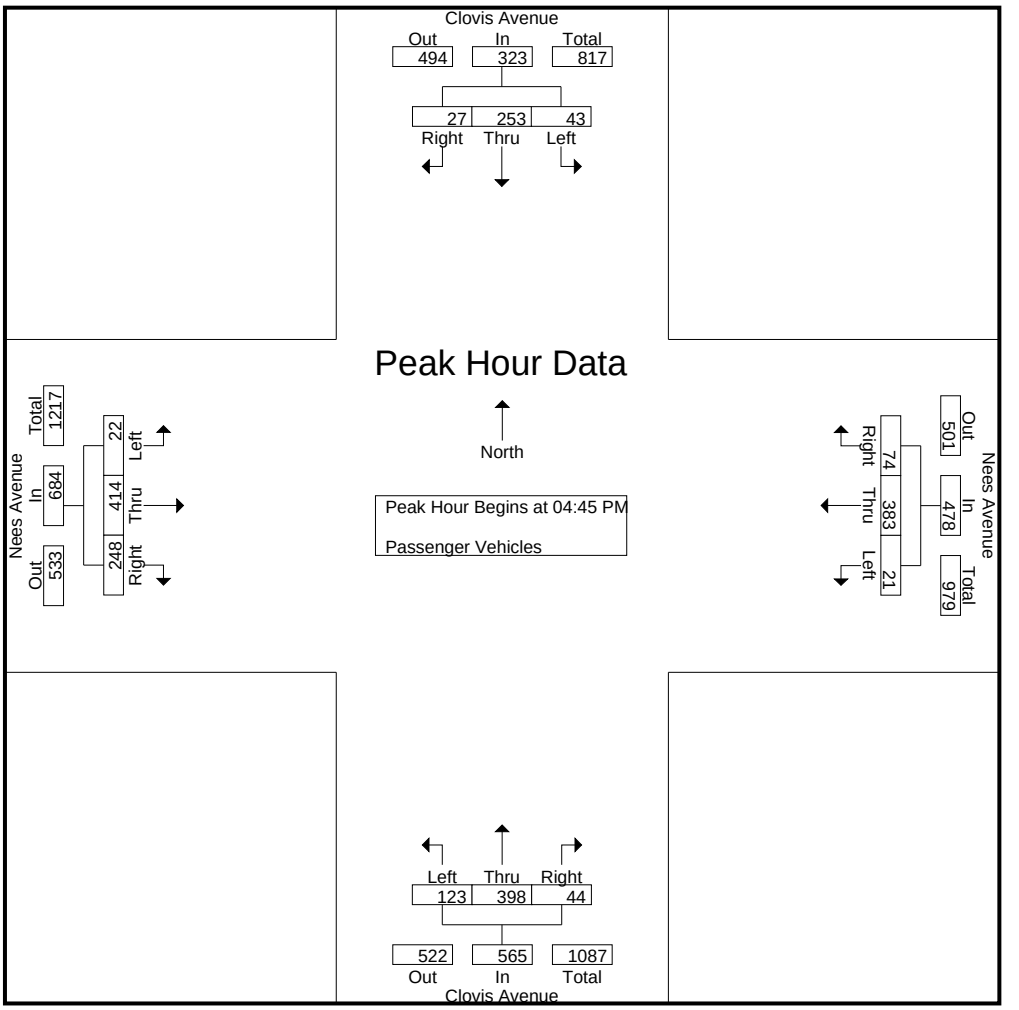
	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	5	65	4	74	2	64	16	82	17	98	6	121	4	102	45	151	428
04:15 PM	6	74	8	88	4	56	9	69	41	84	6	131	4	88	40	132	420
04:30 PM	4	56	10	70	4	67	23	94	26	86	14	126	8	82	40	130	420
04:45 PM	8	55	10	73	3	78	18	99	32	86	10	128	6	103	76	185	485
Total	23	250	32	305	13	265	66	344	116	354	36	506	22	375	201	598	1753
05:00 PM	13	87	5	105	4	107	19	130	31	119	9	159	6	93	50	149	543
05:15 PM	11	55	3	69	9	111	16	136	26	115	14	155	3	109	61	173	533
05:30 PM	11	56	9	76	5	87	21	113	34	78	11	123	7	109	61	177	489
05:45 PM	12	44	5	61	5	74	13	92	18	73	11	102	9	88	44	141	396
Total	47	242	22	311	23	379	69	471	109	385	45	539	25	399	216	640	1961
Grand Total	70	492	54	616	36	644	135	815	225	739	81	1045	47	774	417	1238	3714
Apprch %	11.4	79.9	8.8		4.4	79	16.6		21.5	70.7	7.8		3.8	62.5	33.7		
Total %	1.9	13.2	1.5	16.6	1	17.3	3.6	21.9	6.1	19.9	2.2	28.1	1.3	20.8	11.2	33.3	

	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	8	55	**10**	73	3	78	18	99	32	86	10	128	6	103	**76**	**185**	485
05:00 PM	**13**	**87**	5	**105**	4	107	19	130	31	**119**	9	**159**	6	93	50	149	**543**
05:15 PM	11	55	3	69	**9**	**111**	16	**136**	26	115	**14**	155	3	**109**	61	173	533
05:30 PM	11	56	9	76	5	87	**21**	113	**34**	78	11	123	**7**	109	61	177	489
Total Volume	43	253	27	323	21	383	74	478	123	398	44	565	22	414	248	684	2050
% App. Total	13.3	78.3	8.4		4.4	80.1	15.5		21.8	70.4	7.8		3.2	60.5	36.3		
PHF	.827	.727	.675	.769	.583	.863	.881	.879	.904	.836	.786	.888	.786	.950	.816	.924	.944

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City of Clovis
N/S: Clovis Avenue
E/W: Nees Avenue
Weather: Clear

File Name : 10_CVS_Clo_Nees PMC
Site Code : 00322473
Start Date : 5/24/2022



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	8	55	**10**	73	3	78	18	99	32	86	10	128	6	103	**76**	**185**
+15 mins.	**13**	**87**	5	**105**	4	107	19	130	31	**119**	9	**159**	6	93	50	149
+30 mins.	11	55	3	69	**9**	**111**	16	**136**	26	115	**14**	155	3	**109**	61	173
+45 mins.	11	56	9	76	5	87	**21**	113	**34**	78	11	123	**7**	109	61	177
Total Volume	43	253	27	323	21	383	74	478	123	398	44	565	22	414	248	684
% App. Total	13.3	78.3	8.4		4.4	80.1	15.5		21.8	70.4	7.8		3.2	60.5	36.3	
PHF	.827	.727	.675	.769	.583	.863	.881	.879	.904	.836	.786	.888	.786	.950	.816	.924

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City of Clovis
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File Name : 10_CVS_Clo_Nees PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

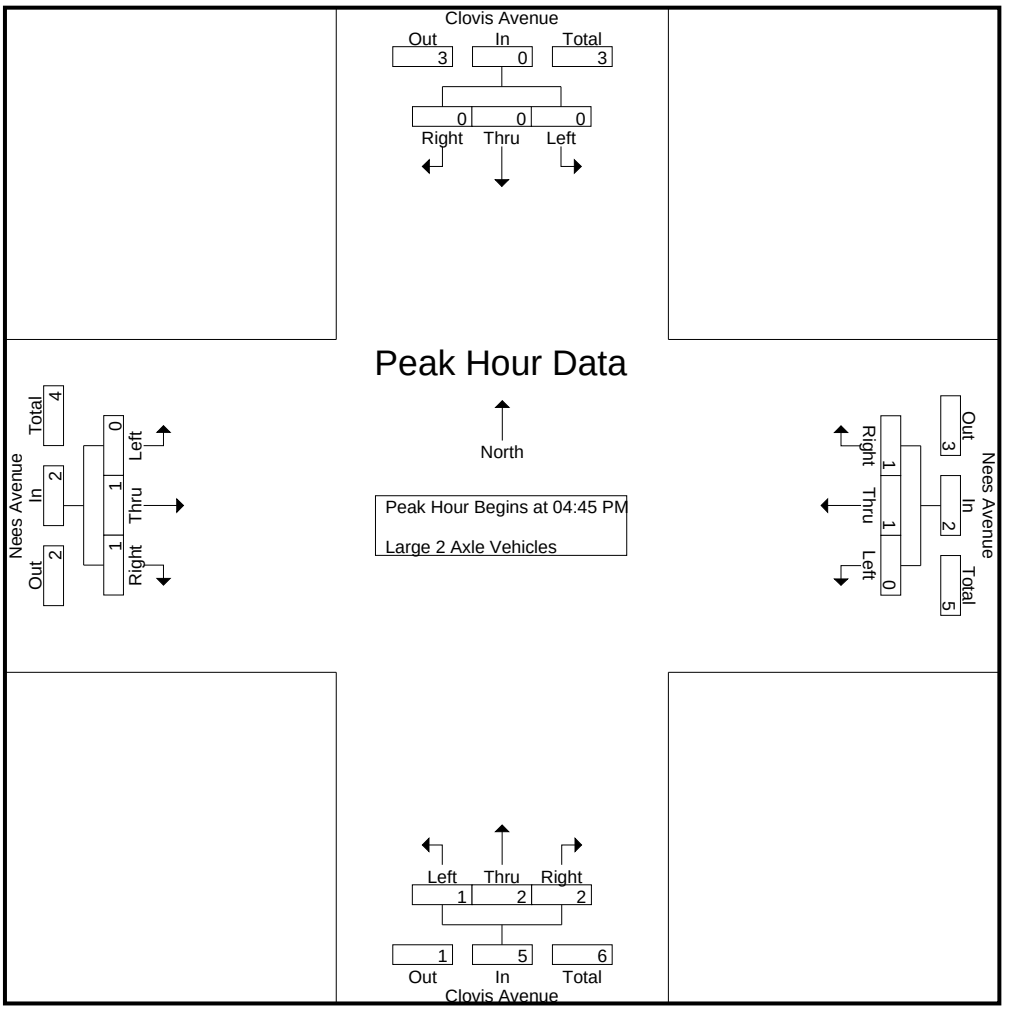
	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	1	0	1	0	0	0	0	0	4	0	4	7
04:15 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	1	1	3
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	3	0	3	4
04:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	2
Total	1	3	0	4	0	1	1	2	1	0	0	1	0	7	2	9	16
05:00 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	1	2	3	0	1	0	1	4
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	1	2	2	5	0	1	0	1	7
Grand Total	1	3	0	4	0	2	1	3	2	2	2	6	0	8	2	10	23
Apprch %	25	75	0		0	66.7	33.3		33.3	33.3	33.3		0	80	20		
Total %	4.3	13	0	17.4	0	8.7	4.3	13	8.7	8.7	8.7	26.1	0	34.8	8.7	43.5	

	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	**1**	**1**	2
05:00 PM	0	0	0	0	0	**1**	0	1	0	**1**	0	1	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	1	**2**	**3**	0	**1**	0	1	**4**
05:30 PM	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	1	1	2	1	2	2	5	0	1	1	2	9
% App. Total	0	0	0		0	50	50		20	40	40		0	50	50		
PHF	.000	.000	.000	.000	.000	.250	.250	.500	.250	.500	.250	.417	.000	.250	.250	.500	.563

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PO Box 1178
Corona, CA 92878
(951)268-6268

City of Clovis
N/S: Clovis Avenue
E/W: Nees Avenue
Weather: Clear

File Name : 10_CVS_Clo_Nees PMC
Site Code : 00322473
Start Date : 5/24/2022



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	**1**	**1**
+15 mins.	0	0	0	0	0	**1**	0	1	0	**1**	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	1	**2**	**3**	0	**1**	0	1
+45 mins.	0	0	0	0	0	0	0	0	**1**	0	0	1	0	0	0	0
Total Volume	0	0	0	0	0	1	1	2	1	2	2	5	0	1	1	2
% App. Total	0	0	0		0	50	50		20	40	40		0	50	50	
PHF	.000	.000	.000	.000	.000	.250	.250	.500	.250	.500	.250	.417	.000	.250	.250	.500

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City of Clovis
N/S: Clovis Avenue
E/W: Nees Avenue
Weather: Clear

File Name : 10_CVS_Clo_Nees PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

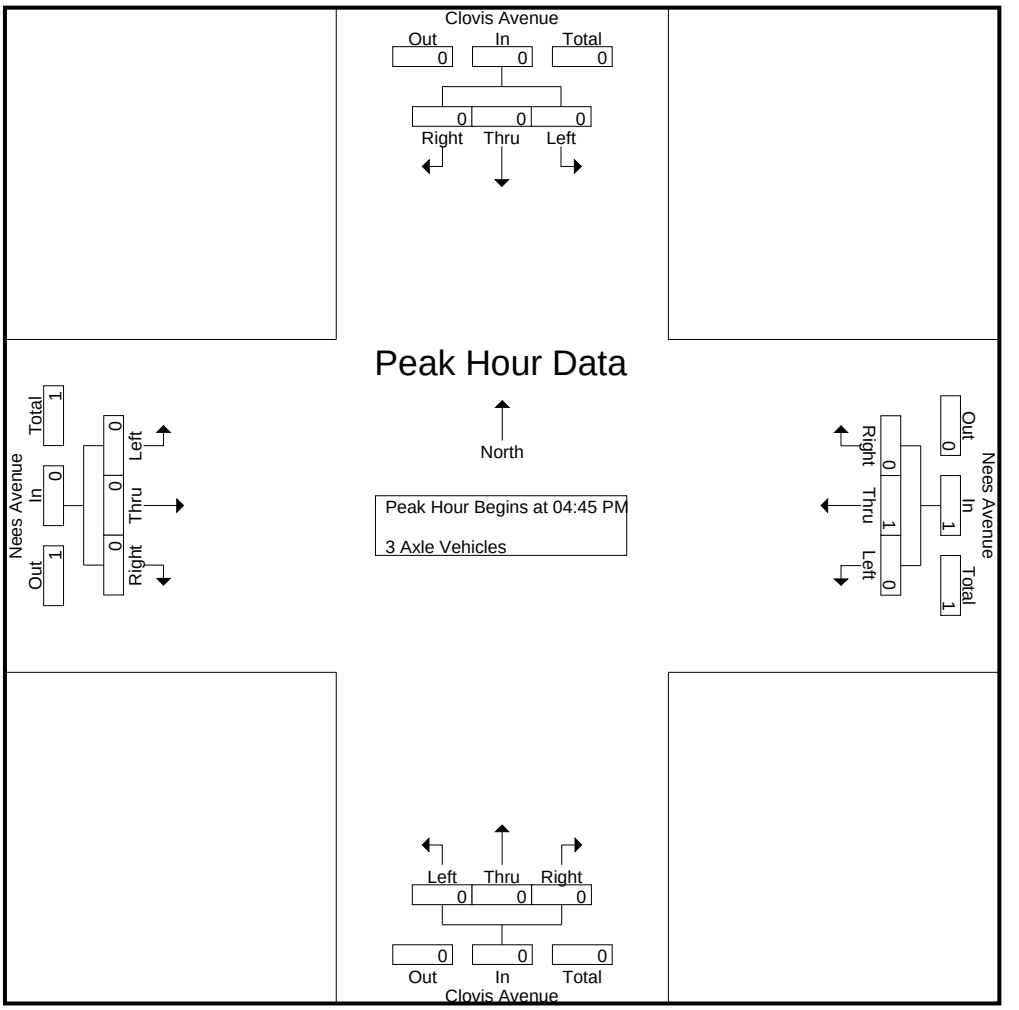
	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	0	0	1	1	0	1	0	1	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	1	1	2	0	1	0	1	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	0	0	1	0	1	1	2	0	1	0	1	0	0	0	0	4
Apprch %	100	0	0		0	50	50		0	100	0		0	0	0		
Total %	25	0	0	25	0	25	25	50	0	25	0	25	0	0	0	0	

	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	**1**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

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City of Clovis
N/S: Clovis Avenue
E/W: Nees Avenue
Weather: Clear

File Name : 10_CVS_Clo_Nees PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

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City of Clovis
N/S: Clovis Avenue
E/W: Nees Avenue
Weather: Clear

File Name : 10_CVS_Clo_Nees PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

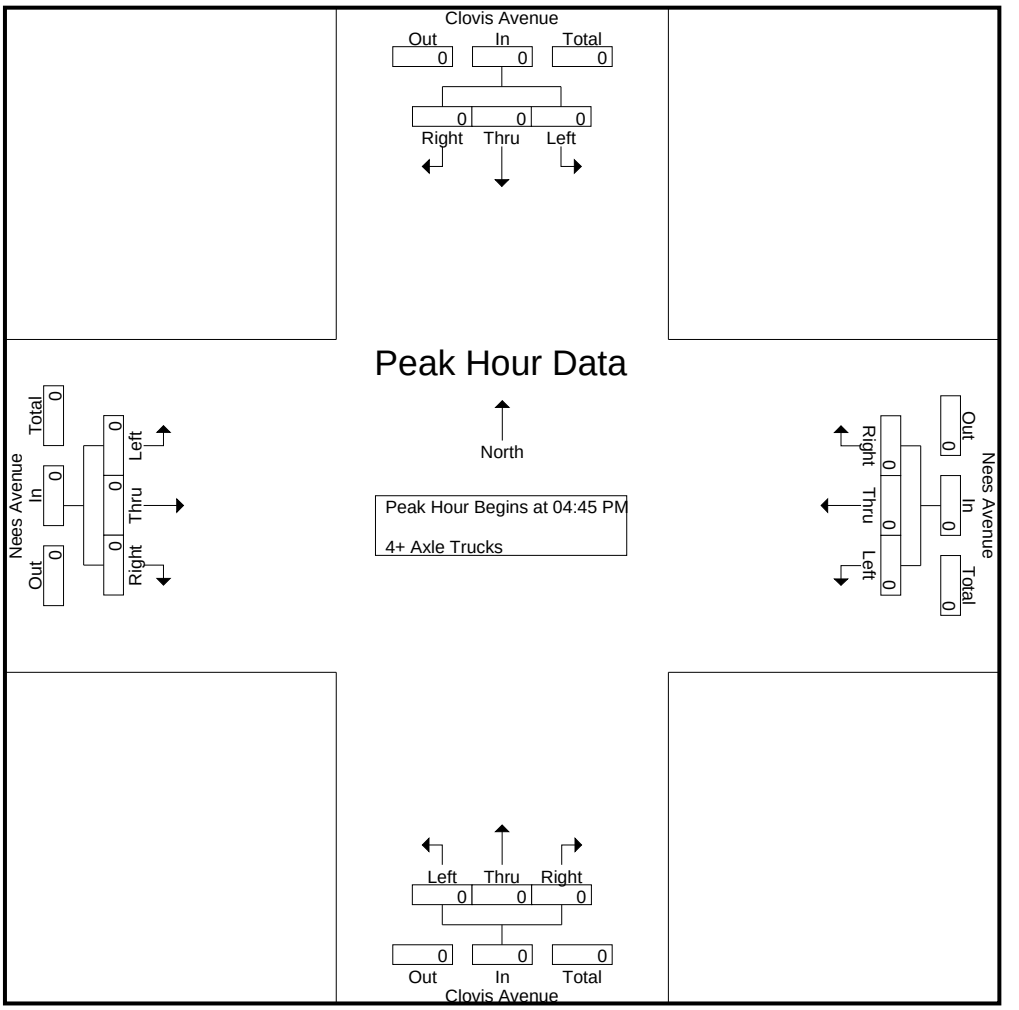
	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Clovis Avenue Southbound				Nees Avenue Westbound				Clovis Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Clovis
N/S: Clovis Avenue
E/W: Nees Avenue
Weather: Clear

File Name : 10_CVS_Clo_Nees PMC
Site Code : 00322473
Start Date : 5/24/2022



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Clovis
N/S: Clovis Avenue
E/W: Nees Avenue



Date: 5/24/2022
Day: Tuesday

PEDESTRIANS

	North Leg Clovis Avenue	East Leg Nees Avenue	South Leg Clovis Avenue	West Leg Nees Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	2	1	0	3
7:15 AM	0	7	0	0	7
7:30 AM	0	5	1	0	6
7:45 AM	0	0	0	0	0
8:00 AM	0	7	2	0	9
8:15 AM	0	13	0	0	13
8:30 AM	4	9	4	4	21
8:45 AM	2	13	0	0	15
TOTAL VOLUMES:	6	56	8	4	74

	North Leg Clovis Avenue	East Leg Nees Avenue	South Leg Clovis Avenue	West Leg Nees Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	1	1	0	2
4:45 PM	0	2	0	0	2
5:00 PM	1	0	0	0	1
5:15 PM	0	0	0	2	2
5:30 PM	0	1	0	0	1
5:45 PM	0	1	0	0	1
TOTAL VOLUMES:	1	5	1	2	9

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951-268-6268

Location: Clovis
N/S: Clovis Avenue
E/W: Nees Avenue

Date: 5/24/2022
Day: Tuesday

BICYCLES

	Southbound Clovis Avenue			Westbound Nees Avenue			Northbound Clovis Avenue			Eastbound Nees Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	0	1	0	0	0	0	0	2
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	1	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	2	0	0	0	0	0	1	0	0	0	0	3
TOTAL VOLUMES:	0	3	0	0	1	0	1	3	0	0	0	0	8

	Southbound Clovis Avenue			Westbound Nees Avenue			Northbound Clovis Avenue			Eastbound Nees Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES:	0	3	0	0	1	0	0	3	0	0	1	0	8

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City of Clovis
N/S: Clovis Avenue
E/W: Alluvial Avenue
Weather: Clear

File Name : 11_CVS_Clo_All AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

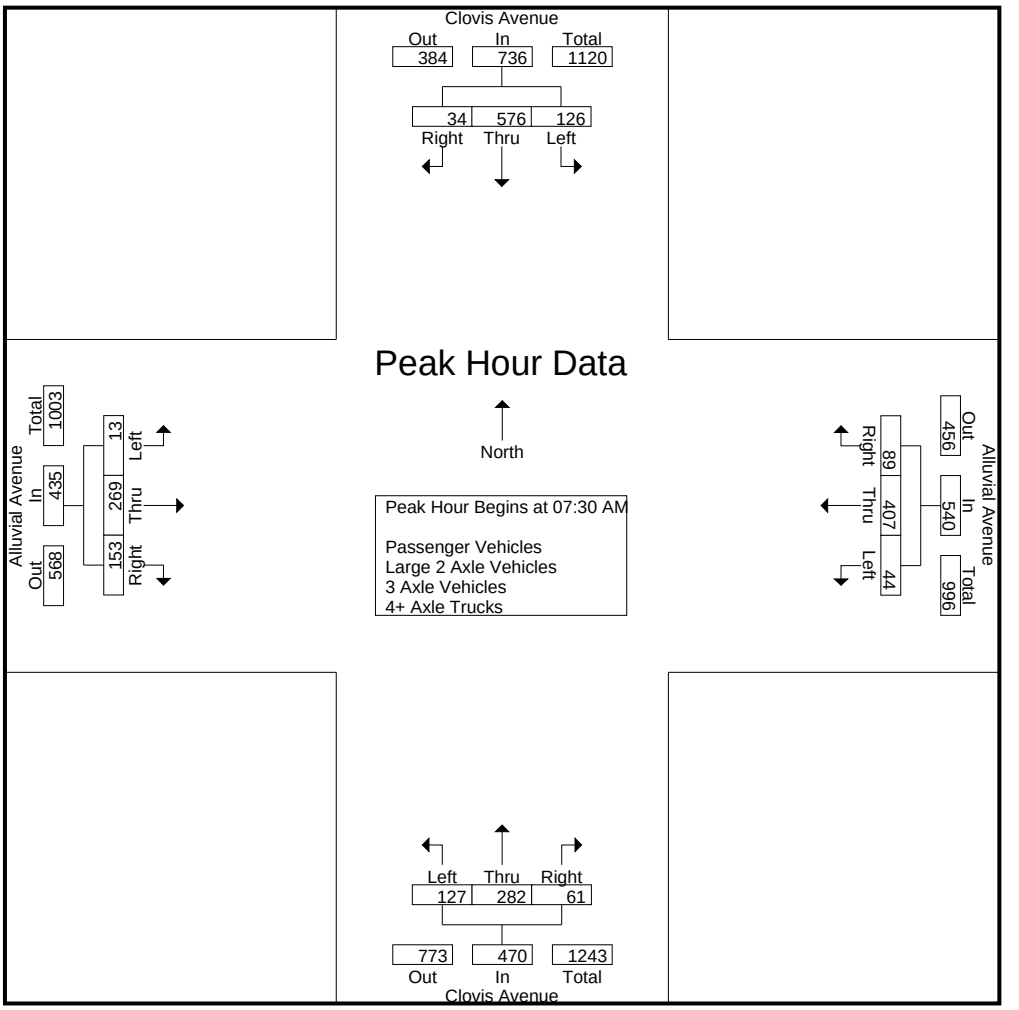
	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	12	98	6	116	8	53	9	70	14	71	5	90	3	27	26	56	332
07:15 AM	15	106	8	129	5	117	21	143	27	86	5	118	1	36	21	58	448
07:30 AM	27	152	17	196	4	145	30	179	34	90	10	134	3	60	42	105	614
07:45 AM	38	163	8	209	11	105	18	134	33	61	16	110	2	88	38	128	581
Total	92	519	39	650	28	420	78	526	108	308	36	452	9	211	127	347	1975
08:00 AM	32	129	5	166	9	89	24	122	27	78	15	120	5	59	46	110	518
08:15 AM	29	132	4	165	20	68	17	105	33	53	20	106	3	62	27	92	468
08:30 AM	14	123	3	140	11	68	10	89	17	70	9	96	3	41	26	70	395
08:45 AM	17	109	7	133	8	57	3	68	23	58	9	90	1	37	32	70	361
Total	92	493	19	604	48	282	54	384	100	259	53	412	12	199	131	342	1742
Grand Total	184	1012	58	1254	76	702	132	910	208	567	89	864	21	410	258	689	3717
Apprch %	14.7	80.7	4.6		8.4	77.1	14.5		24.1	65.6	10.3		3	59.5	37.4		
Total %	5	27.2	1.6	33.7	2	18.9	3.6	24.5	5.6	15.3	2.4	23.2	0.6	11	6.9	18.5	
Passenger Vehicles	181	1000	55	1236	76	693	129	898	205	547	86	838	20	387	250	657	3629
% Passenger Vehicles	98.4	98.8	94.8	98.6	100	98.7	97.7	98.7	98.6	96.5	96.6	97	95.2	94.4	96.9	95.4	97.6
Large 2 Axle Vehicles	2	9	2	13	0	9	3	12	3	17	1	21	1	21	8	30	76
% Large 2 Axle Vehicles	1.1	0.9	3.4	1	0	1.3	2.3	1.3	1.4	3	1.1	2.4	4.8	5.1	3.1	4.4	2
3 Axle Vehicles	1	1	1	3	0	0	0	0	0	1	1	2	0	2	0	2	7
% 3 Axle Vehicles	0.5	0.1	1.7	0.2	0	0	0	0	0	0.2	1.1	0.2	0	0.5	0	0.3	0.2
4+ Axle Trucks	0	2	0	2	0	0	0	0	0	2	1	3	0	0	0	0	5
% 4+ Axle Trucks	0	0.2	0	0.2	0	0	0	0	0	0.4	1.1	0.3	0	0	0	0	0.1

	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	27	152	**17**	196	4	**145**	**30**	**179**	**34**	**90**	10	**134**	3	60	42	105	**614**
07:45 AM	**38**	**163**	8	**209**	11	105	18	134	33	61	16	110	2	**88**	38	**128**	581
08:00 AM	32	129	5	166	9	89	24	122	27	78	15	120	**5**	59	**46**	110	518
08:15 AM	29	132	4	165	**20**	68	17	105	33	53	**20**	106	3	62	27	92	468
Total Volume	126	576	34	736	44	407	89	540	127	282	61	470	13	269	153	435	2181
% App. Total	17.1	78.3	4.6		8.1	75.4	16.5		27	60	13		3	61.8	35.2		
PHF	.829	.883	.500	.880	.550	.702	.742	.754	.934	.783	.763	.877	.650	.764	.832	.850	.888

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City of Clovis
N/S: Clovis Avenue
E/W: Alluvial Avenue
Weather: Clear

File Name : 11_CVS_Clo_All AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:15 AM				07:30 AM			
+0 mins.	27	152	**17**	196	5	117	21	143	27	86	5	118	3	60	42	105
+15 mins.	**38**	**163**	8	**209**	4	**145**	**30**	**179**	**34**	**90**	10	**134**	2	**88**	38	**128**
+30 mins.	32	129	5	166	**11**	105	18	134	33	61	**16**	110	**5**	59	**46**	110
+45 mins.	29	132	4	165	9	89	24	122	27	78	15	120	3	62	27	92
Total Volume	126	576	34	736	29	456	93	578	121	315	46	482	13	269	153	435
% App. Total	17.1	78.3	4.6		5	78.9	16.1		25.1	65.4	9.5		3	61.8	35.2	
PHF	.829	.883	.500	.880	.659	.786	.775	.807	.890	.875	.719	.899	.650	.764	.832	.850

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City of Clovis
N/S: Clovis Avenue
E/W: Alluvial Avenue
Weather: Clear

File Name : 11_CVS_Clo_All AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

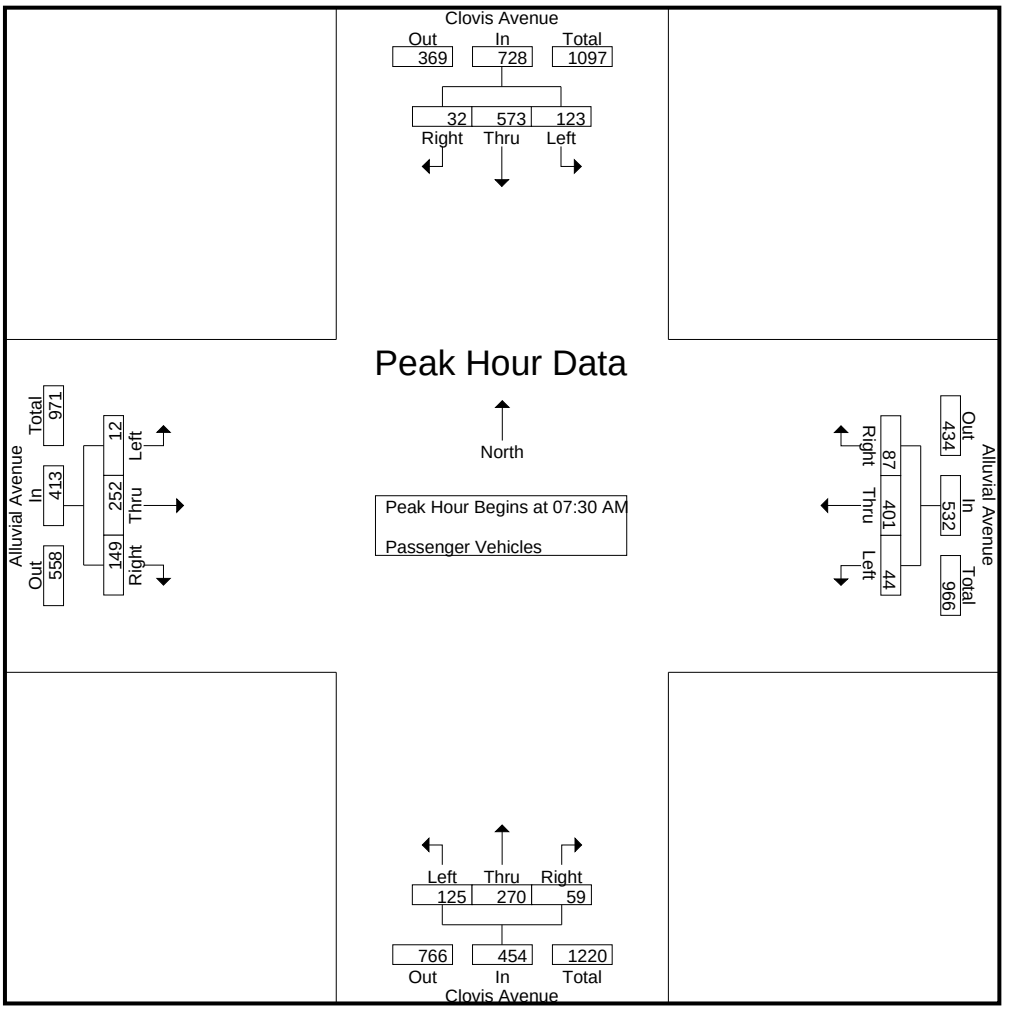
	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	12	97	6	115	8	52	9	69	13	69	4	86	3	27	25	55	325
07:15 AM	15	103	8	126	5	115	21	141	27	83	5	115	1	35	21	57	439
07:30 AM	26	152	16	194	4	142	30	176	34	85	10	129	3	54	41	98	597
07:45 AM	38	162	7	207	11	104	17	132	33	59	14	106	2	85	38	125	570
Total	91	514	37	642	28	413	77	518	107	296	33	436	9	201	125	335	1931
08:00 AM	31	127	5	163	9	89	24	122	26	76	15	117	4	57	43	104	506
08:15 AM	28	132	4	164	20	66	16	102	32	50	20	102	3	56	27	86	454
08:30 AM	14	121	3	138	11	68	9	88	17	69	9	95	3	36	24	63	384
08:45 AM	17	106	6	129	8	57	3	68	23	56	9	88	1	37	31	69	354
Total	90	486	18	594	48	280	52	380	98	251	53	402	11	186	125	322	1698
Grand Total	181	1000	55	1236	76	693	129	898	205	547	86	838	20	387	250	657	3629
Apprch %	14.6	80.9	4.4		8.5	77.2	14.4		24.5	65.3	10.3		3	58.9	38.1		
Total %	5	27.6	1.5	34.1	2.1	19.1	3.6	24.7	5.6	15.1	2.4	23.1	0.6	10.7	6.9	18.1	

	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	26	152	**16**	194	4	**142**	**30**	**176**	**34**	**85**	10	**129**	3	54	41	98	**597**
07:45 AM	**38**	**162**	7	**207**	11	104	17	132	33	59	14	106	2	**85**	38	**125**	570
08:00 AM	31	127	5	163	9	89	24	122	26	76	15	117	**4**	57	**43**	104	506
08:15 AM	28	132	4	164	**20**	66	16	102	32	50	**20**	102	3	56	27	86	454
Total Volume	123	573	32	728	44	401	87	532	125	270	59	454	12	252	149	413	2127
% App. Total	16.9	78.7	4.4		8.3	75.4	16.4		27.5	59.5	13		2.9	61	36.1		
PHF	.809	.884	.500	.879	.550	.706	.725	.756	.919	.794	.738	.880	.750	.741	.866	.826	.891

Counts Unlimited, Inc.
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City of Clovis
N/S: Clovis Avenue
E/W: Alluvial Avenue
Weather: Clear

File Name : 11_CVS_Clo_All AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	26	152	**16**	194	4	**142**	**30**	**176**	**34**	**85**	10	**129**	3	54	41	98
+15 mins.	**38**	**162**	7	**207**	11	104	17	132	33	59	14	106	2	**85**	38	**125**
+30 mins.	31	127	5	163	9	89	24	122	26	76	15	117	**4**	57	**43**	104
+45 mins.	28	132	4	164	**20**	66	16	102	32	50	**20**	102	3	56	27	86
Total Volume	123	573	32	728	44	401	87	532	125	270	59	454	12	252	149	413
% App. Total	16.9	78.7	4.4		8.3	75.4	16.4		27.5	59.5	13		2.9	61	36.1	
PHF	.809	.884	.500	.879	.550	.706	.725	.756	.919	.794	.738	.880	.750	.741	.866	.826

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City of Clovis
N/S: Clovis Avenue
E/W: Alluvial Avenue
Weather: Clear

File Name : 11_CVS_Clo_All AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

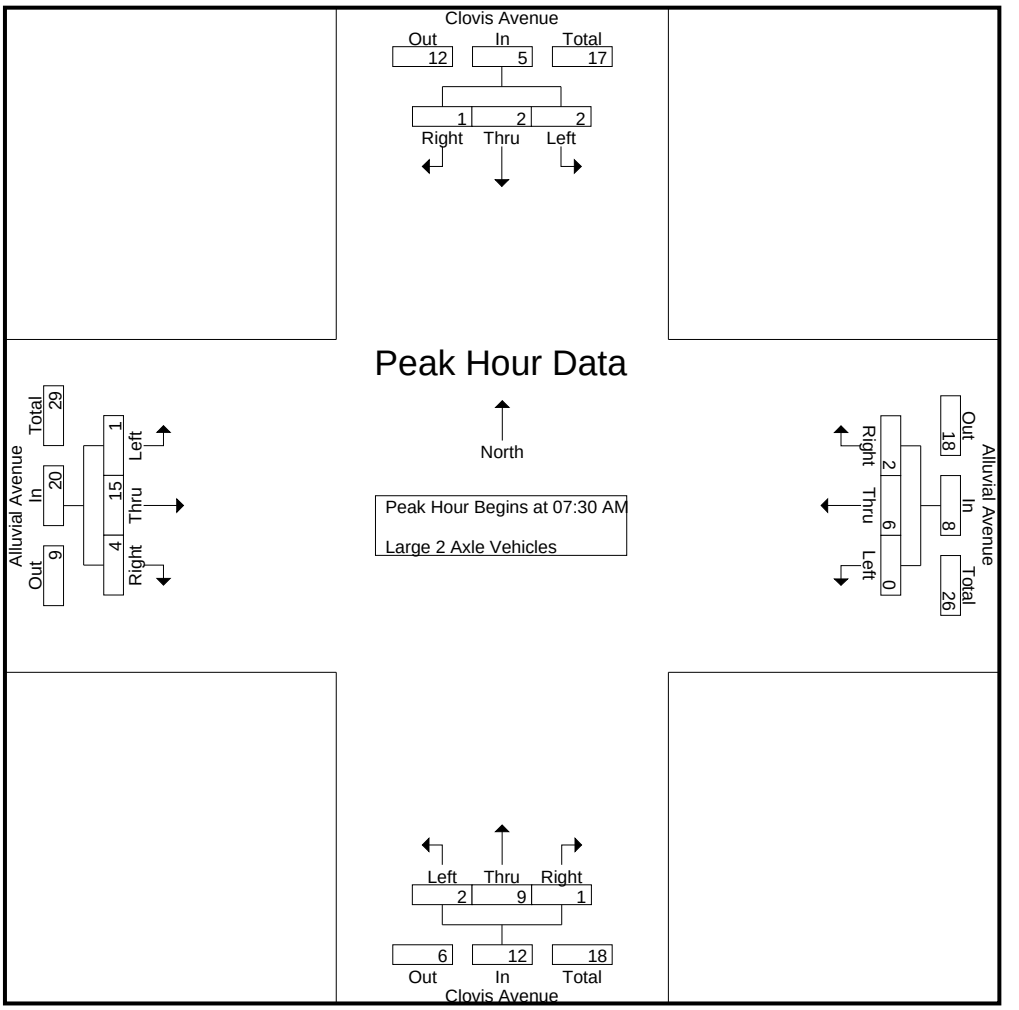
	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	1	0	1	1	2	0	3	0	0	1	1	6
07:15 AM	0	2	0	2	0	2	0	2	0	3	0	3	0	1	0	1	8
07:30 AM	1	0	0	1	0	3	0	3	0	4	0	4	0	4	1	5	13
07:45 AM	0	0	1	1	0	1	1	2	0	2	1	3	0	3	0	3	9
Total	1	3	1	5	0	7	1	8	1	11	1	13	0	8	2	10	36
08:00 AM	1	2	0	3	0	0	0	0	1	2	0	3	1	2	3	6	12
08:15 AM	0	0	0	0	0	2	1	3	1	1	0	2	0	6	0	6	11
08:30 AM	0	2	0	2	0	0	1	1	0	1	0	1	0	5	2	7	11
08:45 AM	0	2	1	3	0	0	0	0	0	2	0	2	0	0	1	1	6
Total	1	6	1	8	0	2	2	4	2	6	0	8	1	13	6	20	40
Grand Total	2	9	2	13	0	9	3	12	3	17	1	21	1	21	8	30	76
Apprch %	15.4	69.2	15.4		0	75	25		14.3	81	4.8		3.3	70	26.7		
Total %	2.6	11.8	2.6	17.1	0	11.8	3.9	15.8	3.9	22.4	1.3	27.6	1.3	27.6	10.5	39.5	

	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**1**	0	0	1	0	**3**	0	**3**	0	**4**	0	**4**	0	4	1	5	**13**
07:45 AM	0	0	**1**	1	0	1	**1**	2	0	2	**1**	3	0	3	0	3	9
08:00 AM	1	**2**	0	**3**	0	0	0	0	**1**	2	0	3	**1**	2	**3**	**6**	12
08:15 AM	0	0	0	0	0	2	1	3	1	1	0	2	0	**6**	0	6	11
Total Volume	2	2	1	5	0	6	2	8	2	9	1	12	1	15	4	20	45
% App. Total	40	40	20		0	75	25		16.7	75	8.3		5	75	20		
PHF	.500	.250	.250	.417	.000	.500	.500	.667	.500	.563	.250	.750	.250	.625	.333	.833	.865

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City of Clovis
N/S: Clovis Avenue
E/W: Alluvial Avenue
Weather: Clear

File Name : 11_CVS_Clo_All AMC
Site Code : 00322473
Start Date : 5/24/2022
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**1**	0	0	1	0	**3**	0	**3**	0	**4**	0	**4**	0	4	1	5
+15 mins.	0	0	**1**	1	0	1	**1**	2	0	2	**1**	3	0	3	0	3
+30 mins.	1	**2**	0	**3**	0	0	0	0	**1**	2	0	3	**1**	2	**3**	**6**
+45 mins.	0	0	0	0	0	2	1	3	1	1	0	2	0	**6**	0	6
Total Volume	2	2	1	5	0	6	2	8	2	9	1	12	1	15	4	20
% App. Total	40	40	20		0	75	25		16.7	75	8.3		5	75	20	
PHF	.500	.250	.250	.417	.000	.500	.500	.667	.500	.563	.250	.750	.250	.625	.333	.833

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City of Clovis
N/S: Clovis Avenue
E/W: Alluvial Avenue
Weather: Clear

File Name : 11_CVS_Clo_All AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

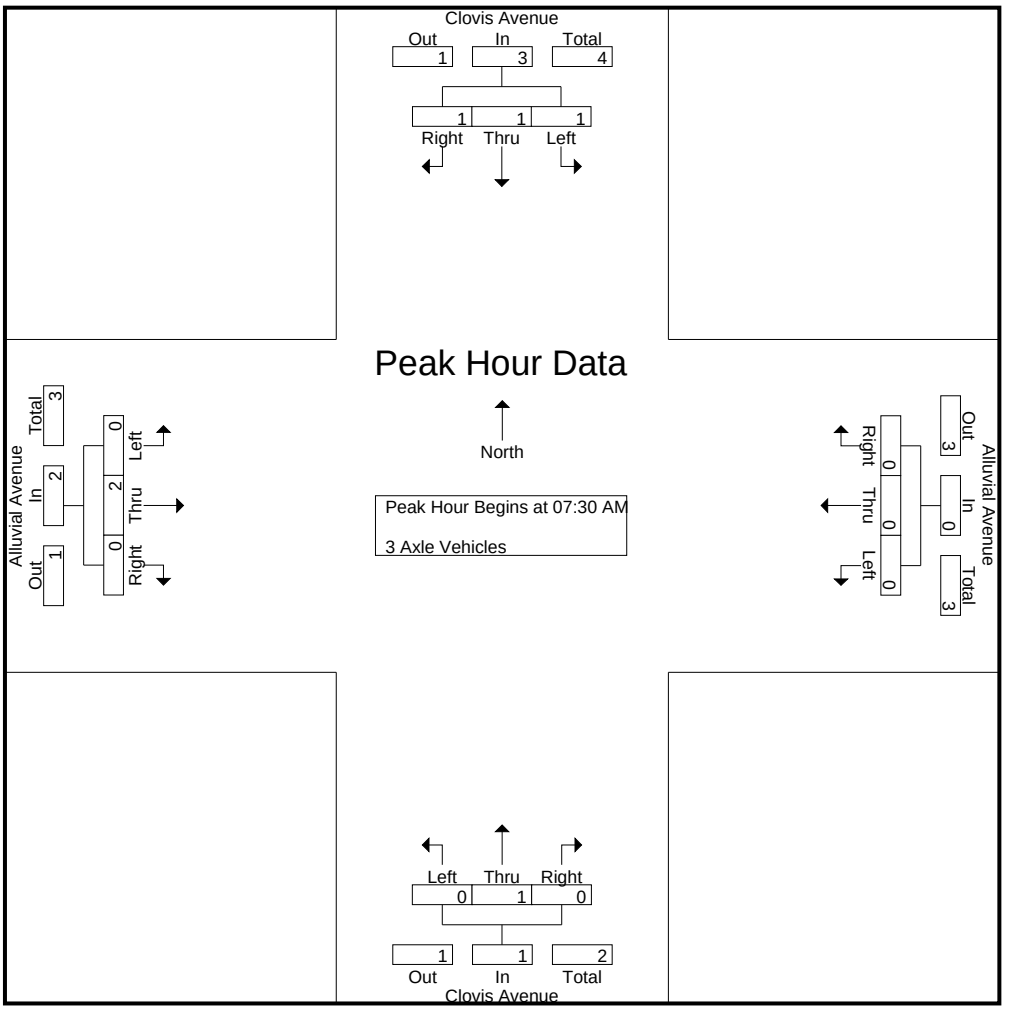
	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	2	3
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	1	2	0	0	0	0	0	0	1	1	0	2	0	2	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Grand Total	1	1	1	3	0	0	0	0	0	1	1	2	0	2	0	2	7
Apprch %	33.3	33.3	33.3		0	0	0		0	50	50		0	100	0		
Total %	14.3	14.3	14.3	42.9	0	0	0	0	0	14.3	14.3	28.6	0	28.6	0	28.6	

	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	**2**	0	**2**	**3**
07:45 AM	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	**1**	0	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0	2
Total Volume	1	1	1	3	0	0	0	0	0	1	0	1	0	2	0	2	6
% App. Total	33.3	33.3	33.3		0	0	0		0	100	0		0	100	0		
PHF	.250	.250	.250	.750	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000	.250	.500

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City of Clovis
N/S: Clovis Avenue
E/W: Alluvial Avenue
Weather: Clear

File Name : 11_CVS_Clo_All AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	**2**	0	**2**
+15 mins.	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	**1**	0	0	1	0	0	0	0	0	**1**	0	**1**	0	0	0	0
Total Volume	1	1	1	3	0	0	0	0	0	1	0	1	0	2	0	2
% App. Total	33.3	33.3	33.3		0	0	0		0	100	0		0	100	0	
PHF	.250	.250	.250	.750	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000	.250

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City of Clovis
N/S: Clovis Avenue
E/W: Alluvial Avenue
Weather: Clear

File Name : 11_CVS_Clo_All AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

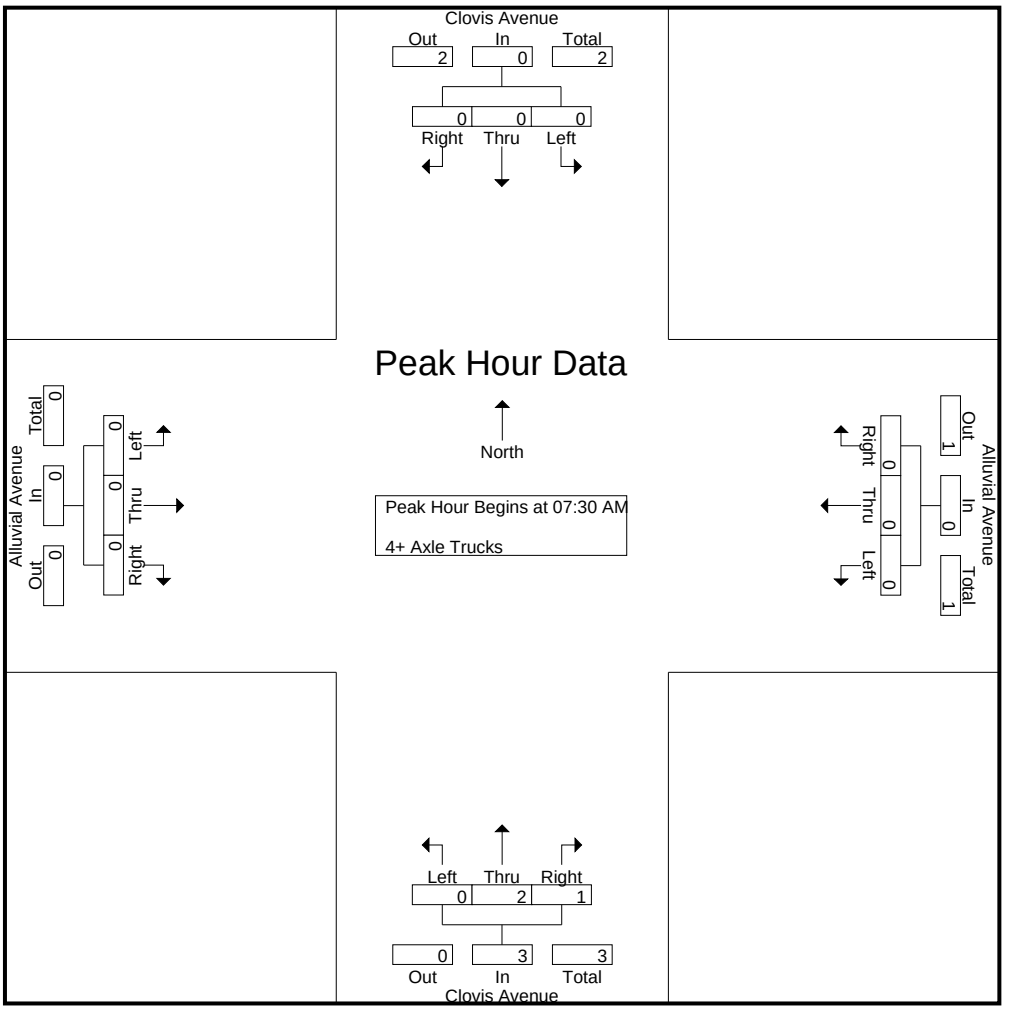
	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	1	1	2	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Grand Total	0	2	0	2	0	0	0	0	0	2	1	3	0	0	0	0	5
Apprch %	0	100	0		0	0	0		0	66.7	33.3		0	0	0		
Total %	0	40	0	40	0	0	0	0	0	40	20	60	0	0	0	0	

	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
07:45 AM	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0	3
% App. Total	0	0	0		0	0	0		0	66.7	33.3		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.250	.750	.000	.000	.000	.000	.750

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City of Clovis
N/S: Clovis Avenue
E/W: Alluvial Avenue
Weather: Clear

File Name : 11_CVS_Clo_All AMC
Site Code : 00322473
Start Date : 5/24/2022



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	**1**	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	0
% App. Total	0	0	0		0	0	0		0	66.7	33.3		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.250	.750	.000	.000	.000	.000

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City of Clovis
N/S: Clovis Avenue
E/W: Alluvial Avenue
Weather: Clear

File Name : 11_CVS_Clo_All PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

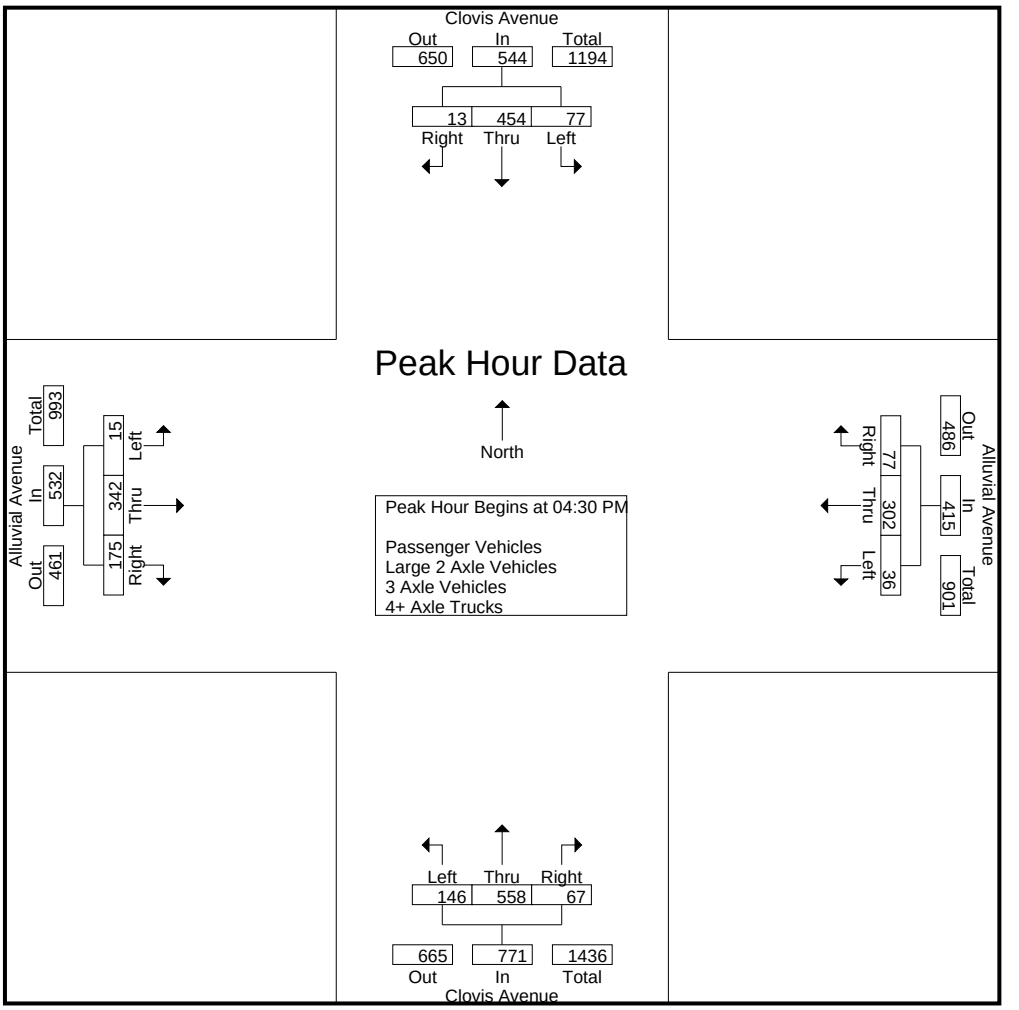
	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	20	91	6	117	6	49	16	71	35	117	18	170	1	64	32	97	455
04:15 PM	21	111	3	135	14	49	16	79	43	134	23	200	1	79	33	113	527
04:30 PM	15	107	0	122	8	59	11	78	25	128	18	171	5	92	48	145	516
04:45 PM	24	116	3	143	10	71	22	103	35	125	10	170	3	67	40	110	526
Total	80	425	12	517	38	228	65	331	138	504	69	711	10	302	153	465	2024
05:00 PM	19	117	6	142	11	77	20	108	38	173	25	236	4	75	41	120	606
05:15 PM	19	114	4	137	7	95	24	126	48	132	14	194	3	108	46	157	614
05:30 PM	24	110	2	136	7	63	12	82	34	130	21	185	5	79	29	113	516
05:45 PM	18	83	3	104	9	54	8	71	31	120	25	176	3	75	43	121	472
Total	80	424	15	519	34	289	64	387	151	555	85	791	15	337	159	511	2208
Grand Total	160	849	27	1036	72	517	129	718	289	1059	154	1502	25	639	312	976	4232
Apprch %	15.4	81.9	2.6		10	72	18		19.2	70.5	10.3		2.6	65.5	32		
Total %	3.8	20.1	0.6	24.5	1.7	12.2	3	17	6.8	25	3.6	35.5	0.6	15.1	7.4	23.1	
Passenger Vehicles	159	845	27	1031	71	516	128	715	289	1054	154	1497	24	634	306	964	4207
% Passenger Vehicles	99.4	99.5	100	99.5	98.6	99.8	99.2	99.6	100	99.5	100	99.7	96	99.2	98.1	98.8	99.4
Large 2 Axle Vehicles	1	4	0	5	1	1	1	3	0	5	0	5	1	5	5	11	24
% Large 2 Axle Vehicles	0.6	0.5	0	0.5	1.4	0.2	0.8	0.4	0	0.5	0	0.3	4	0.8	1.6	1.1	0.6
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.3	0.1	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	15	107	0	122	8	59	11	78	25	128	18	171	**5**	92	**48**	145	516
04:45 PM	**24**	116	3	**143**	10	71	22	103	35	125	10	170	3	67	40	110	526
05:00 PM	19	**117**	**6**	142	**11**	77	20	108	38	**173**	**25**	**236**	4	75	41	120	606
05:15 PM	19	114	4	137	7	**95**	**24**	**126**	**48**	132	14	194	3	**108**	46	**157**	**614**
Total Volume	77	454	13	544	36	302	77	415	146	558	67	771	15	342	175	532	2262
% App. Total	14.2	83.5	2.4		8.7	72.8	18.6		18.9	72.4	8.7		2.8	64.3	32.9		
PHF	.802	.970	.542	.951	.818	.795	.802	.823	.760	.806	.670	.817	.750	.792	.911	.847	.921

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Clovis
N/S: Clovis Avenue
E/W: Alluvial Avenue
Weather: Clear

File Name : 11_CVS_Clo_All PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				05:00 PM				04:30 PM			
+0 mins.	**24**	116	3	**143**	10	71	22	103	38	**173**	**25**	**236**	**5**	92	**48**	145
+15 mins.	19	**117**	**6**	142	**11**	77	20	108	**48**	132	14	194	3	67	40	110
+30 mins.	19	114	4	137	7	**95**	**24**	**126**	34	130	21	185	4	75	41	120
+45 mins.	24	110	2	136	7	63	12	82	31	120	25	176	3	**108**	46	**157**
Total Volume	86	457	15	558	35	306	78	419	151	555	85	791	15	342	175	532
% App. Total	15.4	81.9	2.7		8.4	73	18.6		19.1	70.2	10.7		2.8	64.3	32.9	
PHF	.896	.976	.625	.976	.795	.805	.813	.831	.786	.802	.850	.838	.750	.792	.911	.847

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City of Clovis
N/S: Clovis Avenue
E/W: Alluvial Avenue
Weather: Clear

File Name : 11_CVS_Clo_All PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

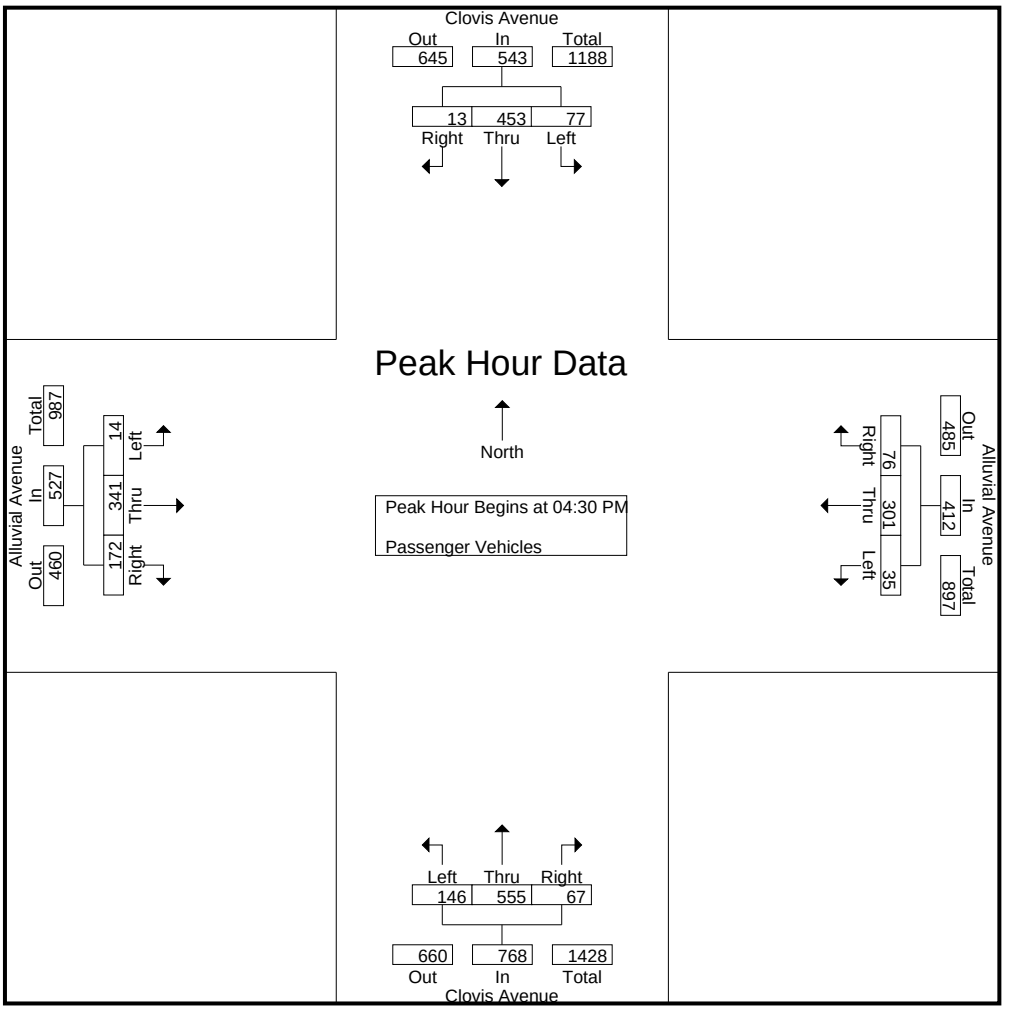
	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	19	90	6	115	6	49	16	71	35	117	18	170	1	61	31	93	449
04:15 PM	21	109	3	133	14	49	16	79	43	133	23	199	1	79	32	112	523
04:30 PM	15	107	0	122	8	59	11	78	25	128	18	171	4	91	47	142	513
04:45 PM	24	115	3	142	9	70	22	101	35	125	10	170	3	67	40	110	523
Total	79	421	12	512	37	227	65	329	138	503	69	710	9	298	150	457	2008
05:00 PM	19	117	6	142	11	77	19	107	38	173	25	236	4	75	40	119	604
05:15 PM	19	114	4	137	7	95	24	126	48	129	14	191	3	108	45	156	610
05:30 PM	24	110	2	136	7	63	12	82	34	129	21	184	5	79	28	112	514
05:45 PM	18	83	3	104	9	54	8	71	31	120	25	176	3	74	43	120	471
Total	80	424	15	519	34	289	63	386	151	551	85	787	15	336	156	507	2199
Grand Total	159	845	27	1031	71	516	128	715	289	1054	154	1497	24	634	306	964	4207
Apprch %	15.4	82	2.6		9.9	72.2	17.9		19.3	70.4	10.3		2.5	65.8	31.7		
Total %	3.8	20.1	0.6	24.5	1.7	12.3	3	17	6.9	25.1	3.7	35.6	0.6	15.1	7.3	22.9	

	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	15	107	0	122	8	59	11	78	25	128	18	171	**4**	91	**47**	142	513
04:45 PM	**24**	115	3	**142**	9	70	22	101	35	125	10	170	3	67	40	110	523
05:00 PM	19	**117**	**6**	142	**11**	77	19	107	38	**173**	**25**	**236**	4	75	40	119	604
05:15 PM	19	114	4	137	7	**95**	**24**	**126**	**48**	129	14	191	3	**108**	45	**156**	**610**
Total Volume	77	453	13	543	35	301	76	412	146	555	67	768	14	341	172	527	2250
% App. Total	14.2	83.4	2.4		8.5	73.1	18.4		19	72.3	8.7		2.7	64.7	32.6		
PHF	.802	.968	.542	.956	.795	.792	.792	.817	.760	.802	.670	.814	.875	.789	.915	.845	.922

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City of Clovis
N/S: Clovis Avenue
E/W: Alluvial Avenue
Weather: Clear

File Name : 11_CVS_Clo_All PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	15	107	0	122	8	59	11	78	25	128	18	171	**4**	91	**47**	142
+15 mins.	**24**	115	3	**142**	9	70	22	101	35	125	10	170	3	67	40	110
+30 mins.	19	**117**	**6**	142	**11**	77	19	107	38	**173**	**25**	**236**	4	75	40	119
+45 mins.	19	114	4	137	7	**95**	**24**	**126**	**48**	129	14	191	3	**108**	45	**156**
Total Volume	77	453	13	543	35	301	76	412	146	555	67	768	14	341	172	527
% App. Total	14.2	83.4	2.4		8.5	73.1	18.4		19	72.3	8.7		2.7	64.7	32.6	
PHF	.802	.968	.542	.956	.795	.792	.792	.817	.760	.802	.670	.814	.875	.789	.915	.845

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City of Clovis
N/S: Clovis Avenue
E/W: Alluvial Avenue
Weather: Clear

File Name : 11_CVS_Clo_All PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

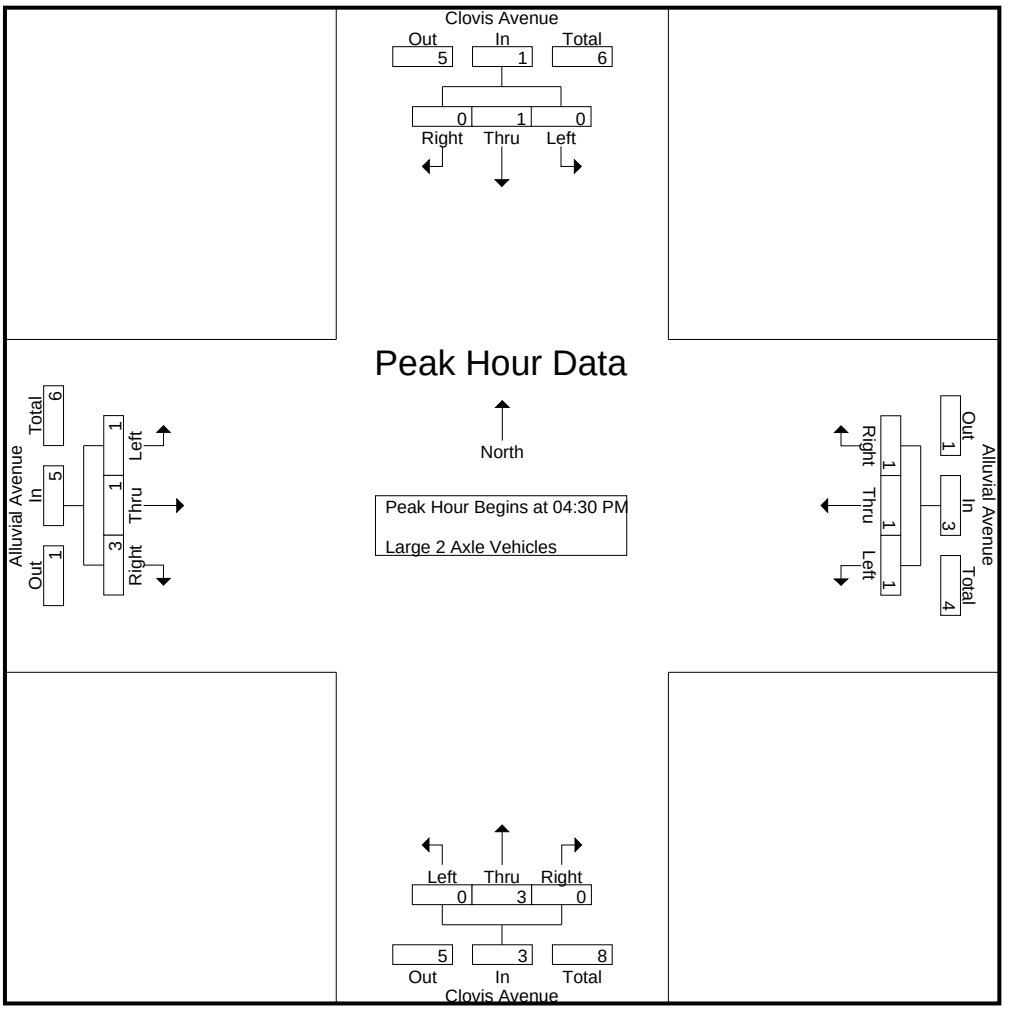
	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	1	0	2	0	0	0	0	0	0	0	0	0	3	1	4	6
04:15 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	3
04:45 PM	0	1	0	1	1	1	0	2	0	0	0	0	0	0	0	0	3
Total	1	4	0	5	1	1	0	2	0	1	0	1	1	4	2	7	15
05:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	0	1	1	4
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	1	1	0	4	0	4	0	1	3	4	9
Grand Total	1	4	0	5	1	1	1	3	0	5	0	5	1	5	5	11	24
Apprch %	20	80	0		33.3	33.3	33.3		0	100	0		9.1	45.5	45.5		
Total %	4.2	16.7	0	20.8	4.2	4.2	4.2	12.5	0	20.8	0	20.8	4.2	20.8	20.8	45.8	

	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**1**	**3**	3
04:45 PM	0	**1**	0	**1**	**1**	**1**	0	**2**	0	0	0	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	1	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	0	1	1	**4**
Total Volume	0	1	0	1	1	1	1	3	0	3	0	3	1	1	3	5	12
% App. Total	0	100	0		33.3	33.3	33.3		0	100	0		20	20	60		
PHF	.000	.250	.000	.250	.250	.250	.250	.375	.000	.250	.000	.250	.250	.250	.750	.417	.750

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City of Clovis
N/S: Clovis Avenue
E/W: Alluvial Avenue
Weather: Clear

File Name : 11_CVS_Clo_All PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**1**	**3**
+15 mins.	0	**1**	0	**1**	**1**	**1**	0	**2**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0	**3**	0	**3**	0	0	1	1
Total Volume	0	1	0	1	1	1	1	3	0	3	0	3	1	1	3	5
% App. Total	0	100	0		33.3	33.3	33.3		0	100	0		20	20	60	
PHF	.000	.250	.000	.250	.250	.250	.250	.375	.000	.250	.000	.250	.250	.250	.750	.417

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City of Clovis
N/S: Clovis Avenue
E/W: Alluvial Avenue
Weather: Clear

File Name : 11_CVS_Clo_All PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

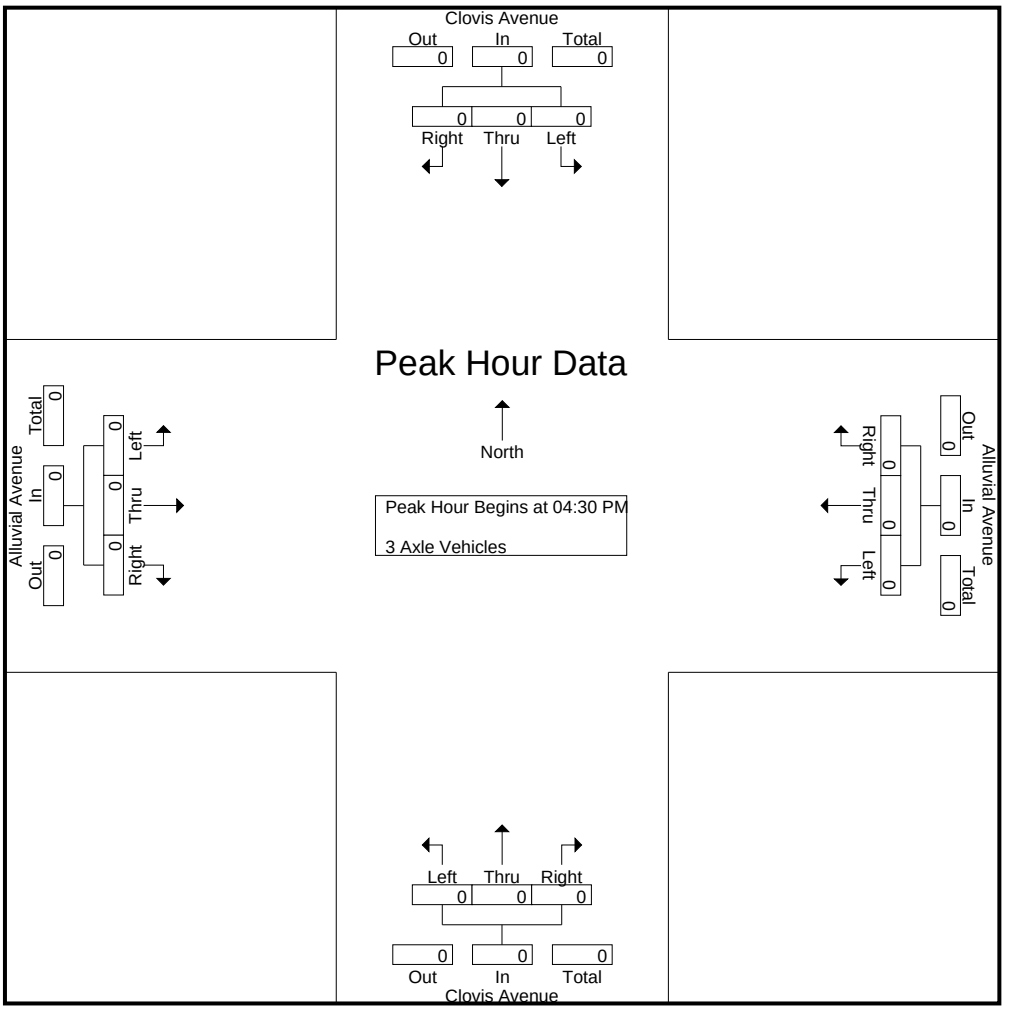
	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Apprch %	0	0	0		0	0	0		0	0	0		0	0	100		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100	

	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Clovis
N/S: Clovis Avenue
E/W: Alluvial Avenue
Weather: Clear

File Name : 11_CVS_Clo_All PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Clovis
N/S: Clovis Avenue
E/W: Alluvial Avenue
Weather: Clear

File Name : 11_CVS_Clo_All PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

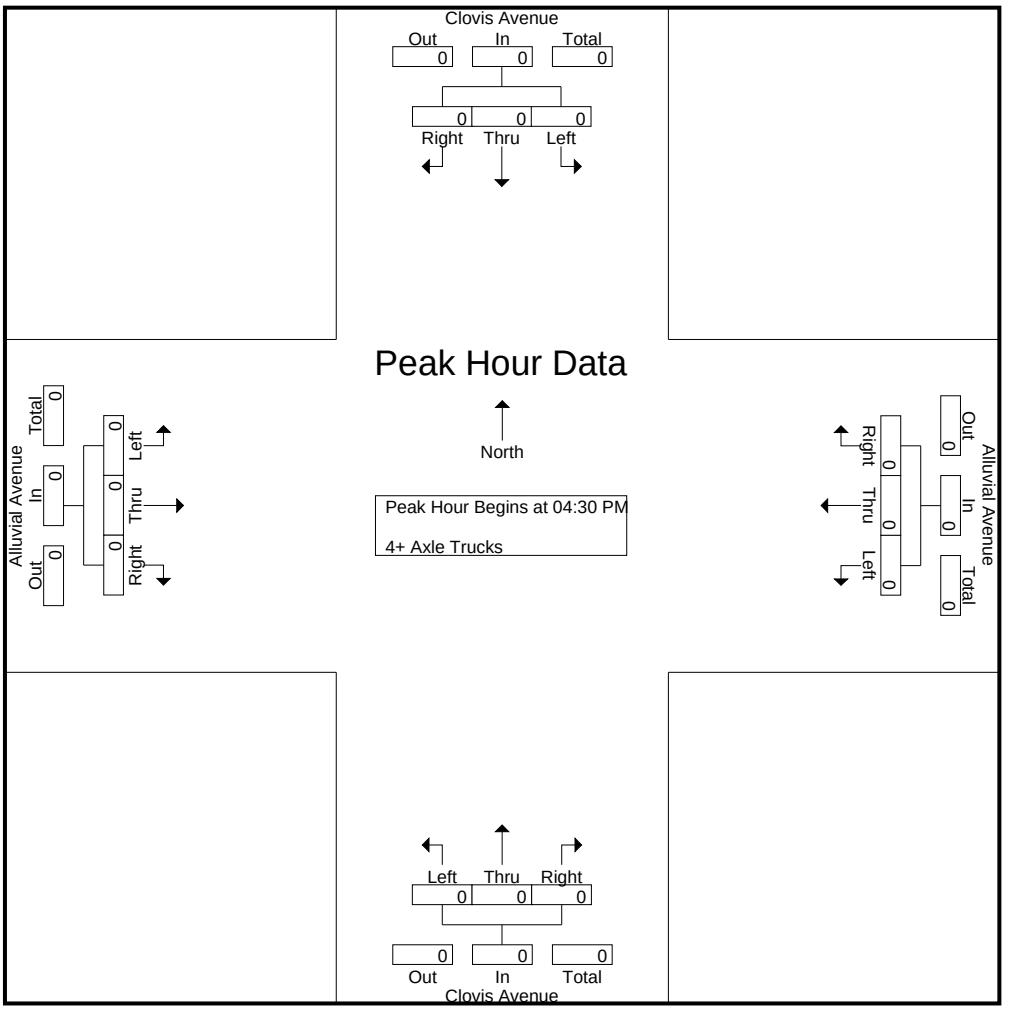
	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Clovis Avenue Southbound				Alluvial Avenue Westbound				Clovis Avenue Northbound				Alluvial Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Clovis
N/S: Clovis Avenue
E/W: Alluvial Avenue
Weather: Clear

File Name : 11_CVS_Clo_All PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Clovis
N/S: Clovis Avenue
E/W: Alluvial Avenue

Date: 5/24/2022
Day: Tuesday

PEDESTRIANS

	North Leg Clovis Avenue	East Leg Alluvial Avenue	South Leg Clovis Avenue	West Leg Alluvial Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	2	0	0	0	2
7:15 AM	0	1	1	0	2
7:30 AM	2	0	2	3	7
7:45 AM	7	1	0	6	14
8:00 AM	2	1	4	3	10
8:15 AM	2	1	0	1	4
8:30 AM	1	0	2	2	5
8:45 AM	3	4	3	5	15
TOTAL VOLUMES:	19	8	12	20	59

	North Leg Clovis Avenue	East Leg Alluvial Avenue	South Leg Clovis Avenue	West Leg Alluvial Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	2	0	0	2	4
4:15 PM	1	0	0	0	1
4:30 PM	0	0	1	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	1	2	0	0	3
5:45 PM	1	1	0	0	2
TOTAL VOLUMES:	5	3	1	2	11

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Location: Clovis
N/S: Clovis Avenue
E/W: Alluvial Avenue

Date: 5/24/2022
Day: Tuesday

BICYCLES

	Southbound Clovis Avenue			Westbound Alluvial Avenue			Northbound Clovis Avenue			Eastbound Alluvial Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	3	0	0	0	0	0	0	1	4
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	1	1	0	1	0	0	1	0	4
7:45 AM	0	0	0	0	1	0	0	1	2	0	0	0	4
8:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
8:15 AM	0	0	0	1	1	0	0	1	0	0	2	0	5
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	2	0	0	1	0	1	0	0	1	0	5
TOTAL VOLUMES:	0	0	2	1	7	2	0	5	2	0	4	1	24

	Southbound Clovis Avenue			Westbound Alluvial Avenue			Northbound Clovis Avenue			Eastbound Alluvial Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	0	0	0	1	0	0	0	1	0	0	0	0	2
4:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	1	0	0	1	0	1	0	0	4
5:30 PM	0	0	0	0	0	0	0	1	0	0	1	1	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL VOLUMES:	1	3	0	1	2	0	0	4	0	1	2	1	15

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City of Clovis
N/S: SR-168 Westbound Ramps
E/W: Herndon Avenue
Weather: Clear

File Name : 12_CVS_168W_Hern AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

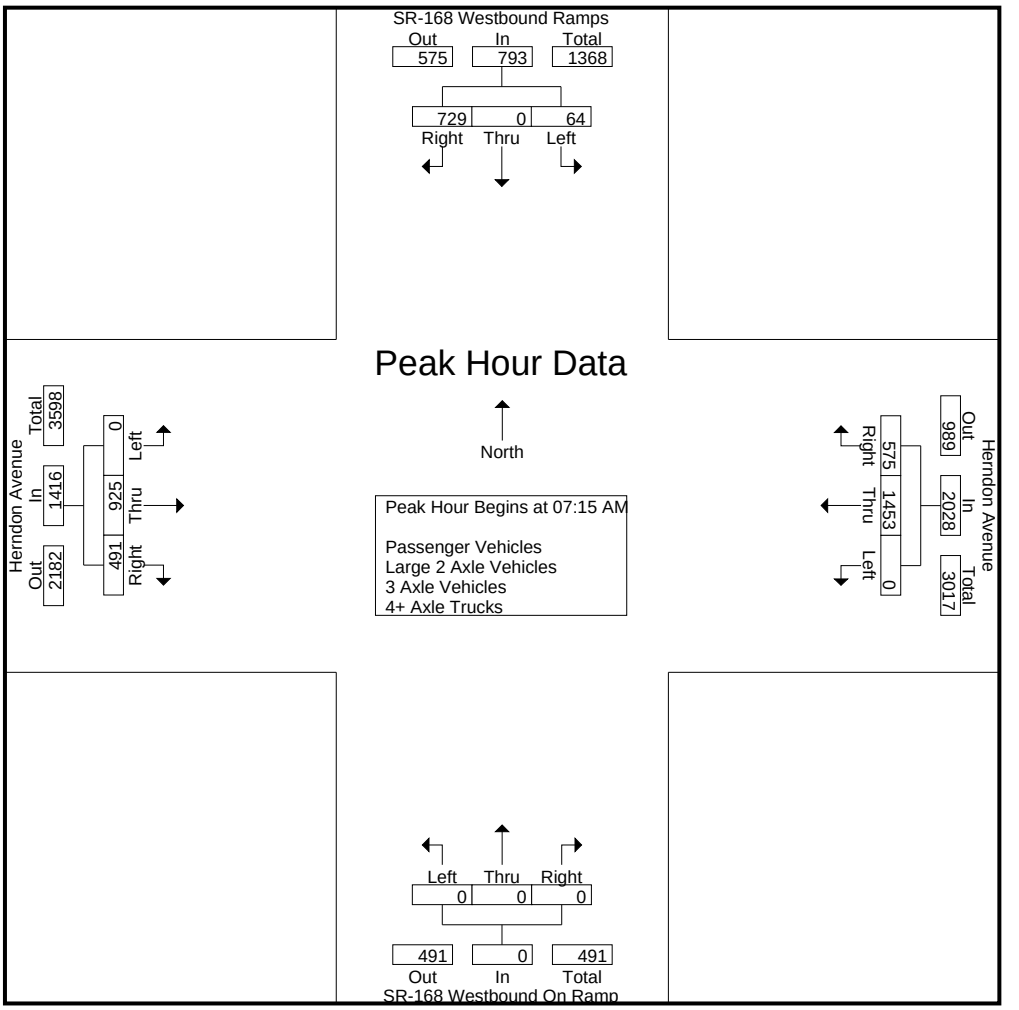
	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	10	0	112	122	0	281	118	399	0	0	0	0	0	111	101	212	733
07:15 AM	20	0	170	190	0	364	138	502	0	0	0	0	0	178	111	289	981
07:30 AM	14	0	215	229	0	387	140	527	0	0	0	0	0	220	148	368	1124
07:45 AM	14	0	177	191	0	392	163	555	0	0	0	0	0	253	128	381	1127
Total	58	0	674	732	0	1424	559	1983	0	0	0	0	0	762	488	1250	3965
08:00 AM	16	0	167	183	0	310	134	444	0	0	0	0	0	274	104	378	1005
08:15 AM	12	1	157	170	0	329	107	436	0	0	0	0	0	223	99	322	928
08:30 AM	14	0	121	135	0	330	126	456	0	0	0	0	0	235	72	307	898
08:45 AM	23	0	139	162	0	279	104	383	0	0	0	0	0	219	75	294	839
Total	65	1	584	650	0	1248	471	1719	0	0	0	0	0	951	350	1301	3670
Grand Total	123	1	1258	1382	0	2672	1030	3702	0	0	0	0	0	1713	838	2551	7635
Apprch %	8.9	0.1	91		0	72.2	27.8		0	0	0		0	67.2	32.8		
Total %	1.6	0	16.5	18.1	0	35	13.5	48.5	0	0	0	0	0	22.4	11	33.4	
Passenger Vehicles	122	1	1250	1373	0	2626	1009	3635	0	0	0	0	0	1680	816	2496	7504
% Passenger Vehicles	99.2	100	99.4	99.3	0	98.3	98	98.2	0	0	0	0	0	98.1	97.4	97.8	98.3
Large 2 Axle Vehicles	1	0	8	9	0	28	14	42	0	0	0	0	0	29	13	42	93
% Large 2 Axle Vehicles	0.8	0	0.6	0.7	0	1	1.4	1.1	0	0	0	0	0	1.7	1.6	1.6	1.2
3 Axle Vehicles	0	0	0	0	0	6	2	8	0	0	0	0	0	1	2	3	11
% 3 Axle Vehicles	0	0	0	0	0	0.2	0.2	0.2	0	0	0	0	0	0.1	0.2	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	12	5	17	0	0	0	0	0	3	7	10	27
% 4+ Axle Trucks	0	0	0	0	0	0.4	0.5	0.5	0	0	0	0	0	0.2	0.8	0.4	0.4

	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**20**	0	170	190	0	364	138	502	0	0	0	0	0	178	111	289	981
07:30 AM	14	0	**215**	**229**	0	387	140	527	0	0	0	0	0	220	**148**	368	1124
07:45 AM	14	0	177	191	0	**392**	**163**	**555**	0	0	0	0	0	253	128	**381**	**1127**
08:00 AM	16	0	167	183	0	310	134	444	0	0	0	0	0	**274**	104	378	1005
Total Volume	64	0	729	793	0	1453	575	2028	0	0	0	0	0	925	491	1416	4237
% App. Total	8.1	0	91.9		0	71.6	28.4		0	0	0		0	65.3	34.7		
PHF	.800	.000	.848	.866	.000	.927	.882	.914	.000	.000	.000	.000	.000	.844	.829	.929	.940

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City of Clovis
N/S: SR-168 Westbound Ramps
E/W: Herndon Avenue
Weather: Clear

File Name : 12_CVS_168W_Hern AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:00 AM				07:30 AM			
+0 mins.	**20**	0	170	190	0	364	138	502	0	0	0	0	0	220	**148**	368
+15 mins.	14	0	**215**	**229**	0	387	140	527	0	0	0	0	0	253	128	**381**
+30 mins.	14	0	177	191	0	**392**	**163**	**555**	0	0	0	0	0	**274**	104	378
+45 mins.	16	0	167	183	0	310	134	444	0	0	0	0	0	223	99	322
Total Volume	64	0	729	793	0	1453	575	2028	0	0	0	0	0	970	479	1449
% App. Total	8.1	0	91.9		0	71.6	28.4		0	0	0		0	66.9	33.1	
PHF	.800	.000	.848	.866	.000	.927	.882	.914	.000	.000	.000	.000	.000	.885	.809	.951

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City of Clovis
N/S: SR-168 Westbound Ramps
E/W: Herndon Avenue
Weather: Clear

File Name : 12_CVS_168W_Hern AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

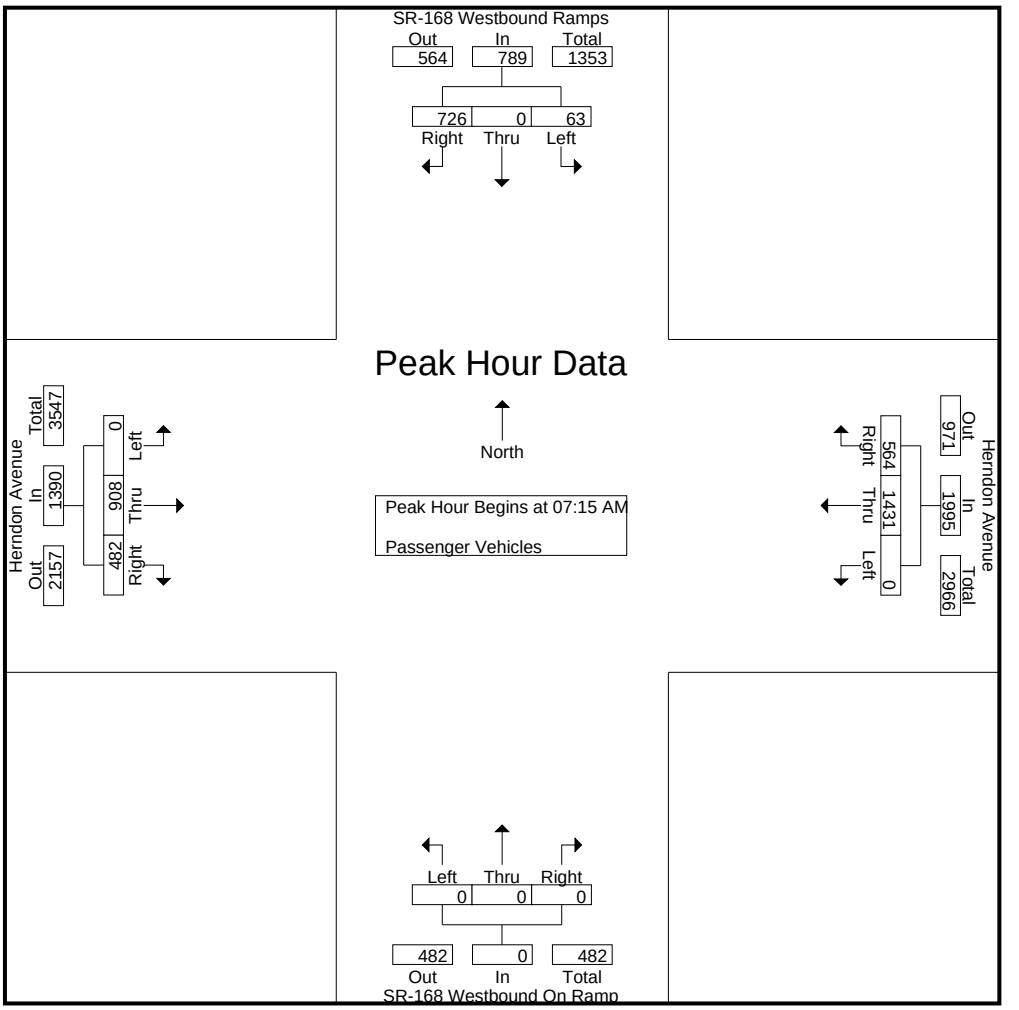
	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	10	0	111	121	0	278	117	395	0	0	0	0	0	109	98	207	723
07:15 AM	19	0	169	188	0	361	136	497	0	0	0	0	0	176	110	286	971
07:30 AM	14	0	214	228	0	374	140	514	0	0	0	0	0	214	145	359	1101
07:45 AM	14	0	176	190	0	391	158	549	0	0	0	0	0	250	125	375	1114
Total	57	0	670	727	0	1404	551	1955	0	0	0	0	0	749	478	1227	3909
08:00 AM	16	0	167	183	0	305	130	435	0	0	0	0	0	268	102	370	988
08:15 AM	12	1	155	168	0	324	105	429	0	0	0	0	0	217	91	308	905
08:30 AM	14	0	120	134	0	320	122	442	0	0	0	0	0	232	71	303	879
08:45 AM	23	0	138	161	0	273	101	374	0	0	0	0	0	214	74	288	823
Total	65	1	580	646	0	1222	458	1680	0	0	0	0	0	931	338	1269	3595
Grand Total	122	1	1250	1373	0	2626	1009	3635	0	0	0	0	0	1680	816	2496	7504
Apprch %	8.9	0.1	91		0	72.2	27.8		0	0	0		0	67.3	32.7		
Total %	1.6	0	16.7	18.3	0	35	13.4	48.4	0	0	0	0	0	22.4	10.9	33.3	

	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**19**	0	169	188	0	361	136	497	0	0	0	0	0	176	110	286	971
07:30 AM	14	0	**214**	**228**	0	374	140	514	0	0	0	0	0	214	**145**	359	1101
07:45 AM	14	0	176	190	0	**391**	**158**	**549**	0	0	0	0	0	250	125	**375**	**1114**
08:00 AM	16	0	167	183	0	305	130	435	0	0	0	0	0	**268**	102	370	988
Total Volume	63	0	726	789	0	1431	564	1995	0	0	0	0	0	908	482	1390	4174
% App. Total	8	0	92		0	71.7	28.3		0	0	0		0	65.3	34.7		
PHF	.829	.000	.848	.865	.000	.915	.892	.908	.000	.000	.000	.000	.000	.847	.831	.927	.937

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City of Clovis
N/S: SR-168 Westbound Ramps
E/W: Herndon Avenue
Weather: Clear

File Name : 12_CVS_168W_Hern AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**19**	0	169	188	0	361	136	497	0	0	0	0	0	176	110	286
+15 mins.	14	0	**214**	**228**	0	374	140	514	0	0	0	0	0	214	**145**	359
+30 mins.	14	0	176	190	0	**391**	**158**	**549**	0	0	0	0	0	250	125	**375**
+45 mins.	16	0	167	183	0	305	130	435	0	0	0	0	0	**268**	102	370
Total Volume	63	0	726	789	0	1431	564	1995	0	0	0	0	0	908	482	1390
% App. Total	8	0	92		0	71.7	28.3		0	0	0		0	65.3	34.7	
PHF	.829	.000	.848	.865	.000	.915	.892	.908	.000	.000	.000	.000	.000	.847	.831	.927

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City of Clovis
N/S: SR-168 Westbound Ramps
E/W: Herndon Avenue
Weather: Clear

File Name : 12_CVS_168W_Hern AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

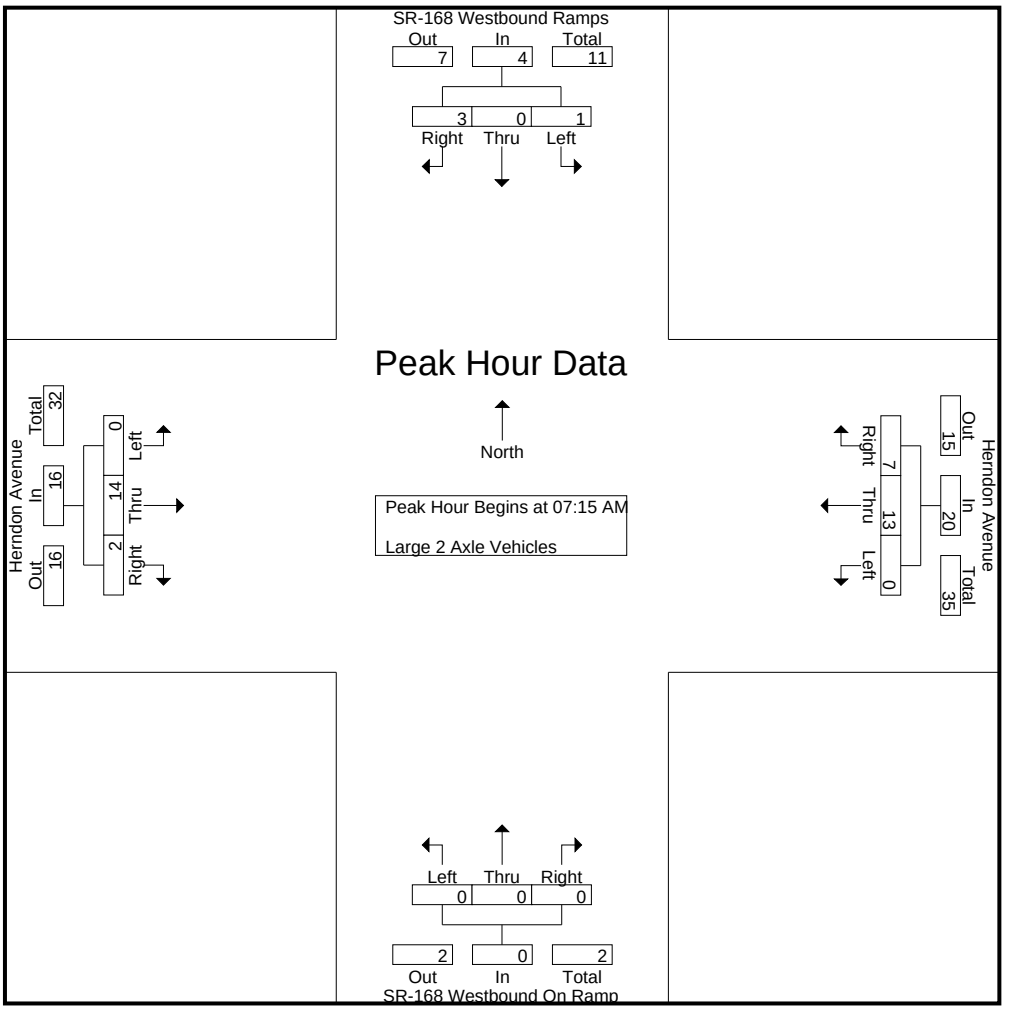
	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	2	1	3	0	0	0	0	0	1	2	3	7
07:15 AM	1	0	1	2	0	2	2	4	0	0	0	0	0	2	0	2	8
07:30 AM	0	0	1	1	0	6	0	6	0	0	0	0	0	5	1	6	13
07:45 AM	0	0	1	1	0	0	1	1	0	0	0	0	0	2	1	3	5
Total	1	0	4	5	0	10	4	14	0	0	0	0	0	10	4	14	33
08:00 AM	0	0	0	0	0	5	4	9	0	0	0	0	0	5	0	5	14
08:15 AM	0	0	2	2	0	5	2	7	0	0	0	0	0	6	7	13	22
08:30 AM	0	0	1	1	0	4	1	5	0	0	0	0	0	3	1	4	10
08:45 AM	0	0	1	1	0	4	3	7	0	0	0	0	0	5	1	6	14
Total	0	0	4	4	0	18	10	28	0	0	0	0	0	19	9	28	60
Grand Total	1	0	8	9	0	28	14	42	0	0	0	0	0	29	13	42	93
Apprch %	11.1	0	88.9		0	66.7	33.3		0	0	0		0	69	31		
Total %	1.1	0	8.6	9.7	0	30.1	15.1	45.2	0	0	0	0	0	31.2	14	45.2	

	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**1**	0	**1**	**2**	0	2	2	4	0	0	0	0	0	2	0	2	8
07:30 AM	0	0	1	1	0	**6**	0	6	0	0	0	0	0	**5**	**1**	**6**	13
07:45 AM	0	0	1	1	0	0	1	1	0	0	0	0	0	2	1	3	5
08:00 AM	0	0	0	0	0	5	**4**	**9**	0	0	0	0	0	5	0	5	**14**
Total Volume	1	0	3	4	0	13	7	20	0	0	0	0	0	14	2	16	40
% App. Total	25	0	75		0	65	35		0	0	0		0	87.5	12.5		
PHF	.250	.000	.750	.500	.000	.542	.438	.556	.000	.000	.000	.000	.000	.700	.500	.667	.714

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City of Clovis
N/S: SR-168 Westbound Ramps
E/W: Herndon Avenue
Weather: Clear

File Name : 12_CVS_168W_Hern AMC
Site Code : 00322473
Start Date : 5/24/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**1**	0	**1**	**2**	0	2	2	4	0	0	0	0	0	2	0	2
+15 mins.	0	0	1	1	0	**6**	0	6	0	0	0	0	0	**5**	**1**	**6**
+30 mins.	0	0	1	1	0	0	1	1	0	0	0	0	0	2	1	3
+45 mins.	0	0	0	0	0	5	**4**	**9**	0	0	0	0	0	5	0	5
Total Volume	1	0	3	4	0	13	7	20	0	0	0	0	0	14	2	16
% App. Total	25	0	75		0	65	35		0	0	0		0	87.5	12.5	
PHF	.250	.000	.750	.500	.000	.542	.438	.556	.000	.000	.000	.000	.000	.700	.500	.667

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City of Clovis
N/S: SR-168 Westbound Ramps
E/W: Herndon Avenue
Weather: Clear

File Name : 12_CVS_168W_Hern AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

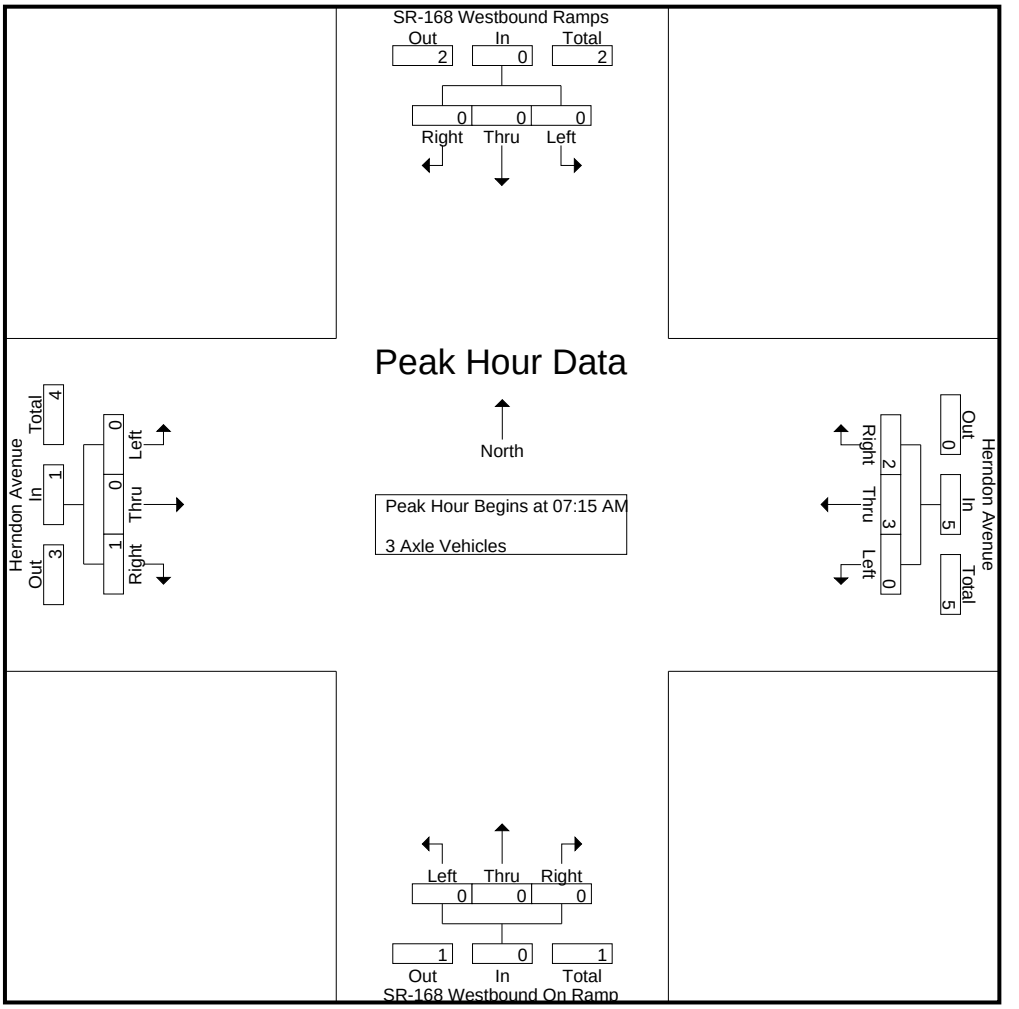
	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
07:45 AM	0	0	0	0	0	1	2	3	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	3	2	5	0	0	0	0	0	1	2	3	8
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
Grand Total	0	0	0	0	0	6	2	8	0	0	0	0	0	1	2	3	11
Apprch %	0	0	0		0	75	25		0	0	0		0	33.3	66.7		
Total %	0	0	0	0	0	54.5	18.2	72.7	0	0	0	0	0	9.1	18.2	27.3	

	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	**1**	**1**	2
07:45 AM	0	0	0	0	0	1	**2**	**3**	0	0	0	0	0	0	0	0	**3**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	2	5	0	0	0	0	0	0	1	1	6
% App. Total	0	0	0		0	60	40		0	0	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.750	.250	.417	.000	.000	.000	.000	.000	.000	.250	.250	.500

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City of Clovis
N/S: SR-168 Westbound Ramps
E/W: Herndon Avenue
Weather: Clear

File Name : 12_CVS_168W_Hern AMC
Site Code : 00322473
Start Date : 5/24/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	**1**	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	**1**	**1**
+30 mins.	0	0	0	0	0	1	**2**	**3**	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	2	5	0	0	0	0	0	0	1	1
% App. Total	0	0	0		0	60	40		0	0	0		0	0	100	
PHF	.000	.000	.000	.000	.000	.750	.250	.417	.000	.000	.000	.000	.000	.000	.250	.250

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City of Clovis
N/S: SR-168 Westbound Ramps
E/W: Herndon Avenue
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File Name : 12_CVS_168W_Hern AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

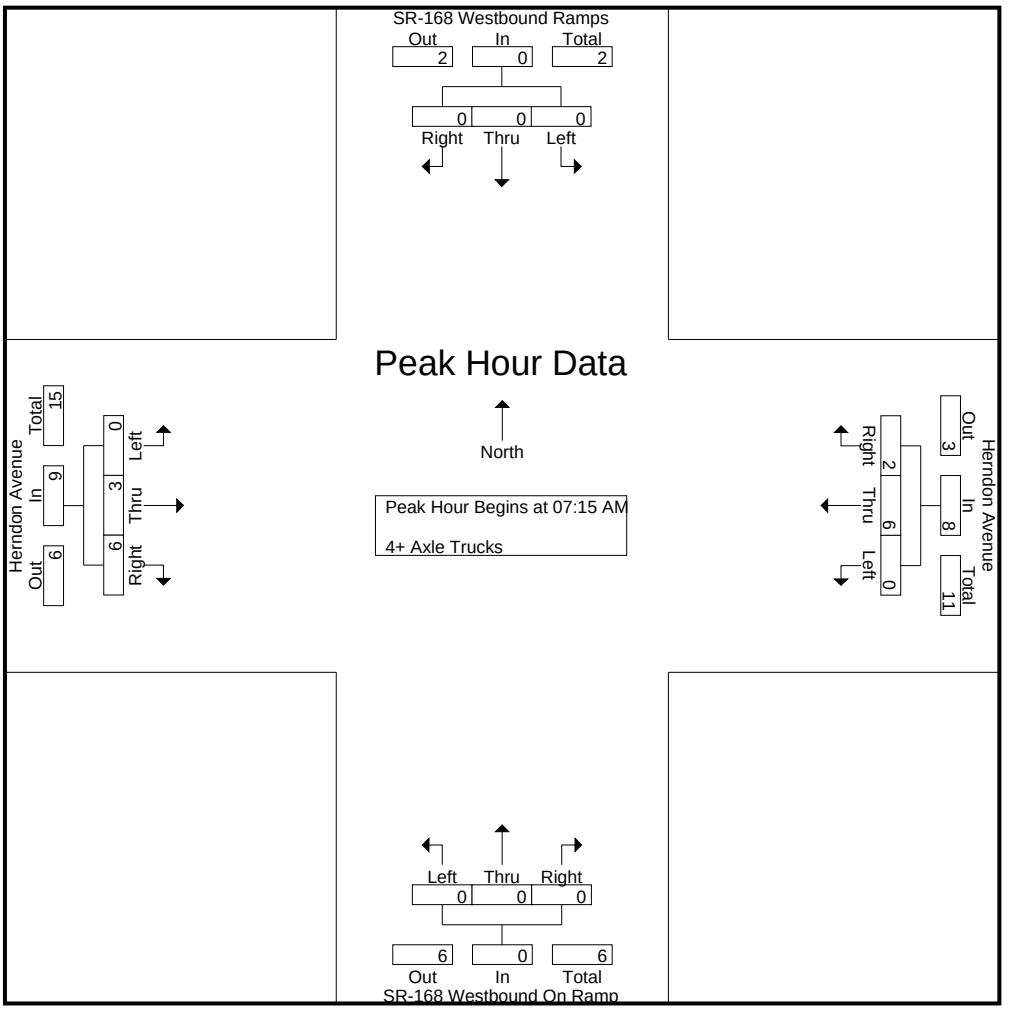
	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	0	0	6	0	6	0	0	0	0	0	1	1	2	8
07:45 AM	0	0	0	0	0	0	2	2	0	0	0	0	0	1	2	3	5
Total	0	0	0	0	0	7	2	9	0	0	0	0	0	2	4	6	15
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:30 AM	0	0	0	0	0	4	3	7	0	0	0	0	0	0	0	0	7
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	5	3	8	0	0	0	0	0	1	3	4	12
Grand Total	0	0	0	0	0	12	5	17	0	0	0	0	0	3	7	10	27
Apprch %	0	0	0		0	70.6	29.4		0	0	0		0	30	70		
Total %	0	0	0	0	0	44.4	18.5	63	0	0	0	0	0	11.1	25.9	37	

	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	0	0	**6**	0	**6**	0	0	0	0	0	**1**	1	2	**8**
07:45 AM	0	0	0	0	0	0	**2**	2	0	0	0	0	0	1	**2**	**3**	5
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	3
Total Volume	0	0	0	0	0	6	2	8	0	0	0	0	0	3	6	9	17
% App. Total	0	0	0		0	75	25		0	0	0		0	33.3	66.7		
PHF	.000	.000	.000	.000	.000	.250	.250	.333	.000	.000	.000	.000	.000	.750	.750	.750	.531

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City of Clovis
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File Name : 12_CVS_168W_Hern AMC
Site Code : 00322473
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
+15 mins.	0	0	0	0	0	**6**	0	**6**	0	0	0	0	0	**1**	1	2
+30 mins.	0	0	0	0	0	0	**2**	2	0	0	0	0	0	1	**2**	**3**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3
Total Volume	0	0	0	0	0	6	2	8	0	0	0	0	0	3	6	9
% App. Total	0	0	0		0	75	25		0	0	0		0	33.3	66.7	
PHF	.000	.000	.000	.000	.000	.250	.250	.333	.000	.000	.000	.000	.000	.750	.750	.750

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City of Clovis
N/S: SR-168 Westbound Ramps
E/W: Herndon Avenue
Weather: Clear

File Name : 12_CVS_168W_Hern PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

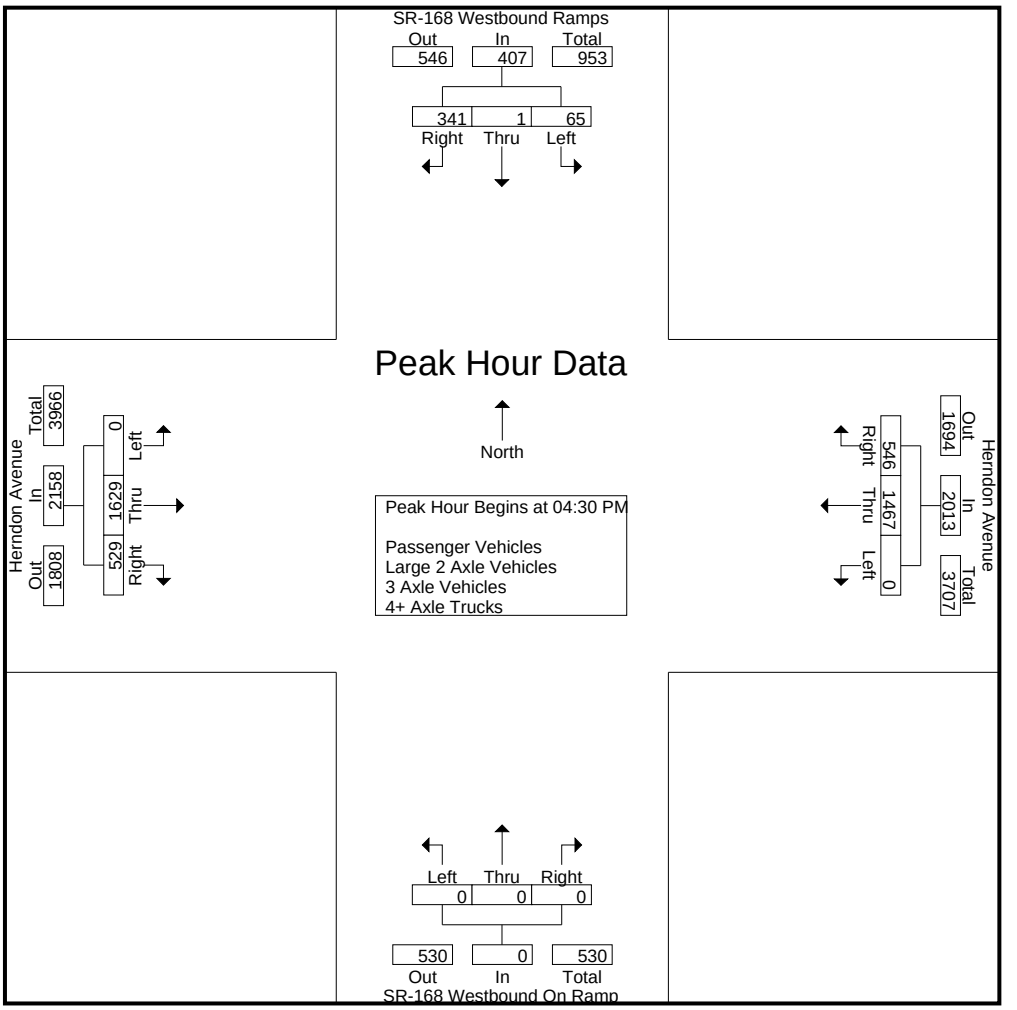
	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	16	0	76	92	0	318	118	436	0	0	0	0	0	298	99	397	925
04:15 PM	22	0	89	111	0	358	119	477	0	0	0	0	0	421	128	549	1137
04:30 PM	15	1	82	98	0	374	137	511	0	0	0	0	0	407	135	542	1151
04:45 PM	17	0	90	107	0	359	124	483	0	0	0	0	0	414	122	536	1126
Total	70	1	337	408	0	1409	498	1907	0	0	0	0	0	1540	484	2024	4339
05:00 PM	15	0	87	102	0	356	144	500	0	0	0	0	0	399	150	549	1151
05:15 PM	18	0	82	100	0	378	141	519	0	0	0	0	0	409	122	531	1150
05:30 PM	22	0	77	99	0	325	114	439	0	0	0	0	0	407	116	523	1061
05:45 PM	16	0	73	89	0	297	125	422	0	0	0	0	0	349	95	444	955
Total	71	0	319	390	0	1356	524	1880	0	0	0	0	0	1564	483	2047	4317
Grand Total	141	1	656	798	0	2765	1022	3787	0	0	0	0	0	3104	967	4071	8656
Apprch %	17.7	0.1	82.2		0	73	27		0	0	0		0	76.2	23.8		
Total %	1.6	0	7.6	9.2	0	31.9	11.8	43.8	0	0	0	0	0	35.9	11.2	47	
Passenger Vehicles	141	1	651	793	0	2747	1007	3754	0	0	0	0	0	3091	955	4046	8593
% Passenger Vehicles	100	100	99.2	99.4	0	99.3	98.5	99.1	0	0	0	0	0	99.6	98.8	99.4	99.3
Large 2 Axle Vehicles	0	0	5	5	0	14	10	24	0	0	0	0	0	12	8	20	49
% Large 2 Axle Vehicles	0	0	0.8	0.6	0	0.5	1	0.6	0	0	0	0	0	0.4	0.8	0.5	0.6
3 Axle Vehicles	0	0	0	0	0	1	2	3	0	0	0	0	0	1	3	4	7
% 3 Axle Vehicles	0	0	0	0	0	0	0.2	0.1	0	0	0	0	0	0	0.3	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	3	3	6	0	0	0	0	0	0	1	1	7
% 4+ Axle Trucks	0	0	0	0	0	0.1	0.3	0.2	0	0	0	0	0	0	0.1	0	0.1

	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	15	**1**	82	98	0	374	137	511	0	0	0	0	0	407	135	542	**1151**
04:45 PM	17	0	**90**	**107**	0	359	124	483	0	0	0	0	0	**414**	122	536	1126
05:00 PM	15	0	87	102	0	356	**144**	500	0	0	0	0	0	399	**150**	**549**	1151
05:15 PM	**18**	0	82	100	0	**378**	141	**519**	0	0	0	0	0	409	122	531	1150
Total Volume	65	1	341	407	0	1467	546	2013	0	0	0	0	0	1629	529	2158	4578
% App. Total	16	0.2	83.8		0	72.9	27.1		0	0	0		0	75.5	24.5		
PHF	.903	.250	.947	.951	.000	.970	.948	.970	.000	.000	.000	.000	.000	.984	.882	.983	.994

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City of Clovis
N/S: SR-168 Westbound Ramps
E/W: Herndon Avenue
Weather: Clear

File Name : 12_CVS_168W_Hern PMC
Site Code : 00322473
Start Date : 5/24/2022
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:30 PM				04:00 PM				04:15 PM			
+0 mins.	**22**	0	89	**111**	0	374	137	511	0	0	0	0	0	**421**	128	**549**
+15 mins.	15	**1**	82	98	0	359	124	483	0	0	0	0	0	407	135	542
+30 mins.	17	0	**90**	107	0	356	**144**	500	0	0	0	0	0	414	122	536
+45 mins.	15	0	87	102	0	**378**	141	**519**	0	0	0	0	0	399	**150**	549
Total Volume	69	1	348	418	0	1467	546	2013	0	0	0	0	0	1641	535	2176
% App. Total	16.5	0.2	83.3		0	72.9	27.1		0	0	0		0	75.4	24.6	
PHF	.784	.250	.967	.941	.000	.970	.948	.970	.000	.000	.000	.000	.000	.974	.892	.991

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File Name : 12_CVS_168W_Hern PMC
Site Code : 00322473
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Groups Printed- Passenger Vehicles

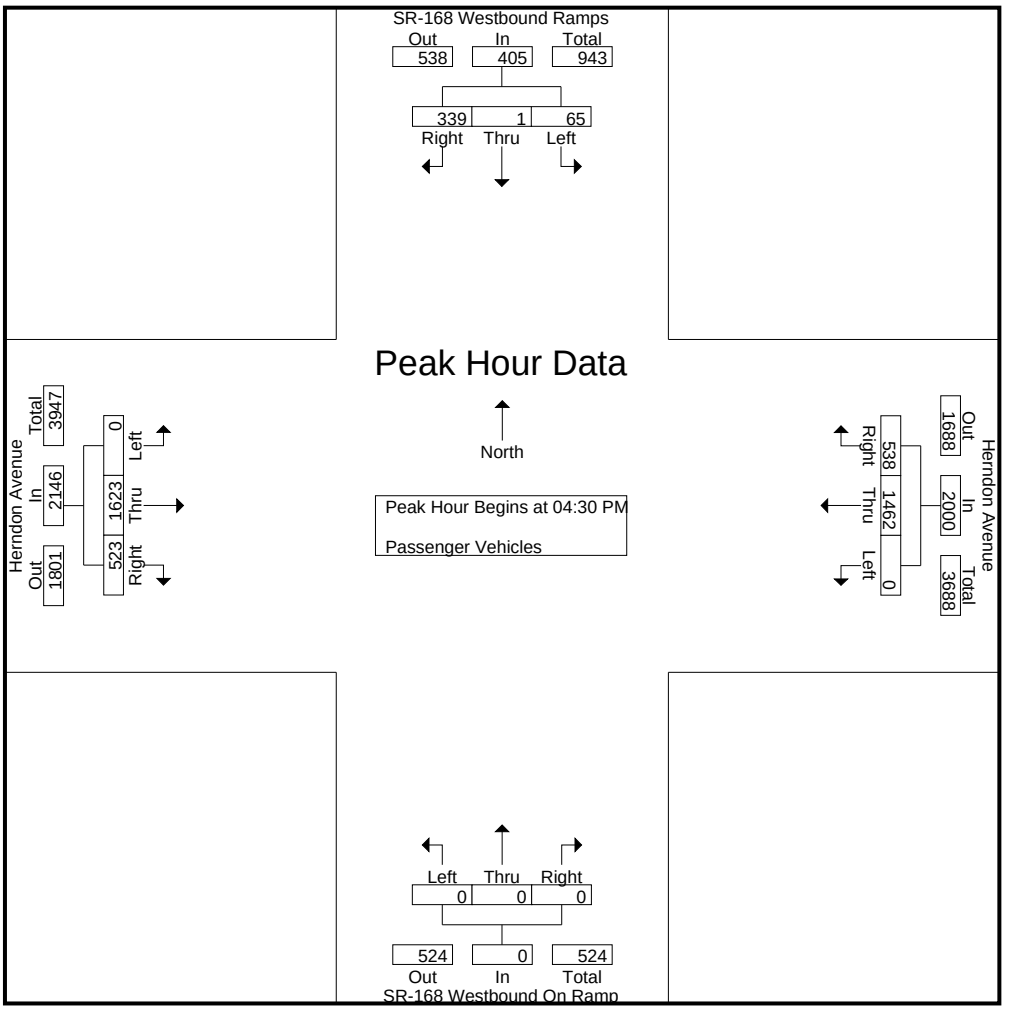
	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	16	0	75	91	0	316	115	431	0	0	0	0	0	296	96	392	914
04:15 PM	22	0	88	110	0	353	117	470	0	0	0	0	0	419	125	544	1124
04:30 PM	15	1	81	97	0	372	133	505	0	0	0	0	0	405	132	537	1139
04:45 PM	17	0	89	106	0	357	122	479	0	0	0	0	0	412	120	532	1117
Total	70	1	333	404	0	1398	487	1885	0	0	0	0	0	1532	473	2005	4294
05:00 PM	15	0	87	102	0	356	143	499	0	0	0	0	0	399	149	548	1149
05:15 PM	18	0	82	100	0	377	140	517	0	0	0	0	0	407	122	529	1146
05:30 PM	22	0	76	98	0	323	113	436	0	0	0	0	0	404	116	520	1054
05:45 PM	16	0	73	89	0	293	124	417	0	0	0	0	0	349	95	444	950
Total	71	0	318	389	0	1349	520	1869	0	0	0	0	0	1559	482	2041	4299
Grand Total	141	1	651	793	0	2747	1007	3754	0	0	0	0	0	3091	955	4046	8593
Apprch %	17.8	0.1	82.1		0	73.2	26.8		0	0	0		0	76.4	23.6		
Total %	1.6	0	7.6	9.2	0	32	11.7	43.7	0	0	0	0	0	36	11.1	47.1	

	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	15	**1**	81	97	0	372	133	505	0	0	0	0	0	405	132	537	1139
04:45 PM	17	0	**89**	**106**	0	357	122	479	0	0	0	0	0	**412**	120	532	1117
05:00 PM	15	0	87	102	0	356	**143**	499	0	0	0	0	0	399	**149**	**548**	**1149**
05:15 PM	**18**	0	82	100	0	**377**	140	**517**	0	0	0	0	0	407	122	529	1146
Total Volume	65	1	339	405	0	1462	538	2000	0	0	0	0	0	1623	523	2146	4551
% App. Total	16	0.2	83.7		0	73.1	26.9		0	0	0		0	75.6	24.4		
PHF	.903	.250	.952	.955	.000	.969	.941	.967	.000	.000	.000	.000	.000	.985	.878	.979	.990

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City of Clovis
N/S: SR-168 Westbound Ramps
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File Name : 12_CVS_168W_Hern PMC
Site Code : 00322473
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	15	**1**	81	97	0	372	133	505	0	0	0	0	0	405	132	537
+15 mins.	17	0	**89**	**106**	0	357	122	479	0	0	0	0	0	**412**	120	532
+30 mins.	15	0	87	102	0	356	**143**	499	0	0	0	0	0	399	**149**	**548**
+45 mins.	**18**	0	82	100	0	**377**	140	**517**	0	0	0	0	0	407	122	529
Total Volume	65	1	339	405	0	1462	538	2000	0	0	0	0	0	1623	523	2146
% App. Total	16	0.2	83.7		0	73.1	26.9		0	0	0		0	75.6	24.4	
PHF	.903	.250	.952	.955	.000	.969	.941	.967	.000	.000	.000	.000	.000	.985	.878	.979

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File Name : 12_CVS_168W_Hern PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

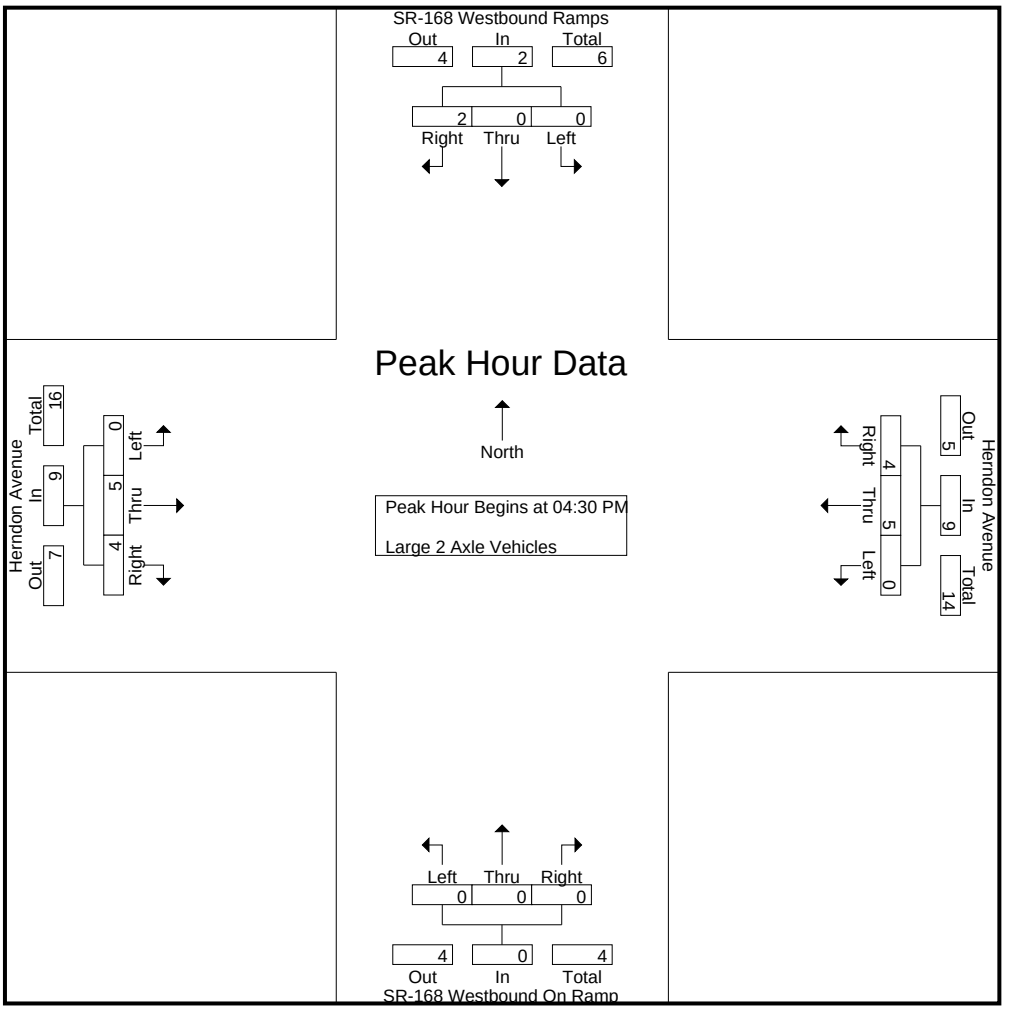
	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	0	2	2	4	0	0	0	0	0	2	2	4	9
04:15 PM	0	0	1	1	0	3	2	5	0	0	0	0	0	2	2	4	10
04:30 PM	0	0	1	1	0	2	2	4	0	0	0	0	0	2	1	3	8
04:45 PM	0	0	1	1	0	2	1	3	0	0	0	0	0	1	2	3	7
Total	0	0	4	4	0	9	7	16	0	0	0	0	0	7	7	14	34
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2	4
05:30 PM	0	0	1	1	0	1	1	2	0	0	0	0	0	3	0	3	6
05:45 PM	0	0	0	0	0	3	1	4	0	0	0	0	0	0	0	0	4
Total	0	0	1	1	0	5	3	8	0	0	0	0	0	5	1	6	15
Grand Total	0	0	5	5	0	14	10	24	0	0	0	0	0	12	8	20	49
Apprch %	0	0	100		0	58.3	41.7		0	0	0		0	60	40		
Total %	0	0	10.2	10.2	0	28.6	20.4	49	0	0	0	0	0	24.5	16.3	40.8	

	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	**1**	**1**	0	**2**	**2**	**4**	0	0	0	0	0	**2**	1	**3**	**8**
04:45 PM	0	0	1	1	0	2	1	3	0	0	0	0	0	1	**2**	3	7
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2	4
Total Volume	0	0	2	2	0	5	4	9	0	0	0	0	0	5	4	9	20
% App. Total	0	0	100		0	55.6	44.4		0	0	0		0	55.6	44.4		
PHF	.000	.000	.500	.500	.000	.625	.500	.563	.000	.000	.000	.000	.000	.625	.500	.750	.625

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File Name : 12_CVS_168W_Hern PMC
Site Code : 00322473
Start Date : 5/24/2022
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	**1**	**1**	0	**2**	**2**	**4**	0	0	0	0	0	**2**	1	**3**
+15 mins.	0	0	1	1	0	2	1	3	0	0	0	0	0	1	**2**	3
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
+45 mins.	0	0	0	0	0	1	1	2	0	0	0	0	0	2	0	2
Total Volume	0	0	2	2	0	5	4	9	0	0	0	0	0	5	4	9
% App. Total	0	0	100		0	55.6	44.4		0	0	0		0	55.6	44.4	
PHF	.000	.000	.500	.500	.000	.625	.500	.563	.000	.000	.000	.000	.000	.625	.500	.750

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City of Clovis
N/S: SR-168 Westbound Ramps
E/W: Herndon Avenue
Weather: Clear

File Name : 12_CVS_168W_Hern PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

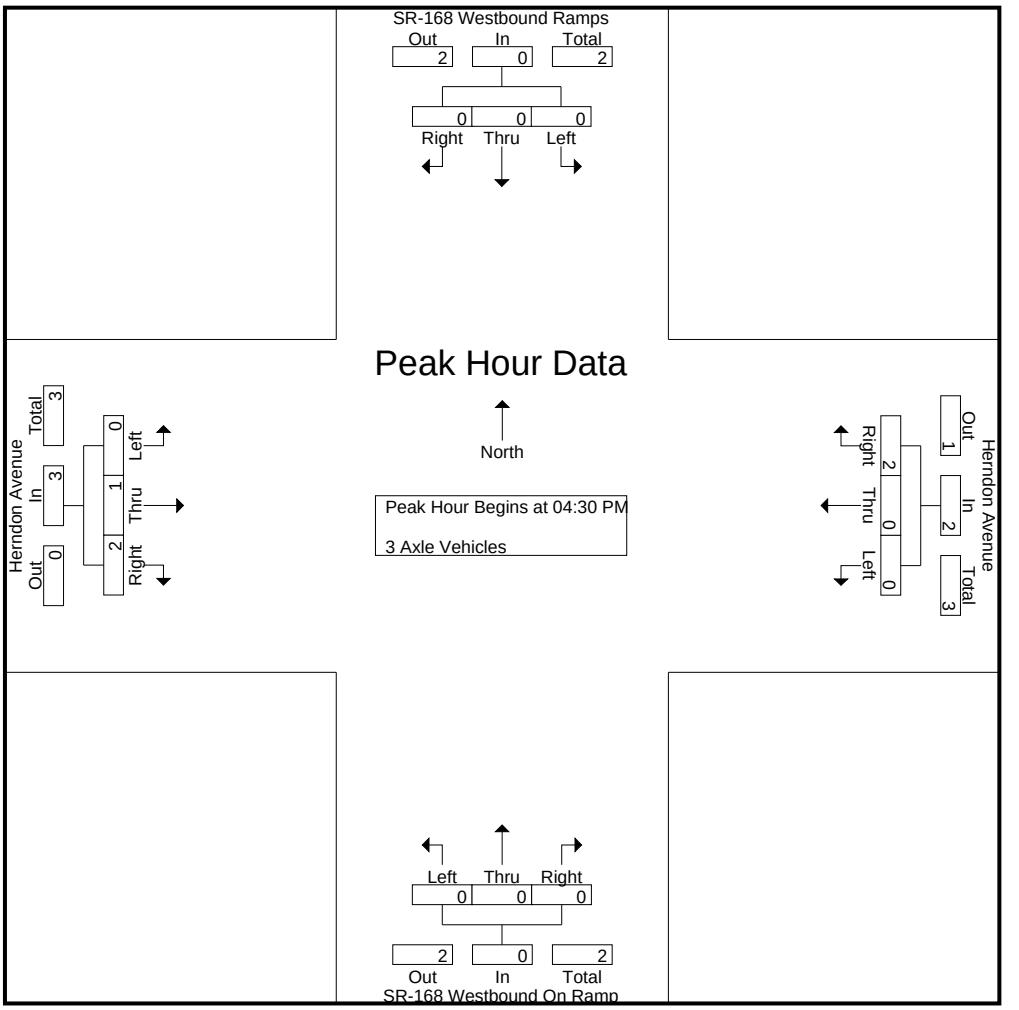
	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:30 PM	0	0	0	0	0	0	2	2	0	0	0	0	0	0	2	2	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	2	2	0	0	0	0	0	1	3	4	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	1	2	3	0	0	0	0	0	1	3	4	7
Apprch %	0	0	0		0	33.3	66.7		0	0	0		0	25	75		
Total %	0	0	0	0	0	14.3	28.6	42.9	0	0	0	0	0	14.3	42.9	57.1	

	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	**2**	**2**	0	0	0	0	0	0	**2**	**2**	**4**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	2	0	0	0	0	0	1	2	3	5
% App. Total	0	0	0		0	0	100		0	0	0		0	33.3	66.7		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250	.250	.375	.313

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City of Clovis
N/S: SR-168 Westbound Ramps
E/W: Herndon Avenue
Weather: Clear

File Name : 12_CVS_168W_Hern PMC
Site Code : 00322473
Start Date : 5/24/2022
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	**2**	**2**	0	0	0	0	0	0	**2**	**2**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	2	0	0	0	0	0	1	2	3
% App. Total	0	0	0		0	0	100		0	0	0		0	33.3	66.7	
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.250	.250	.375

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City of Clovis
N/S: SR-168 Westbound Ramps
E/W: Herndon Avenue
Weather: Clear

File Name : 12_CVS_168W_Hern PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

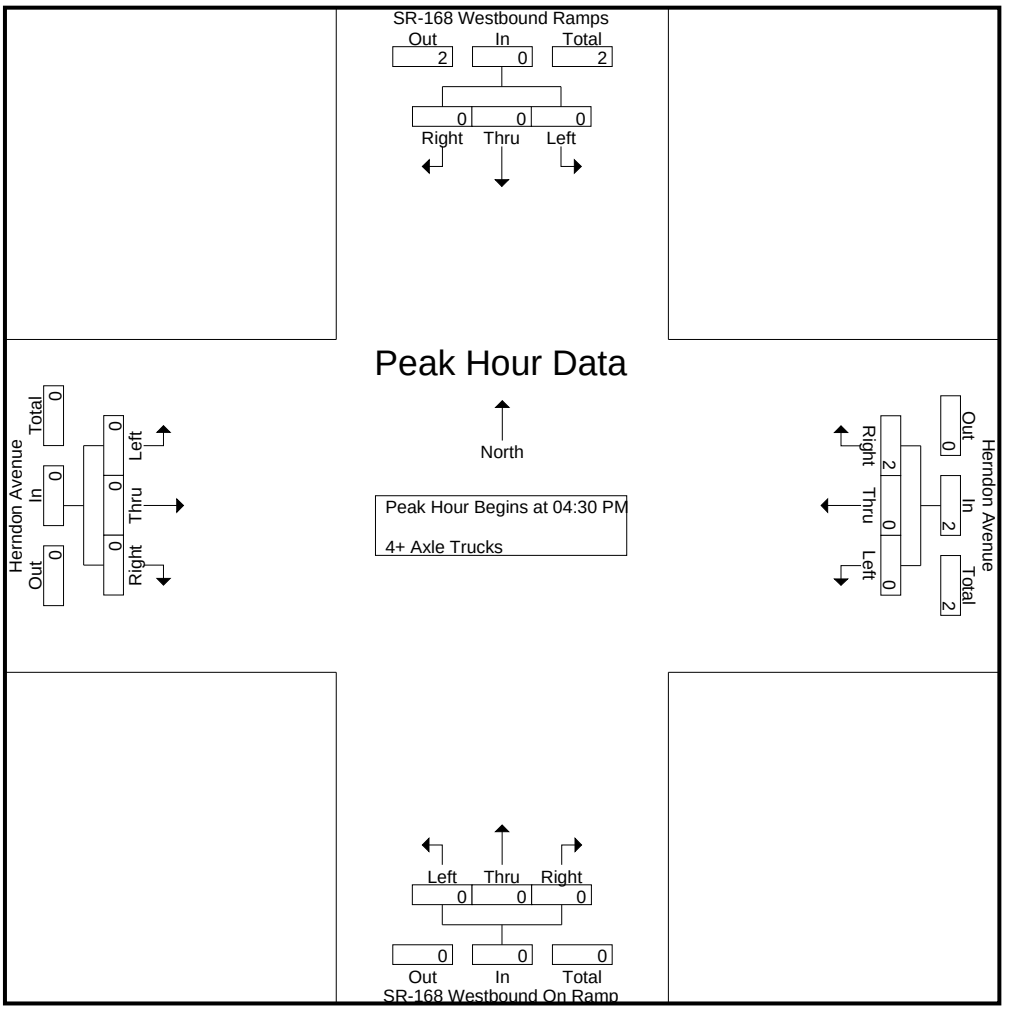
	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	1	2
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	2	4	0	0	0	0	0	0	1	1	5
05:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	2
Grand Total	0	0	0	0	0	3	3	6	0	0	0	0	0	0	1	1	7
Apprch %	0	0	0		0	50	50		0	0	0		0	0	100		
Total %	0	0	0	0	0	42.9	42.9	85.7	0	0	0	0	0	0	14.3	14.3	

	SR-168 Westbound Ramps Southbound				Herndon Avenue Westbound				SR-168 Westbound On Ramp Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**1**
05:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0		0	0	100		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000	.500

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City of Clovis
N/S: SR-168 Westbound Ramps
E/W: Herndon Avenue
Weather: Clear

File Name : 12_CVS_168W_Hern PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	100		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.000

Location: Clovis
N/S: SR-168 WB Ramps
E/W: Herndon Avenue

Date: 5/24/2022
Day: Tuesday

PEDESTRIANS

	North Leg SR-168 WB Ramps	East Leg Herndon Avenue	South Leg SR-168 WB Ramps	West Leg Herndon Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
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	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg SR-168 WB Ramps	East Leg Herndon Avenue	South Leg SR-168 WB Ramps	West Leg Herndon Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Clovis
N/S: SR-168 WB Ramps
E/W: Herndon Avenue

Date: 5/24/2022
Day: Tuesday

BICYCLES

	Southbound SR-168 WB Ramps			Westbound Herndon Avenue			Northbound SR-168 WB Ramps			Eastbound Herndon Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
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	1	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	1	0	0	0	0	1

	Southbound SR-168 WB Ramps			Westbound Herndon Avenue			Northbound SR-168 WB Ramps			Eastbound Herndon Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
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
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Clovis
N/S: SR-168 Eastbound Ramps
E/W: Herndon Avenue
Weather: Clear

File Name : 13_CVS_168E_Hern AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

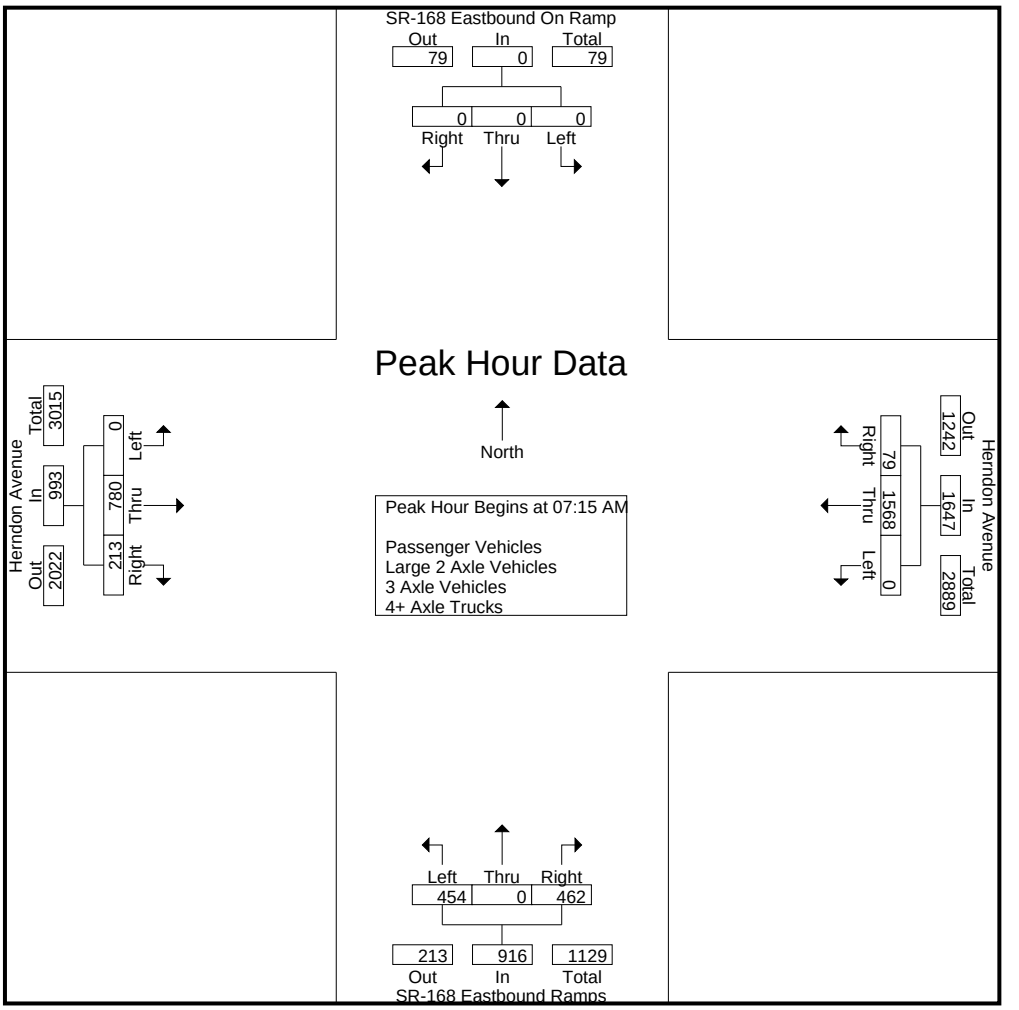
	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	318	10	328	81	0	83	164	0	97	24	121	613
07:15 AM	0	0	0	0	0	389	19	408	116	0	99	215	0	147	53	200	823
07:30 AM	0	0	0	0	0	409	27	436	113	0	105	218	0	180	44	224	878
07:45 AM	0	0	0	0	0	421	15	436	137	0	136	273	0	212	65	277	986
Total	0	0	0	0	0	1537	71	1608	447	0	423	870	0	636	186	822	3300
08:00 AM	0	0	0	0	0	349	18	367	88	0	122	210	0	241	51	292	869
08:15 AM	0	0	0	0	0	363	23	386	78	0	107	185	0	189	50	239	810
08:30 AM	0	0	0	0	0	366	17	383	88	0	102	190	0	207	45	252	825
08:45 AM	0	0	0	0	0	302	12	314	79	0	116	195	0	201	47	248	757
Total	0	0	0	0	0	1380	70	1450	333	0	447	780	0	838	193	1031	3261
Grand Total	0	0	0	0	0	2917	141	3058	780	0	870	1650	0	1474	379	1853	6561
Apprch %	0	0	0		0	95.4	4.6		47.3	0	52.7		0	79.5	20.5		
Total %	0	0	0	0	0	44.5	2.1	46.6	11.9	0	13.3	25.1	0	22.5	5.8	28.2	
Passenger Vehicles	0	0	0	0	0	2878	141	3019	749	0	832	1581	0	1441	372	1813	6413
% Passenger Vehicles	0	0	0	0	0	98.7	100	98.7	96	0	95.6	95.8	0	97.8	98.2	97.8	97.7
Large 2 Axle Vehicles	0	0	0	0	0	27	0	27	16	0	27	43	0	29	7	36	106
% Large 2 Axle Vehicles	0	0	0	0	0	0.9	0	0.9	2.1	0	3.1	2.6	0	2	1.8	1.9	1.6
3 Axle Vehicles	0	0	0	0	0	4	0	4	5	0	2	7	0	1	0	1	12
% 3 Axle Vehicles	0	0	0	0	0	0.1	0	0.1	0.6	0	0.2	0.4	0	0.1	0	0.1	0.2
4+ Axle Trucks	0	0	0	0	0	8	0	8	10	0	9	19	0	3	0	3	30
% 4+ Axle Trucks	0	0	0	0	0	0.3	0	0.3	1.3	0	1	1.2	0	0.2	0	0.2	0.5

	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	389	19	408	116	0	99	215	0	147	53	200	823
07:30 AM	0	0	0	0	0	409	**27**	**436**	113	0	105	218	0	180	44	224	878
07:45 AM	0	0	0	0	0	**421**	15	436	**137**	0	**136**	**273**	0	212	**65**	277	**986**
08:00 AM	0	0	0	0	0	349	18	367	88	0	122	210	0	**241**	51	**292**	869
Total Volume	0	0	0	0	0	1568	79	1647	454	0	462	916	0	780	213	993	3556
% App. Total	0	0	0		0	95.2	4.8		49.6	0	50.4		0	78.5	21.5		
PHF	.000	.000	.000	.000	.000	.931	.731	.944	.828	.000	.849	.839	.000	.809	.819	.850	.902

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City of Clovis
N/S: SR-168 Eastbound Ramps
E/W: Herndon Avenue
Weather: Clear

File Name : 13_CVS_168E_Hern AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:15 AM				07:15 AM				07:45 AM			
+0 mins.	0	0	0	0	0	389	19	408	116	0	99	215	0	212	**65**	277
+15 mins.	0	0	0	0	0	409	**27**	**436**	113	0	105	218	0	**241**	51	**292**
+30 mins.	0	0	0	0	0	**421**	15	436	**137**	0	**136**	**273**	0	189	50	239
+45 mins.	0	0	0	0	0	349	18	367	88	0	122	210	0	207	45	252
Total Volume	0	0	0	0	0	1568	79	1647	454	0	462	916	0	849	211	1060
% App. Total	0	0	0		0	95.2	4.8		49.6	0	50.4		0	80.1	19.9	
PHF	.000	.000	.000	.000	.000	.931	.731	.944	.828	.000	.849	.839	.000	.881	.812	.908

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City of Clovis
N/S: SR-168 Eastbound Ramps
E/W: Herndon Avenue
Weather: Clear

File Name : 13_CVS_168E_Hern AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

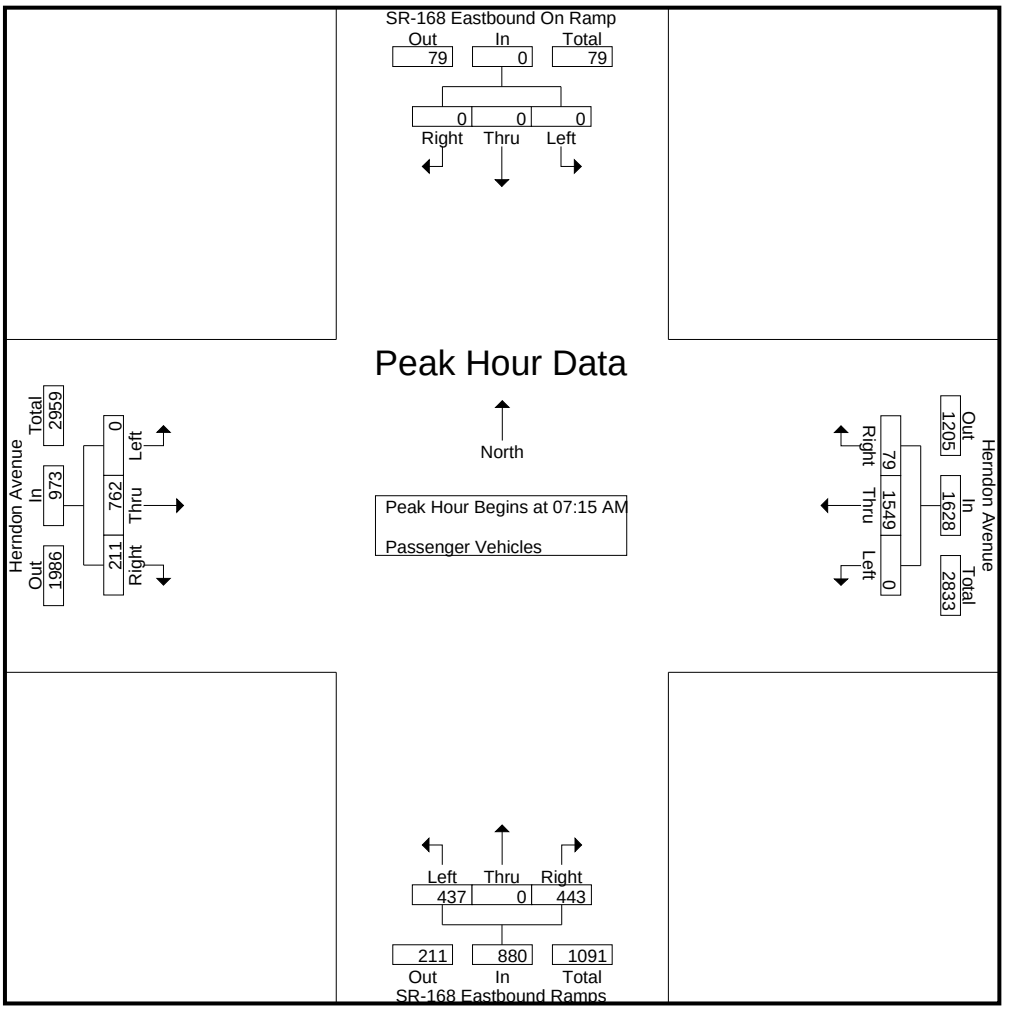
	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	314	10	324	80	0	78	158	0	94	24	118	600
07:15 AM	0	0	0	0	0	387	19	406	109	0	93	202	0	145	52	197	805
07:30 AM	0	0	0	0	0	404	27	431	108	0	101	209	0	175	44	219	859
07:45 AM	0	0	0	0	0	416	15	431	135	0	132	267	0	208	64	272	970
Total	0	0	0	0	0	1521	71	1592	432	0	404	836	0	622	184	806	3234
08:00 AM	0	0	0	0	0	342	18	360	85	0	117	202	0	234	51	285	847
08:15 AM	0	0	0	0	0	359	23	382	75	0	105	180	0	184	47	231	793
08:30 AM	0	0	0	0	0	359	17	376	81	0	96	177	0	205	44	249	802
08:45 AM	0	0	0	0	0	297	12	309	76	0	110	186	0	196	46	242	737
Total	0	0	0	0	0	1357	70	1427	317	0	428	745	0	819	188	1007	3179
Grand Total	0	0	0	0	0	2878	141	3019	749	0	832	1581	0	1441	372	1813	6413
Apprch %	0	0	0		0	95.3	4.7		47.4	0	52.6		0	79.5	20.5		
Total %	0	0	0	0	0	44.9	2.2	47.1	11.7	0	13	24.7	0	22.5	5.8	28.3	

	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	387	19	406	109	0	93	202	0	145	52	197	805
07:30 AM	0	0	0	0	0	404	**27**	**431**	108	0	101	209	0	175	44	219	859
07:45 AM	0	0	0	0	0	**416**	15	431	**135**	0	**132**	**267**	0	208	**64**	272	**970**
08:00 AM	0	0	0	0	0	342	18	360	85	0	117	202	0	**234**	51	**285**	847
Total Volume	0	0	0	0	0	1549	79	1628	437	0	443	880	0	762	211	973	3481
% App. Total	0	0	0		0	95.1	4.9		49.7	0	50.3		0	78.3	21.7		
PHF	.000	.000	.000	.000	.000	.931	.731	.944	.809	.000	.839	.824	.000	.814	.824	.854	.897

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City of Clovis
N/S: SR-168 Eastbound Ramps
E/W: Herndon Avenue
Weather: Clear

File Name : 13_CVS_168E_Hern AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	387	19	406	109	0	93	202	0	145	52	197
+15 mins.	0	0	0	0	0	404	**27**	**431**	108	0	101	209	0	175	44	219
+30 mins.	0	0	0	0	0	**416**	15	431	**135**	0	**132**	**267**	0	208	**64**	272
+45 mins.	0	0	0	0	0	342	18	360	85	0	117	202	0	**234**	51	**285**
Total Volume	0	0	0	0	0	1549	79	1628	437	0	443	880	0	762	211	973
% App. Total	0	0	0		0	95.1	4.9		49.7	0	50.3		0	78.3	21.7	
PHF	.000	.000	.000	.000	.000	.931	.731	.944	.809	.000	.839	.824	.000	.814	.824	.854

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City of Clovis
N/S: SR-168 Eastbound Ramps
E/W: Herndon Avenue
Weather: Clear

File Name : 13_CVS_168E_Hern AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

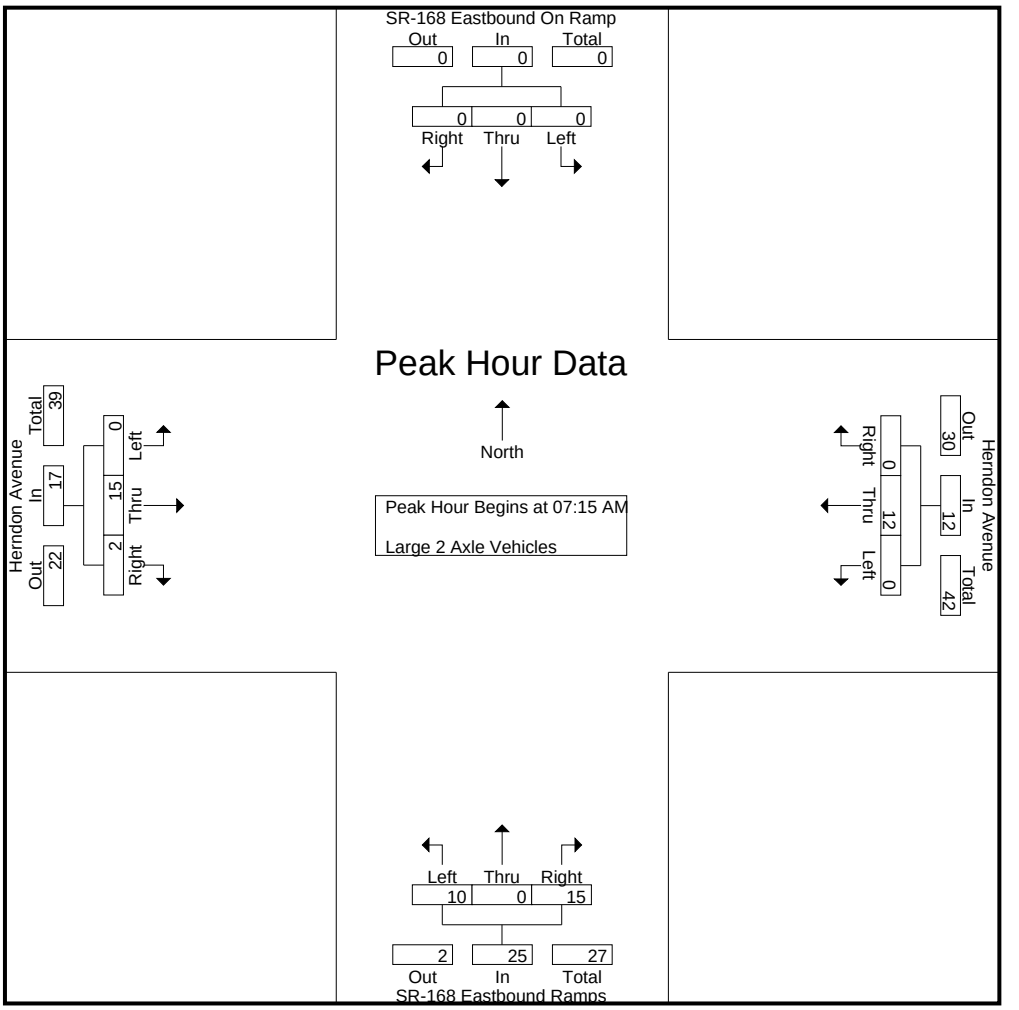
	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	3	0	3	0	0	2	2	0	2	0	2	7
07:15 AM	0	0	0	0	0	2	0	2	3	0	3	6	0	2	1	3	11
07:30 AM	0	0	0	0	0	3	0	3	2	0	4	6	0	4	0	4	13
07:45 AM	0	0	0	0	0	1	0	1	2	0	3	5	0	3	1	4	10
Total	0	0	0	0	0	9	0	9	7	0	12	19	0	11	2	13	41
08:00 AM	0	0	0	0	0	6	0	6	3	0	5	8	0	6	0	6	20
08:15 AM	0	0	0	0	0	4	0	4	3	0	0	3	0	5	3	8	15
08:30 AM	0	0	0	0	0	3	0	3	2	0	5	7	0	2	1	3	13
08:45 AM	0	0	0	0	0	5	0	5	1	0	5	6	0	5	1	6	17
Total	0	0	0	0	0	18	0	18	9	0	15	24	0	18	5	23	65
Grand Total	0	0	0	0	0	27	0	27	16	0	27	43	0	29	7	36	106
Apprch %	0	0	0		0	100	0		37.2	0	62.8		0	80.6	19.4		
Total %	0	0	0	0	0	25.5	0	25.5	15.1	0	25.5	40.6	0	27.4	6.6	34	

	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	2	0	2	**3**	0	3	6	0	2	**1**	3	11
07:30 AM	0	0	0	0	0	3	0	3	2	0	4	6	0	4	0	4	13
07:45 AM	0	0	0	0	0	1	0	1	2	0	3	5	0	3	1	4	10
08:00 AM	0	0	0	0	0	**6**	0	**6**	3	0	**5**	**8**	0	**6**	0	**6**	**20**
Total Volume	0	0	0	0	0	12	0	12	10	0	15	25	0	15	2	17	54
% App. Total	0	0	0		0	100	0		40	0	60		0	88.2	11.8		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.833	.000	.750	.781	.000	.625	.500	.708	.675

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City of Clovis
N/S: SR-168 Eastbound Ramps
E/W: Herndon Avenue
Weather: Clear

File Name : 13_CVS_168E_Hern AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	2	0	2	**3**	0	3	6	0	2	**1**	3
+15 mins.	0	0	0	0	0	3	0	3	2	0	4	6	0	4	0	4
+30 mins.	0	0	0	0	0	1	0	1	2	0	3	5	0	3	1	4
+45 mins.	0	0	0	0	0	**6**	0	**6**	3	0	**5**	**8**	0	**6**	0	**6**
Total Volume	0	0	0	0	0	12	0	12	10	0	15	25	0	15	2	17
% App. Total	0	0	0		0	100	0		40	0	60		0	88.2	11.8	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.833	.000	.750	.781	.000	.625	.500	.708

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City of Clovis
N/S: SR-168 Eastbound Ramps
E/W: Herndon Avenue
Weather: Clear

File Name : 13_CVS_168E_Hern AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

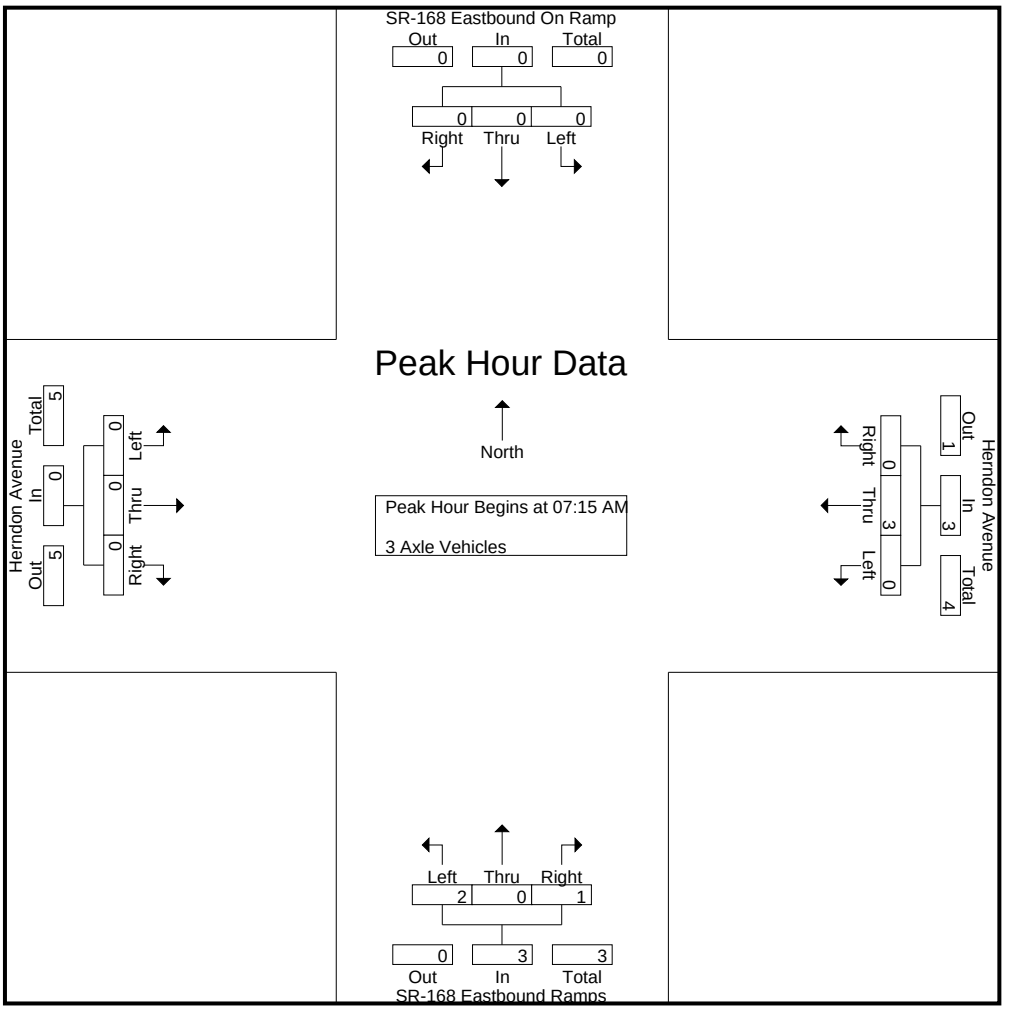
	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	3
Total	0	0	0	0	0	3	0	3	2	0	1	3	0	1	0	1	7
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	1	0	1	2	0	0	0	0	2
Total	0	0	0	0	0	1	0	1	3	0	1	4	0	0	0	0	5
Grand Total	0	0	0	0	0	4	0	4	5	0	2	7	0	1	0	1	12
Apprch %	0	0	0		0	100	0		71.4	0	28.6		0	100	0		
Total %	0	0	0	0	0	33.3	0	33.3	41.7	0	16.7	58.3	0	8.3	0	8.3	

	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	**2**	0	**2**	0	0	**1**	1	0	0	0	0	**3**
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	3	0	3	2	0	1	3	0	0	0	0	6
% App. Total	0	0	0		0	100	0		66.7	0	33.3		0	0	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.500	.000	.250	.750	.000	.000	.000	.000	.500

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City of Clovis
N/S: SR-168 Eastbound Ramps
E/W: Herndon Avenue
Weather: Clear

File Name : 13_CVS_168E_Hern AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	**2**	0	**2**	0	0	**1**	1	0	0	0	0
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	3	0	3	2	0	1	3	0	0	0	0
% App. Total	0	0	0		0	100	0		66.7	0	33.3		0	0	0	
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.500	.000	.250	.750	.000	.000	.000	.000

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City of Clovis
N/S: SR-168 Eastbound Ramps
E/W: Herndon Avenue
Weather: Clear

File Name : 13_CVS_168E_Hern AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

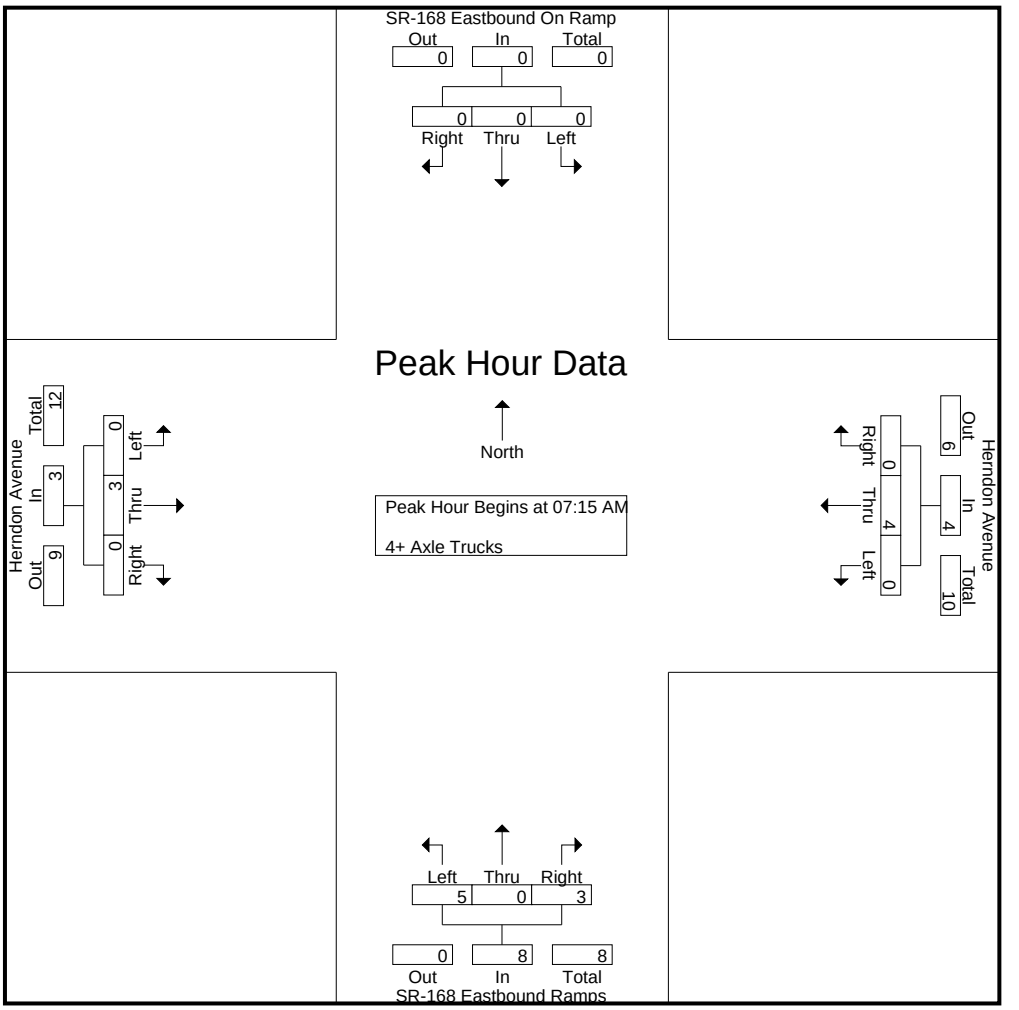
	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	1	0	3	4	0	0	0	0	4
07:15 AM	0	0	0	0	0	0	0	0	3	0	3	6	0	0	0	0	6
07:30 AM	0	0	0	0	0	2	0	2	2	0	0	2	0	1	0	1	5
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
Total	0	0	0	0	0	4	0	4	6	0	6	12	0	2	0	2	18
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	2
08:30 AM	0	0	0	0	0	4	0	4	3	0	1	4	0	0	0	0	8
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	4	0	4	4	0	3	7	0	1	0	1	12
Grand Total	0	0	0	0	0	8	0	8	10	0	9	19	0	3	0	3	30
Apprch %	0	0	0		0	100	0		52.6	0	47.4		0	100	0		
Total %	0	0	0	0	0	26.7	0	26.7	33.3	0	30	63.3	0	10	0	10	

	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	**3**	0	**3**	**6**	0	0	0	0	**6**
07:30 AM	0	0	0	0	0	**2**	0	**2**	2	0	0	2	0	**1**	0	**1**	5
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	4	0	4	5	0	3	8	0	3	0	3	15
% App. Total	0	0	0		0	100	0		62.5	0	37.5		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.417	.000	.250	.333	.000	.750	.000	.750	.625

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City of Clovis
N/S: SR-168 Eastbound Ramps
E/W: Herndon Avenue
Weather: Clear

File Name : 13_CVS_168E_Hern AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	**3**	0	**3**	**6**	0	0	0	0
+15 mins.	0	0	0	0	0	**2**	0	**2**	2	0	0	2	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	4	0	4	5	0	3	8	0	3	0	3
% App. Total	0	0	0		0	100	0		62.5	0	37.5		0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.417	.000	.250	.333	.000	.750	.000	.750

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City of Clovis
N/S: SR-168 Eastbound Ramps
E/W: Herndon Avenue
Weather: Clear

File Name : 13_CVS_168E_Hern PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

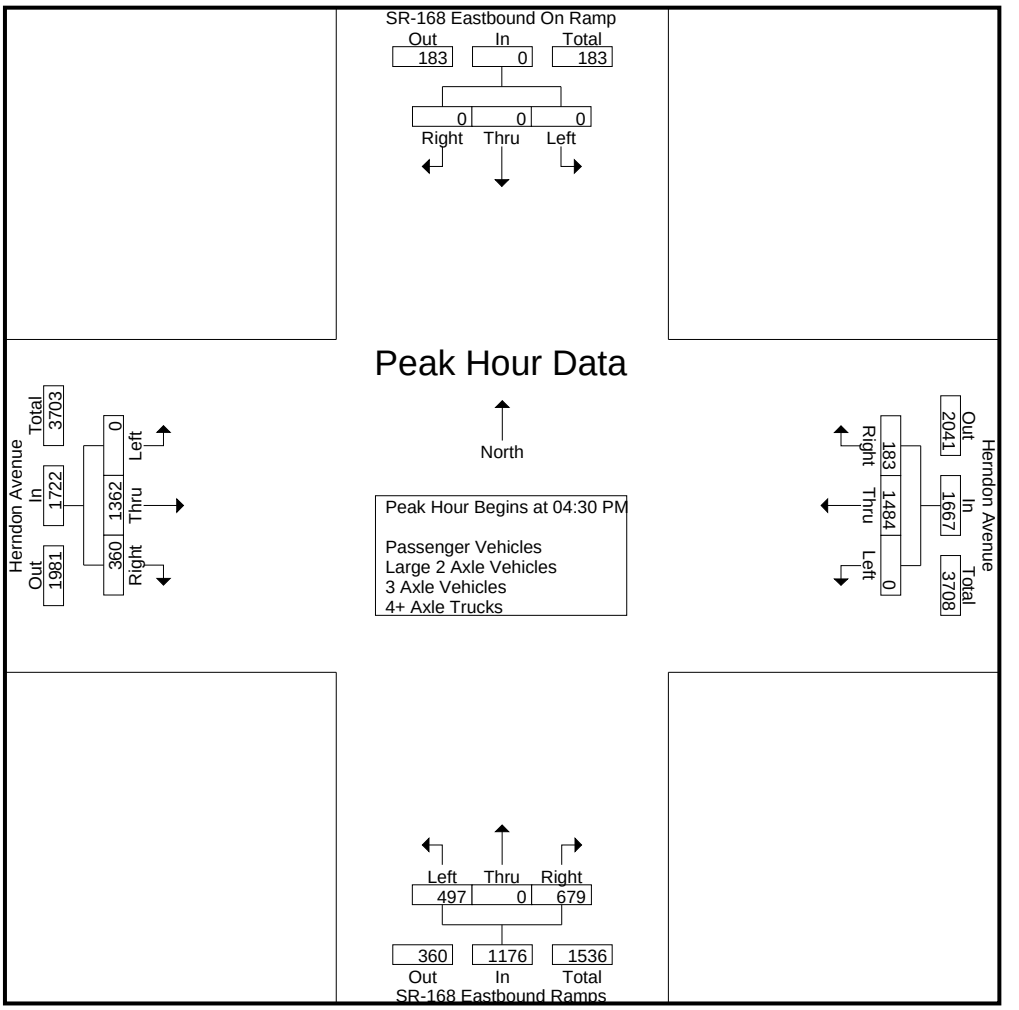
	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	337	30	367	104	0	132	236	0	255	72	327	930
04:15 PM	0	0	0	0	0	358	45	403	114	0	185	299	0	358	87	445	1147
04:30 PM	0	0	0	0	0	385	40	425	114	0	142	256	0	355	81	436	1117
04:45 PM	0	0	0	0	0	344	44	388	127	0	195	322	0	340	104	444	1154
Total	0	0	0	0	0	1424	159	1583	459	0	654	1113	0	1308	344	1652	4348
05:00 PM	0	0	0	0	0	390	48	438	102	0	174	276	0	334	74	408	1122
05:15 PM	0	0	0	0	0	365	51	416	154	0	168	322	0	333	101	434	1172
05:30 PM	0	0	0	0	0	325	47	372	120	1	176	297	0	325	114	439	1108
05:45 PM	0	0	0	0	0	321	41	362	96	0	162	258	0	278	90	368	988
Total	0	0	0	0	0	1401	187	1588	472	1	680	1153	0	1270	379	1649	4390
Grand Total	0	0	0	0	0	2825	346	3171	931	1	1334	2266	0	2578	723	3301	8738
Apprch %	0	0	0		0	89.1	10.9		41.1	0	58.9		0	78.1	21.9		
Total %	0	0	0	0	0	32.3	4	36.3	10.7	0	15.3	25.9	0	29.5	8.3	37.8	
Passenger Vehicles	0	0	0	0	0	2802	343	3145	918	1	1314	2233	0	2567	718	3285	8663
% Passenger Vehicles	0	0	0	0	0	99.2	99.1	99.2	98.6	100	98.5	98.5	0	99.6	99.3	99.5	99.1
Large 2 Axle Vehicles	0	0	0	0	0	18	3	21	10	0	17	27	0	11	2	13	61
% Large 2 Axle Vehicles	0	0	0	0	0	0.6	0.9	0.7	1.1	0	1.3	1.2	0	0.4	0.3	0.4	0.7
3 Axle Vehicles	0	0	0	0	0	2	0	2	0	0	1	1	0	0	3	3	6
% 3 Axle Vehicles	0	0	0	0	0	0.1	0	0.1	0	0	0.1	0	0	0	0.4	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	3	0	3	3	0	2	5	0	0	0	0	8
% 4+ Axle Trucks	0	0	0	0	0	0.1	0	0.1	0.3	0	0.1	0.2	0	0	0	0	0.1

	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	385	40	425	114	0	142	256	0	**355**	81	436	1117
04:45 PM	0	0	0	0	0	344	44	388	127	0	**195**	**322**	0	340	**104**	**444**	1154
05:00 PM	0	0	0	0	0	**390**	48	**438**	102	0	174	276	0	334	74	408	1122
05:15 PM	0	0	0	0	0	365	**51**	416	**154**	0	168	322	0	333	101	434	**1172**
Total Volume	0	0	0	0	0	1484	183	1667	497	0	679	1176	0	1362	360	1722	4565
% App. Total	0	0	0		0	89	11		42.3	0	57.7		0	79.1	20.9		
PHF	.000	.000	.000	.000	.000	.951	.897	.951	.807	.000	.871	.913	.000	.959	.865	.970	.974

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City of Clovis
N/S: SR-168 Eastbound Ramps
E/W: Herndon Avenue
Weather: Clear

File Name : 13_CVS_168E_Hern PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				04:45 PM				04:15 PM			
+0 mins.	0	0	0	0	0	385	40	425	127	0	**195**	**322**	0	**358**	87	**445**
+15 mins.	0	0	0	0	0	344	44	388	102	0	174	276	0	355	81	436
+30 mins.	0	0	0	0	0	**390**	48	**438**	**154**	0	168	322	0	340	**104**	444
+45 mins.	0	0	0	0	0	365	**51**	416	120	**1**	176	297	0	334	74	408
Total Volume	0	0	0	0	0	1484	183	1667	503	1	713	1217	0	1387	346	1733
% App. Total	0	0	0		0	89	11		41.3	0.1	58.6		0	80	20	
PHF	.000	.000	.000	.000	.000	.951	.897	.951	.817	.250	.914	.945	.000	.969	.832	.974

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Clovis
N/S: SR-168 Eastbound Ramps
E/W: Herndon Avenue
Weather: Clear

File Name : 13_CVS_168E_Hern PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

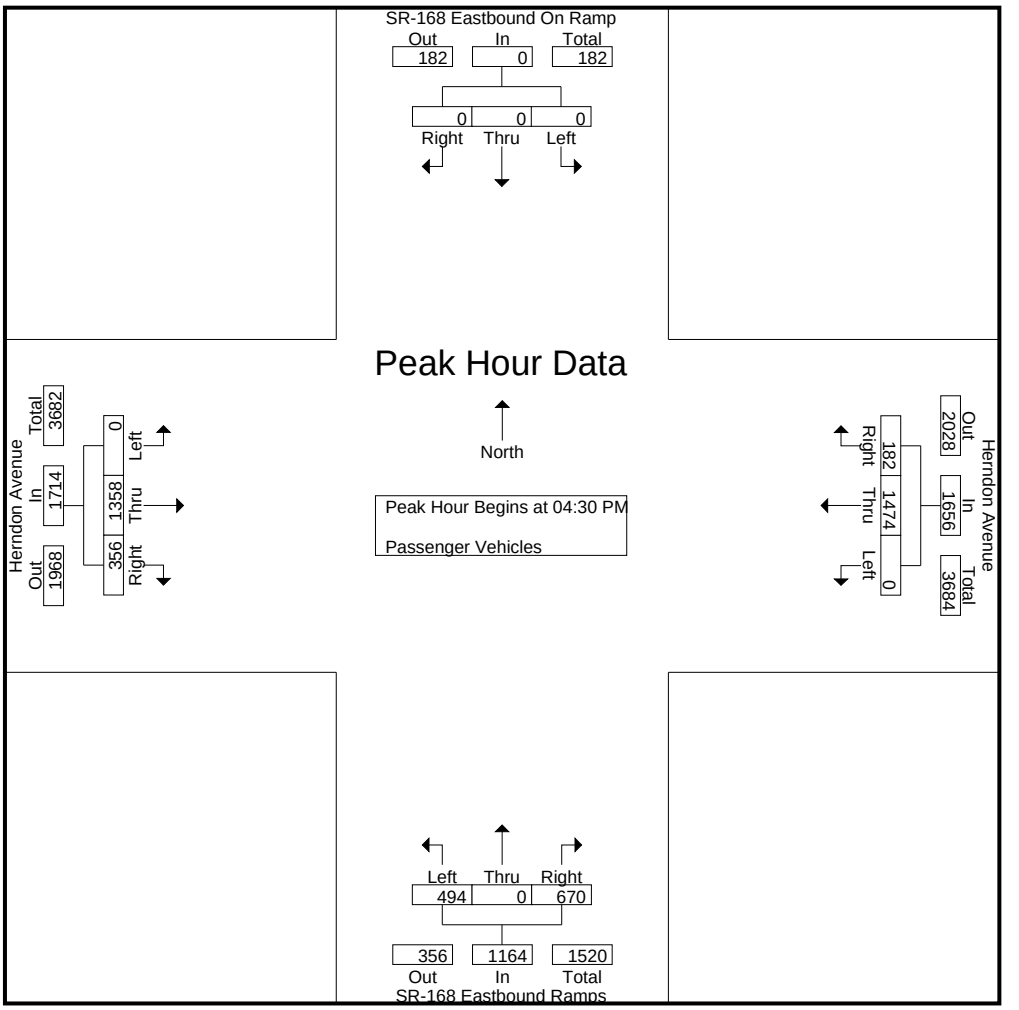
	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	332	30	362	101	0	127	228	0	253	71	324	914
04:15 PM	0	0	0	0	0	355	43	398	110	0	182	292	0	356	87	443	1133
04:30 PM	0	0	0	0	0	380	40	420	114	0	139	253	0	353	81	434	1107
04:45 PM	0	0	0	0	0	342	44	386	125	0	194	319	0	339	101	440	1145
Total	0	0	0	0	0	1409	157	1566	450	0	642	1092	0	1301	340	1641	4299
05:00 PM	0	0	0	0	0	389	47	436	102	0	171	273	0	334	74	408	1117
05:15 PM	0	0	0	0	0	363	51	414	153	0	166	319	0	332	100	432	1165
05:30 PM	0	0	0	0	0	323	47	370	119	1	174	294	0	322	114	436	1100
05:45 PM	0	0	0	0	0	318	41	359	94	0	161	255	0	278	90	368	982
Total	0	0	0	0	0	1393	186	1579	468	1	672	1141	0	1266	378	1644	4364
Grand Total	0	0	0	0	0	2802	343	3145	918	1	1314	2233	0	2567	718	3285	8663
Apprch %	0	0	0		0	89.1	10.9		41.1	0	58.8		0	78.1	21.9		
Total %	0	0	0	0	0	32.3	4	36.3	10.6	0	15.2	25.8	0	29.6	8.3	37.9	

	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	380	40	420	114	0	139	253	0	**353**	81	434	1107
04:45 PM	0	0	0	0	0	342	44	386	125	0	**194**	**319**	0	339	**101**	**440**	1145
05:00 PM	0	0	0	0	0	**389**	47	**436**	102	0	171	273	0	334	74	408	1117
05:15 PM	0	0	0	0	0	363	**51**	414	**153**	0	166	319	0	332	100	432	**1165**
Total Volume	0	0	0	0	0	1474	182	1656	494	0	670	1164	0	1358	356	1714	4534
% App. Total	0	0	0		0	89	11		42.4	0	57.6		0	79.2	20.8		
PHF	.000	.000	.000	.000	.000	.947	.892	.950	.807	.000	.863	.912	.000	.962	.881	.974	.973

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(951)268-6268

City of Clovis
N/S: SR-168 Eastbound Ramps
E/W: Herndon Avenue
Weather: Clear

File Name : 13_CVS_168E_Hern PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	380	40	420	114	0	139	253	0	**353**	81	434
+15 mins.	0	0	0	0	0	342	44	386	125	0	**194**	**319**	0	339	**101**	**440**
+30 mins.	0	0	0	0	0	**389**	47	**436**	102	0	171	273	0	334	74	408
+45 mins.	0	0	0	0	0	363	**51**	414	**153**	0	166	319	0	332	100	432
Total Volume	0	0	0	0	0	1474	182	1656	494	0	670	1164	0	1358	356	1714
% App. Total	0	0	0		0	89	11		42.4	0	57.6		0	79.2	20.8	
PHF	.000	.000	.000	.000	.000	.947	.892	.950	.807	.000	.863	.912	.000	.962	.881	.974

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City of Clovis
N/S: SR-168 Eastbound Ramps
E/W: Herndon Avenue
Weather: Clear

File Name : 13_CVS_168E_Hern PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

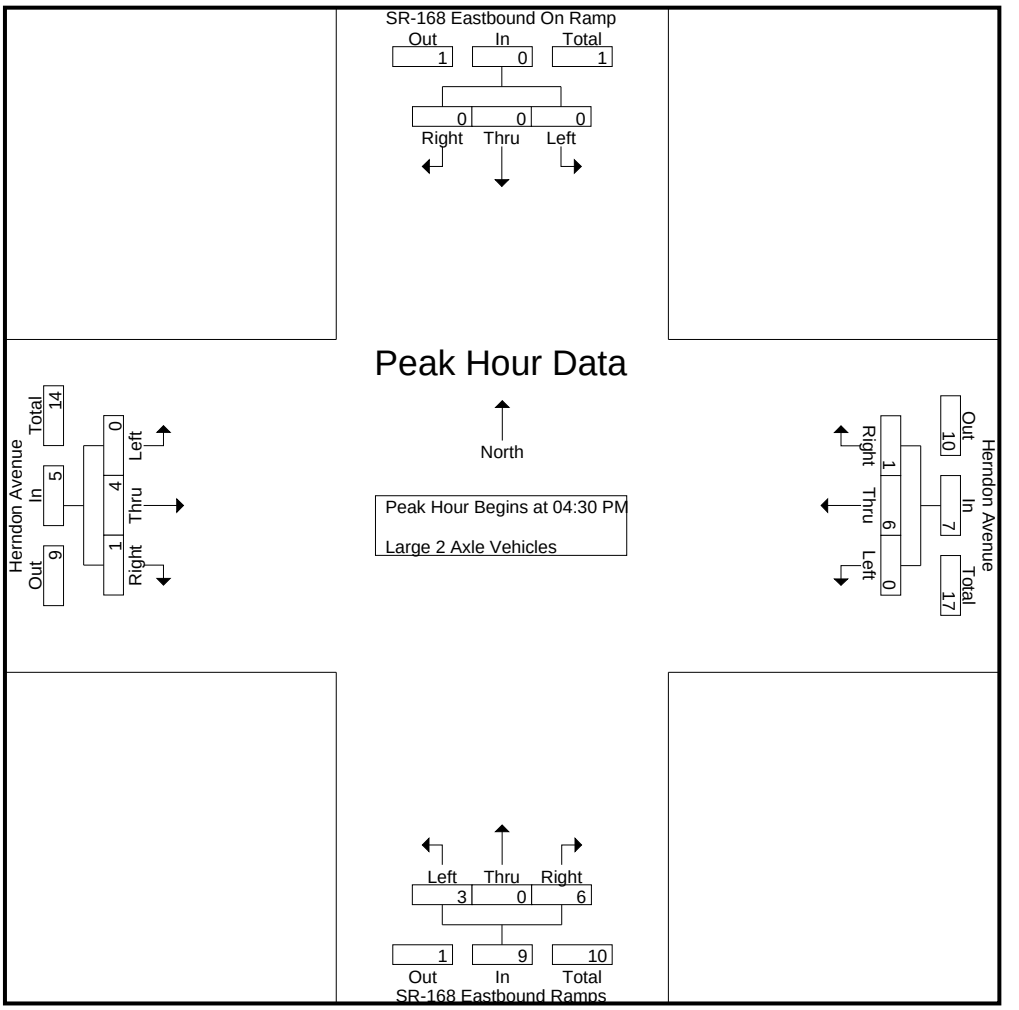
	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	4	0	4	2	0	5	7	0	2	1	3	14
04:15 PM	0	0	0	0	0	3	2	5	3	0	3	6	0	2	0	2	13
04:30 PM	0	0	0	0	0	3	0	3	0	0	1	1	0	2	0	2	6
04:45 PM	0	0	0	0	0	1	0	1	2	0	1	3	0	1	0	1	5
Total	0	0	0	0	0	11	2	13	7	0	10	17	0	7	1	8	38
05:00 PM	0	0	0	0	0	0	1	1	0	0	2	2	0	0	0	0	3
05:15 PM	0	0	0	0	0	2	0	2	1	0	2	3	0	1	1	2	7
05:30 PM	0	0	0	0	0	2	0	2	1	0	2	3	0	3	0	3	8
05:45 PM	0	0	0	0	0	3	0	3	1	0	1	2	0	0	0	0	5
Total	0	0	0	0	0	7	1	8	3	0	7	10	0	4	1	5	23
Grand Total	0	0	0	0	0	18	3	21	10	0	17	27	0	11	2	13	61
Apprch %	0	0	0		0	85.7	14.3		37	0	63		0	84.6	15.4		
Total %	0	0	0	0	0	29.5	4.9	34.4	16.4	0	27.9	44.3	0	18	3.3	21.3	

	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	**3**	0	**3**	0	0	1	1	0	**2**	0	**2**	6
04:45 PM	0	0	0	0	0	1	0	1	**2**	0	1	**3**	0	1	0	1	5
05:00 PM	0	0	0	0	0	0	**1**	1	0	0	**2**	2	0	0	0	0	3
05:15 PM	0	0	0	0	0	2	0	2	1	0	2	3	0	1	**1**	2	**7**
Total Volume	0	0	0	0	0	6	1	7	3	0	6	9	0	4	1	5	21
% App. Total	0	0	0		0	85.7	14.3		33.3	0	66.7		0	80	20		
PHF	.000	.000	.000	.000	.000	.500	.250	.583	.375	.000	.750	.750	.000	.500	.250	.625	.750

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City of Clovis
N/S: SR-168 Eastbound Ramps
E/W: Herndon Avenue
Weather: Clear

File Name : 13_CVS_168E_Hern PMC
Site Code : 00322473
Start Date : 5/24/2022
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	**3**	0	**3**	0	0	1	1	0	**2**	0	**2**
+15 mins.	0	0	0	0	0	1	0	1	**2**	0	1	**3**	0	1	0	1
+30 mins.	0	0	0	0	0	0	**1**	1	0	0	**2**	2	0	0	0	0
+45 mins.	0	0	0	0	0	2	0	2	1	0	2	3	0	1	**1**	2
Total Volume	0	0	0	0	0	6	1	7	3	0	6	9	0	4	1	5
% App. Total	0	0	0		0	85.7	14.3		33.3	0	66.7		0	80	20	
PHF	.000	.000	.000	.000	.000	.500	.250	.583	.375	.000	.750	.750	.000	.500	.250	.625

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City of Clovis
N/S: SR-168 Eastbound Ramps
E/W: Herndon Avenue
Weather: Clear

File Name : 13_CVS_168E_Hern PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

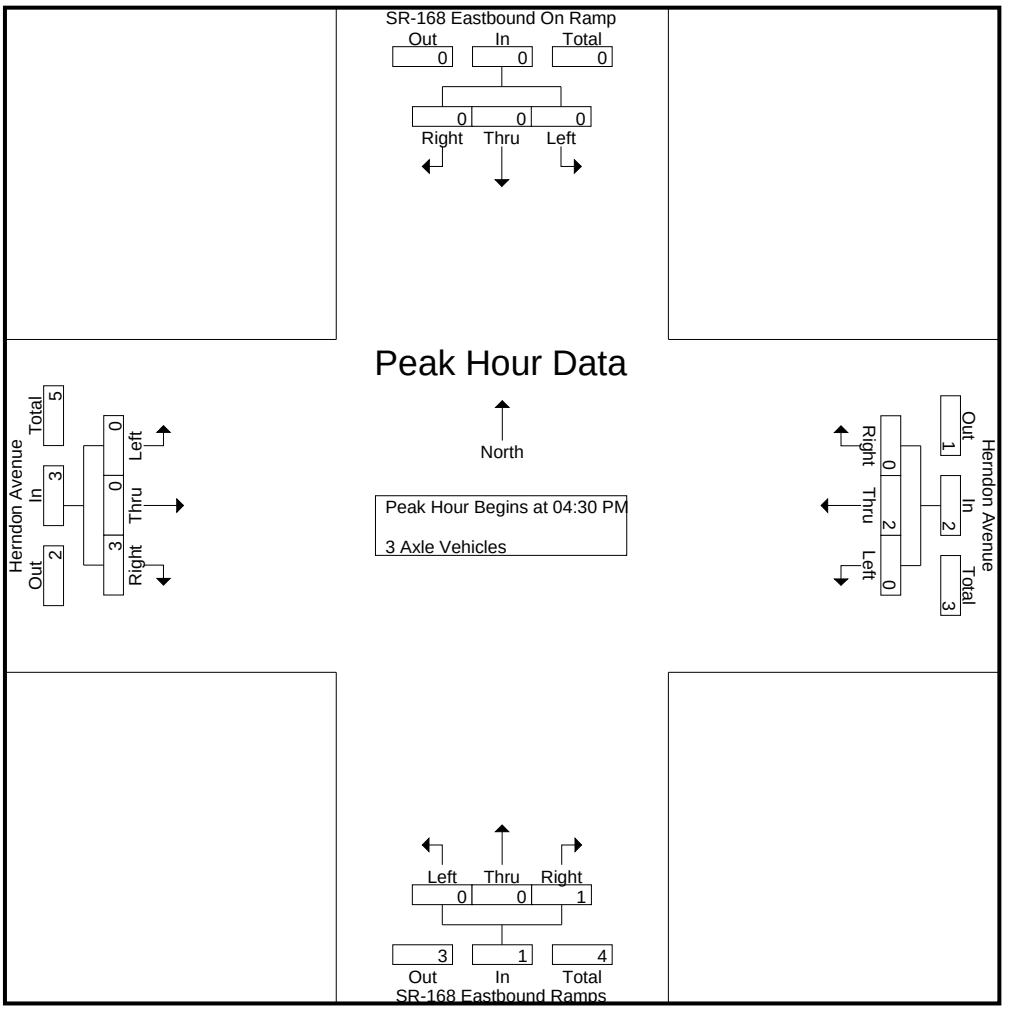
	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	2	0	2	0	0	1	1	0	0	0	0	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
Total	0	0	0	0	0	2	0	2	0	0	1	1	0	0	3	3	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	2	0	2	0	0	1	1	0	0	3	3	6
Apprch %	0	0	0		0	100	0		0	0	100		0	0	100		
Total %	0	0	0	0	0	33.3	0	33.3	0	0	16.7	16.7	0	0	50	50	

	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	**2**	0	**2**	0	0	**1**	**1**	0	0	0	0	**3**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	**3**	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	1	1	0	0	3	3	6
% App. Total	0	0	0		0	100	0		0	0	100		0	0	100		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	.000	.000	.250	.250	.500

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City of Clovis
N/S: SR-168 Eastbound Ramps
E/W: Herndon Avenue
Weather: Clear

File Name : 13_CVS_168E_Hern PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	**2**	0	**2**	0	0	**1**	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	**3**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	1	1	0	0	3	3
% App. Total	0	0	0		0	100	0		0	0	100		0	0	100	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.250	.250	.000	.000	.250	.250

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City of Clovis
N/S: SR-168 Eastbound Ramps
E/W: Herndon Avenue
Weather: Clear

File Name : 13_CVS_168E_Hern PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

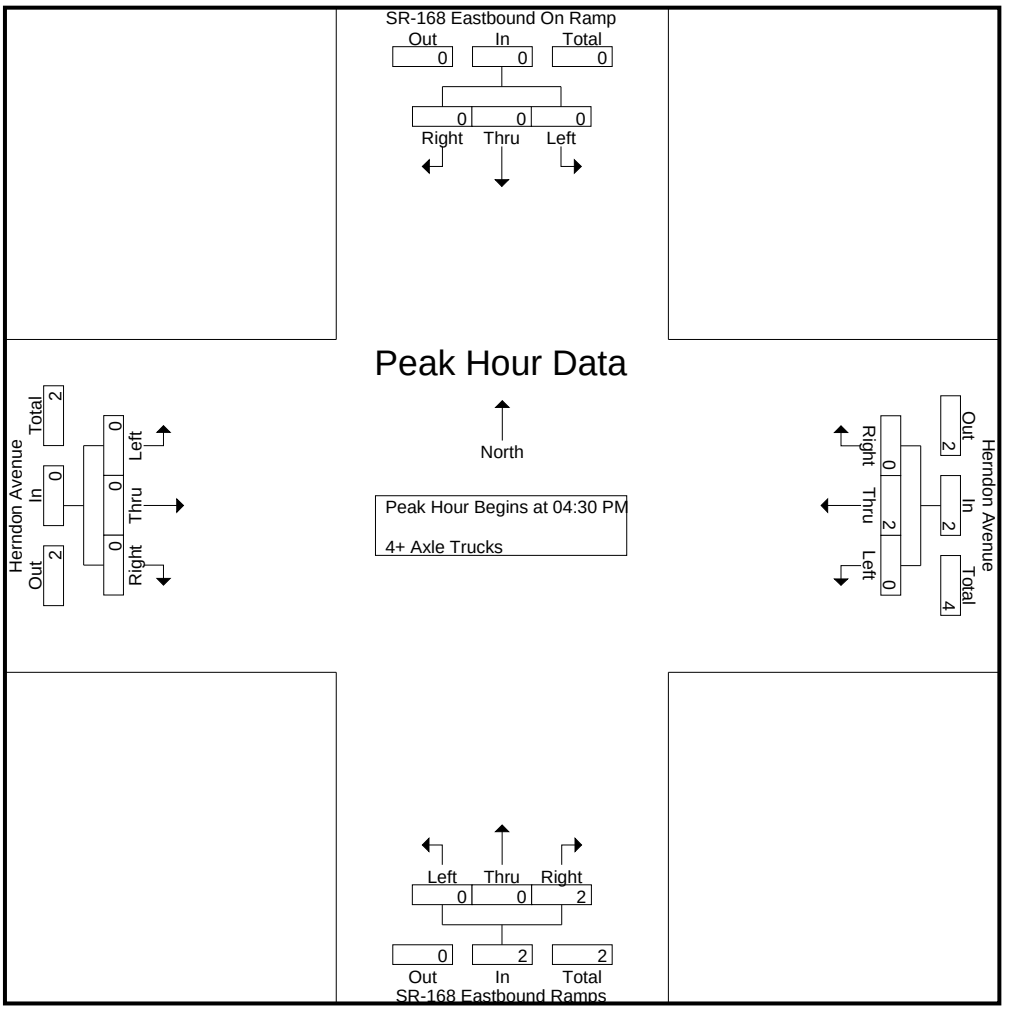
	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	0	2	2	0	1	3	0	0	0	0	5
05:00 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	1	0	1	2	0	0	0	0	3
Grand Total	0	0	0	0	0	3	0	3	3	0	2	5	0	0	0	0	8
Apprch %	0	0	0		0	100	0		60	0	40		0	0	0		
Total %	0	0	0	0	0	37.5	0	37.5	37.5	0	25	62.5	0	0	0	0	

	SR-168 Eastbound On Ramp Southbound				Herndon Avenue Westbound				SR-168 Eastbound Ramps Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	1
04:45 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	**2**
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	2	2	0	0	0	0	4
% App. Total	0	0	0		0	100	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.500	.500	.000	.000	.000	.000	.500

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City of Clovis
N/S: SR-168 Eastbound Ramps
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File Name : 13_CVS_168E_Hern PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	2	2	0	0	0	0
% App. Total	0	0	0		0	100	0		0	0	100		0	0	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.500	.500	.000	.000	.000	.000

Location: Clovis
N/S: SR-168 EB Ramps
E/W: Herndon Avenue

Date: 5/24/2022
Day: Tuesday

PEDESTRIANS

	North Leg SR-168 EB Ramps	East Leg Herndon Avenue	South Leg SR-168 EB Ramps	West Leg Herndon Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
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	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg SR-168 EB Ramps	East Leg Herndon Avenue	South Leg SR-168 EB Ramps	West Leg Herndon Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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951-268-6268

Location: Clovis
N/S: SR-168 EB Ramps
E/W: Herndon Avenue

Date: 5/24/2022
Day: Tuesday

BICYCLES

	Southbound SR-168 EB Ramps			Westbound Herndon Avenue			Northbound SR-168 EB Ramps			Eastbound Herndon Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
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	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	1	0	0	0	0	0	0	0	1

	Southbound SR-168 EB Ramps			Westbound Herndon Avenue			Northbound SR-168 EB Ramps			Eastbound Herndon Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
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
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Clovis
N/S: Clovis Avenue
E/W: Herndon Avenue
Weather: Clear

File Name : 14_CVS_Clo_Hern AMC
Site Code : 00322473
Start Date : 5/24/2022
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

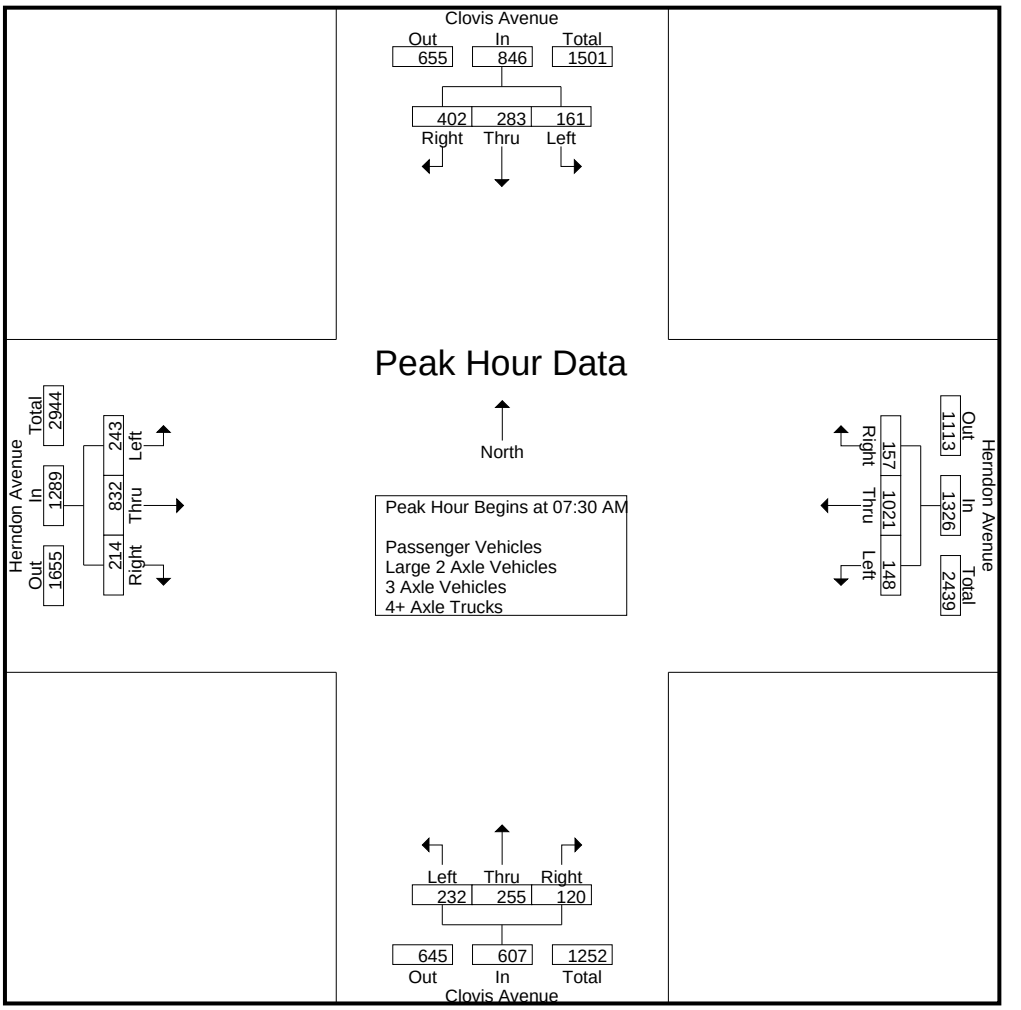
	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	29	28	89	146	21	208	24	253	38	37	7	82	42	116	22	180	661
07:15 AM	37	36	81	154	21	270	39	330	54	61	24	139	53	130	51	234	857
07:30 AM	35	64	120	219	34	264	50	348	58	74	27	159	59	189	46	294	1020
07:45 AM	51	92	98	241	47	274	39	360	66	63	25	154	64	214	60	338	1093
Total	152	220	388	760	123	1016	152	1291	216	235	83	534	218	649	179	1046	3631
08:00 AM	41	61	89	191	34	237	32	303	53	64	39	156	62	249	57	368	1018
08:15 AM	34	66	95	195	33	246	36	315	55	54	29	138	58	180	51	289	937
08:30 AM	51	65	73	189	50	264	29	343	56	55	30	141	53	204	60	317	990
08:45 AM	51	76	64	191	62	202	28	292	54	46	38	138	72	182	66	320	941
Total	177	268	321	766	179	949	125	1253	218	219	136	573	245	815	234	1294	3886
Grand Total	329	488	709	1526	302	1965	277	2544	434	454	219	1107	463	1464	413	2340	7517
Apprch %	21.6	32	46.5		11.9	77.2	10.9		39.2	41	19.8		19.8	62.6	17.6		
Total %	4.4	6.5	9.4	20.3	4	26.1	3.7	33.8	5.8	6	2.9	14.7	6.2	19.5	5.5	31.1	
Passenger Vehicles	320	482	702	1504	297	1928	272	2497	431	440	213	1084	449	1429	398	2276	7361
% Passenger Vehicles	97.3	98.8	99	98.6	98.3	98.1	98.2	98.2	99.3	96.9	97.3	97.9	97	97.6	96.4	97.3	97.9
Large 2 Axle Vehicles	9	4	6	19	4	28	3	35	0	11	5	16	8	29	11	48	118
% Large 2 Axle Vehicles	2.7	0.8	0.8	1.2	1.3	1.4	1.1	1.4	0	2.4	2.3	1.4	1.7	2	2.7	2.1	1.6
3 Axle Vehicles	0	0	1	1	0	4	1	5	0	1	0	1	3	3	1	7	14
% 3 Axle Vehicles	0	0	0.1	0.1	0	0.2	0.4	0.2	0	0.2	0	0.1	0.6	0.2	0.2	0.3	0.2
4+ Axle Trucks	0	2	0	2	1	5	1	7	3	2	1	6	3	3	3	9	24
% 4+ Axle Trucks	0	0.4	0	0.1	0.3	0.3	0.4	0.3	0.7	0.4	0.5	0.5	0.6	0.2	0.7	0.4	0.3

	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	35	64	**120**	219	34	264	**50**	348	58	**74**	27	**159**	59	189	46	294	1020
07:45 AM	**51**	**92**	98	**241**	**47**	**274**	39	**360**	**66**	63	25	154	**64**	214	**60**	338	**1093**
08:00 AM	41	61	89	191	34	237	32	303	53	64	**39**	156	62	**249**	57	**368**	1018
08:15 AM	34	66	95	195	33	246	36	315	55	54	29	138	58	180	51	289	937
Total Volume	161	283	402	846	148	1021	157	1326	232	255	120	607	243	832	214	1289	4068
% App. Total	19	33.5	47.5		11.2	77	11.8		38.2	42	19.8		18.9	64.5	16.6		
PHF	.789	.769	.838	.878	.787	.932	.785	.921	.879	.861	.769	.954	.949	.835	.892	.876	.930

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File Name : 14_CVS_Clo_Hern AMC
Site Code : 00322473
Start Date : 5/24/2022
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:15 AM				07:45 AM			
+0 mins.	35	64	**120**	219	21	270	39	330	54	61	24	139	**64**	214	**60**	338
+15 mins.	**51**	**92**	98	**241**	34	264	**50**	348	58	**74**	27	**159**	62	**249**	57	**368**
+30 mins.	41	61	89	191	**47**	**274**	39	**360**	**66**	63	25	154	58	180	51	289
+45 mins.	34	66	95	195	34	237	32	303	53	64	**39**	156	53	204	60	317
Total Volume	161	283	402	846	136	1045	160	1341	231	262	115	608	237	847	228	1312
% App. Total	19	33.5	47.5		10.1	77.9	11.9		38	43.1	18.9		18.1	64.6	17.4	
PHF	.789	.769	.838	.878	.723	.953	.800	.931	.875	.885	.737	.956	.926	.850	.950	.891

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City of Clovis
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File Name : 14_CVS_Clo_Hern AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

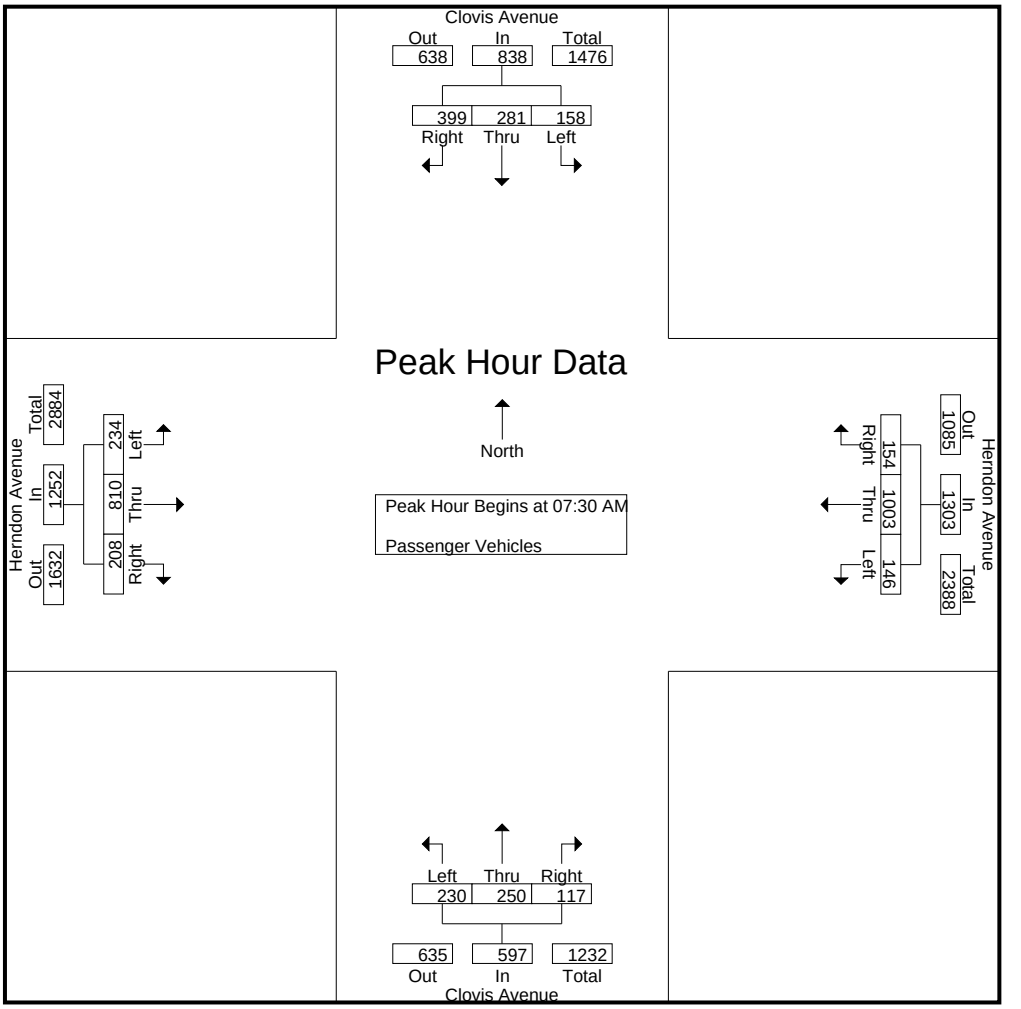
	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	28	28	89	145	20	204	23	247	38	34	7	79	41	113	20	174	645
07:15 AM	36	35	80	151	21	265	39	325	54	59	23	136	49	130	49	228	840
07:30 AM	33	64	120	217	33	259	49	341	58	74	26	158	54	185	45	284	1000
07:45 AM	51	92	97	240	47	271	39	357	64	60	25	149	63	209	59	331	1077
Total	148	219	386	753	121	999	150	1270	214	227	81	522	207	637	173	1017	3562
08:00 AM	40	59	88	187	33	231	31	295	53	64	38	155	61	240	54	355	992
08:15 AM	34	66	94	194	33	242	35	310	55	52	28	135	56	176	50	282	921
08:30 AM	48	63	73	184	49	257	28	334	55	54	30	139	53	198	59	310	967
08:45 AM	50	75	61	186	61	199	28	288	54	43	36	133	72	178	62	312	919
Total	172	263	316	751	176	929	122	1227	217	213	132	562	242	792	225	1259	3799
Grand Total	320	482	702	1504	297	1928	272	2497	431	440	213	1084	449	1429	398	2276	7361
Apprch %	21.3	32	46.7		11.9	77.2	10.9		39.8	40.6	19.6		19.7	62.8	17.5		
Total %	4.3	6.5	9.5	20.4	4	26.2	3.7	33.9	5.9	6	2.9	14.7	6.1	19.4	5.4	30.9	

	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	33	64	**120**	217	33	259	**49**	341	58	**74**	26	**158**	54	185	45	284	1000
07:45 AM	**51**	**92**	97	**240**	**47**	**271**	39	**357**	**64**	60	25	149	**63**	209	**59**	331	**1077**
08:00 AM	40	59	88	187	33	231	31	295	53	64	**38**	155	61	**240**	54	**355**	992
08:15 AM	34	66	94	194	33	242	35	310	55	52	28	135	56	176	50	282	921
Total Volume	158	281	399	838	146	1003	154	1303	230	250	117	597	234	810	208	1252	3990
% App. Total	18.9	33.5	47.6		11.2	77	11.8		38.5	41.9	19.6		18.7	64.7	16.6		
PHF	.775	.764	.831	.873	.777	.925	.786	.912	.898	.845	.770	.945	.929	.844	.881	.882	.926

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File Name : 14_CVS_Clo_Hern AMC
Site Code : 00322473
Start Date : 5/24/2022
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	33	64	**120**	217	33	259	**49**	341	58	**74**	26	**158**	54	185	45	284
+15 mins.	**51**	**92**	97	**240**	**47**	**271**	39	**357**	**64**	60	25	149	**63**	209	**59**	331
+30 mins.	40	59	88	187	33	231	31	295	53	64	**38**	155	61	**240**	54	**355**
+45 mins.	34	66	94	194	33	242	35	310	55	52	28	135	56	176	50	282
Total Volume	158	281	399	838	146	1003	154	1303	230	250	117	597	234	810	208	1252
% App. Total	18.9	33.5	47.6		11.2	77	11.8		38.5	41.9	19.6		18.7	64.7	16.6	
PHF	.775	.764	.831	.873	.777	.925	.786	.912	.898	.845	.770	.945	.929	.844	.881	.882

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City of Clovis
N/S: Clovis Avenue
E/W: Herndon Avenue
Weather: Clear

File Name : 14_CVS_Clo_Hern AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

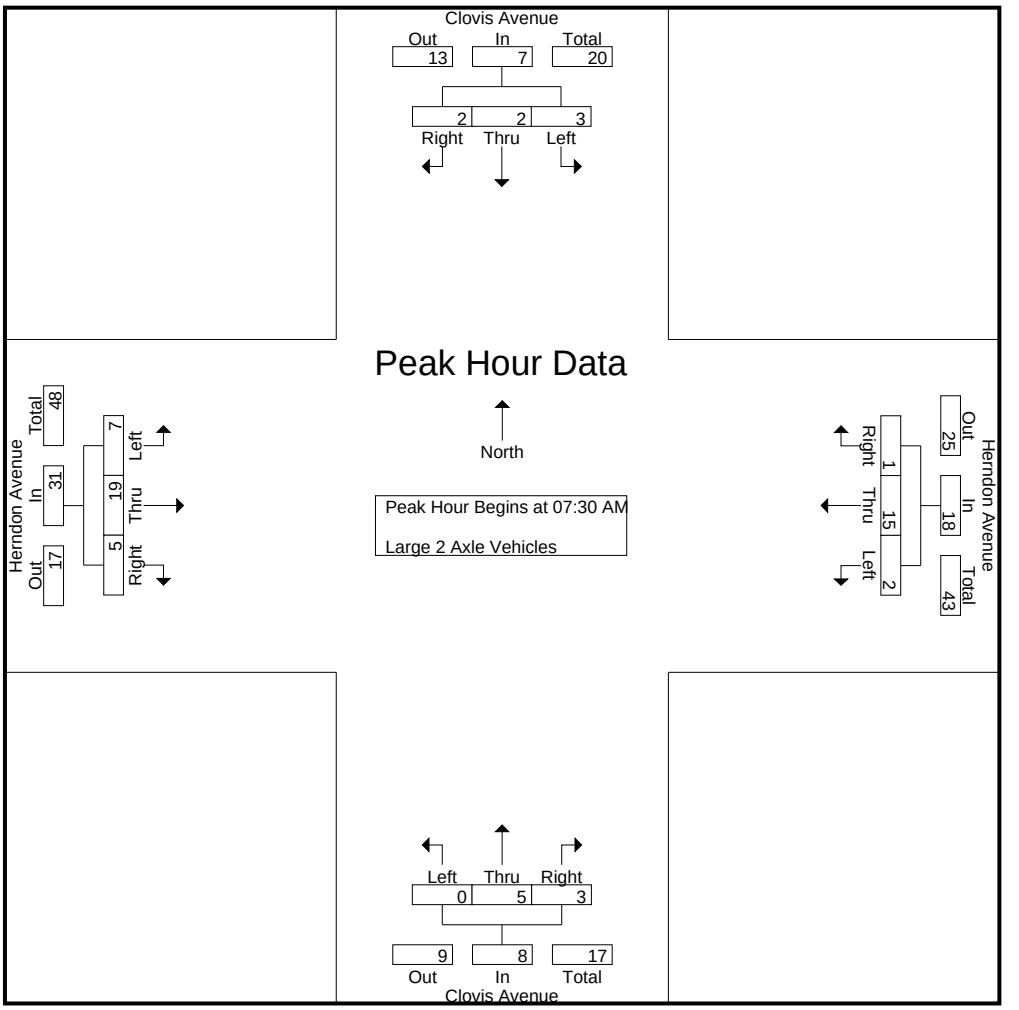
	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	0	0	1	1	3	1	5	0	2	0	2	0	2	0	2	10
07:15 AM	1	0	1	2	0	4	0	4	0	2	0	2	1	0	2	3	11
07:30 AM	2	0	0	2	1	4	0	5	0	0	1	1	4	4	1	9	17
07:45 AM	0	0	0	0	0	2	0	2	0	3	0	3	1	4	0	5	10
Total	4	0	1	5	2	13	1	16	0	7	1	8	6	10	3	19	48
08:00 AM	1	2	1	4	1	5	1	7	0	0	1	1	1	8	3	12	24
08:15 AM	0	0	1	1	0	4	0	4	0	2	1	3	1	3	1	5	13
08:30 AM	3	2	0	5	1	3	1	5	0	1	0	1	0	5	0	5	16
08:45 AM	1	0	3	4	0	3	0	3	0	1	2	3	0	3	4	7	17
Total	5	4	5	14	2	15	2	19	0	4	4	8	2	19	8	29	70
Grand Total	9	4	6	19	4	28	3	35	0	11	5	16	8	29	11	48	118
Apprch %	47.4	21.1	31.6		11.4	80	8.6		0	68.8	31.2		16.7	60.4	22.9		
Total %	7.6	3.4	5.1	16.1	3.4	23.7	2.5	29.7	0	9.3	4.2	13.6	6.8	24.6	9.3	40.7	

	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**2**	0	0	2	**1**	4	0	5	0	0	**1**	1	**4**	4	1	9	17
07:45 AM	0	0	0	0	0	2	0	2	0	**3**	0	**3**	1	4	0	5	10
08:00 AM	1	**2**	**1**	**4**	1	**5**	**1**	**7**	0	0	1	1	1	**8**	**3**	**12**	**24**
08:15 AM	0	0	1	1	0	4	0	4	0	2	1	3	1	3	1	5	13
Total Volume	3	2	2	7	2	15	1	18	0	5	3	8	7	19	5	31	64
% App. Total	42.9	28.6	28.6		11.1	83.3	5.6		0	62.5	37.5		22.6	61.3	16.1		
PHF	.375	.250	.500	.438	.500	.750	.250	.643	.000	.417	.750	.667	.438	.594	.417	.646	.667

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City of Clovis
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File Name : 14_CVS_Clo_Hern AMC
Site Code : 00322473
Start Date : 5/24/2022
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**2**	0	0	2	**1**	4	0	5	0	0	**1**	1	**4**	4	1	9
+15 mins.	0	0	0	0	0	2	0	2	0	**3**	0	**3**	1	4	0	5
+30 mins.	1	**2**	**1**	**4**	1	**5**	**1**	**7**	0	0	1	1	1	**8**	**3**	**12**
+45 mins.	0	0	1	1	0	4	0	4	0	2	1	3	1	3	1	5
Total Volume	3	2	2	7	2	15	1	18	0	5	3	8	7	19	5	31
% App. Total	42.9	28.6	28.6		11.1	83.3	5.6		0	62.5	37.5		22.6	61.3	16.1	
PHF	.375	.250	.500	.438	.500	.750	.250	.643	.000	.417	.750	.667	.438	.594	.417	.646

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City of Clovis
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File Name : 14_CVS_Clo_Hern AMC
Site Code : 00322473
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Groups Printed- 3 Axle Vehicles

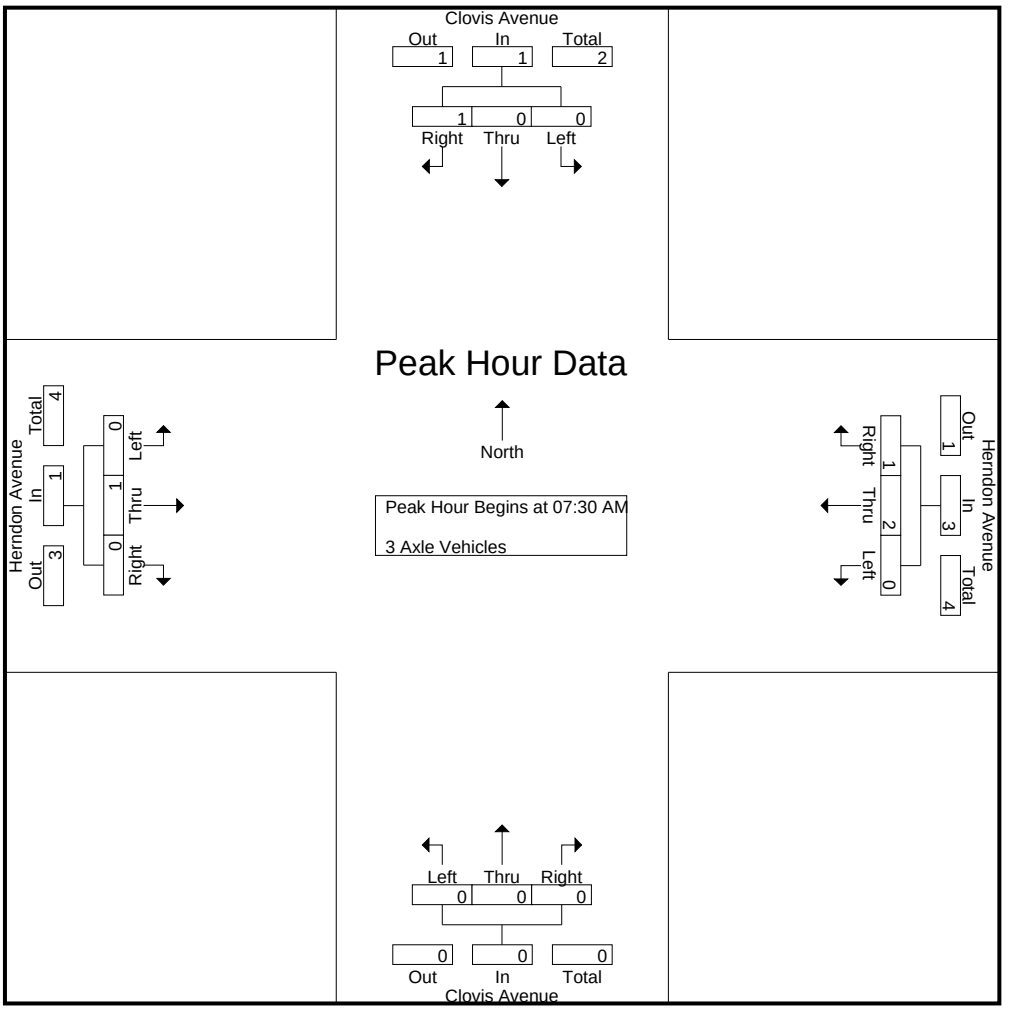
	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	1	1	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	1	0	1	3
Total	0	0	1	1	0	2	0	2	0	1	0	1	3	1	1	5	9
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	2	1	3	0	0	0	0	0	2	0	2	5
Grand Total	0	0	1	1	0	4	1	5	0	1	0	1	3	3	1	7	14
Apprch %	0	0	100		0	80	20		0	100	0		42.9	42.9	14.3		
Total %	0	0	7.1	7.1	0	28.6	7.1	35.7	0	7.1	0	7.1	21.4	21.4	7.1	50	

	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	**1**	**1**	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	**3**
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	1	1	0	2	1	3	0	0	0	0	0	1	0	1	5
% App. Total	0	0	100		0	66.7	33.3		0	0	0		0	100	0		
PHF	.000	.000	.250	.250	.000	.500	.250	.750	.000	.000	.000	.000	.000	.250	.000	.250	.417

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City of Clovis
N/S: Clovis Avenue
E/W: Herndon Avenue
Weather: Clear

File Name : 14_CVS_Clo_Hern AMC
Site Code : 00322473
Start Date : 5/24/2022
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	**1**	**1**	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	**1**	1	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	2	1	3	0	0	0	0	0	1	0	1
% App. Total	0	0	100		0	66.7	33.3		0	0	0		0	100	0	
PHF	.000	.000	.250	.250	.000	.500	.250	.750	.000	.000	.000	.000	.000	.250	.000	.250

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City of Clovis
N/S: Clovis Avenue
E/W: Herndon Avenue
Weather: Clear

File Name : 14_CVS_Clo_Hern AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

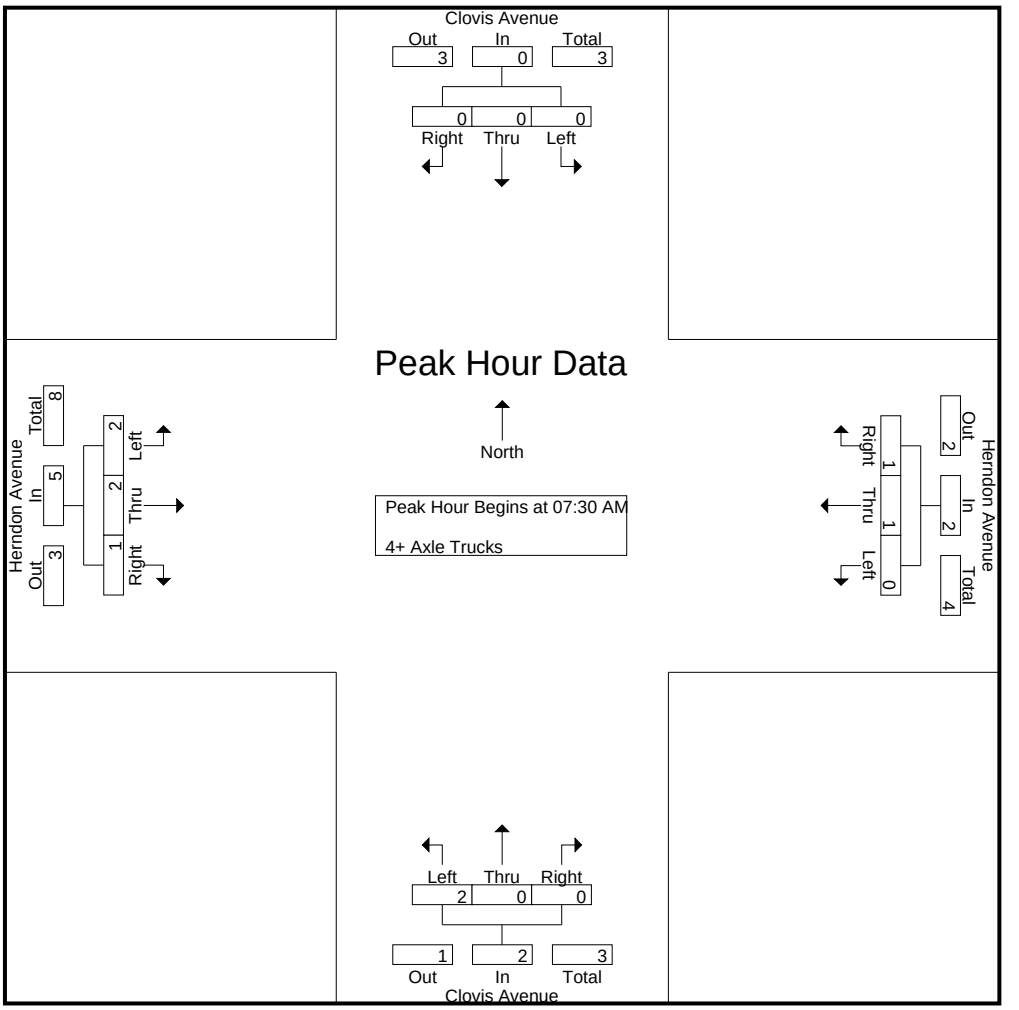
	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	3
07:15 AM	0	1	0	1	0	1	0	1	0	0	1	1	0	0	0	0	3
07:30 AM	0	0	0	0	0	1	1	2	0	0	0	0	1	0	0	1	3
07:45 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	1	1	3
Total	0	1	0	1	0	2	1	3	2	0	1	3	2	1	2	5	12
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
08:30 AM	0	0	0	0	0	3	0	3	1	0	0	1	0	0	1	1	5
08:45 AM	0	1	0	1	1	0	0	1	0	2	0	2	0	0	0	0	4
Total	0	1	0	1	1	3	0	4	1	2	0	3	1	2	1	4	12
Grand Total	0	2	0	2	1	5	1	7	3	2	1	6	3	3	3	9	24
Apprch %	0	100	0		14.3	71.4	14.3		50	33.3	16.7		33.3	33.3	33.3		
Total %	0	8.3	0	8.3	4.2	20.8	4.2	29.2	12.5	8.3	4.2	25	12.5	12.5	12.5	37.5	

	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	**1**	0	0	1	**3**
07:45 AM	0	0	0	0	0	0	0	0	**2**	0	0	**2**	0	0	**1**	1	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	**2**	2
Total Volume	0	0	0	0	0	1	1	2	2	0	0	2	2	2	1	5	9
% App. Total	0	0	0		0	50	50		100	0	0		40	40	20		
PHF	.000	.000	.000	.000	.000	.250	.250	.250	.250	.000	.000	.250	.500	.500	.250	.625	.750

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City of Clovis
N/S: Clovis Avenue
E/W: Herndon Avenue
Weather: Clear

File Name : 14_CVS_Clo_Hern AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	**1**	0	0	1
+15 mins.	0	0	0	0	0	0	0	0	**2**	0	0	**2**	0	0	**1**	1
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	**2**
Total Volume	0	0	0	0	0	1	1	2	2	0	0	2	2	2	1	5
% App. Total	0	0	0		0	50	50		100	0	0		40	40	20	
PHF	.000	.000	.000	.000	.000	.250	.250	.250	.250	.000	.000	.250	.500	.500	.250	.625

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City of Clovis
N/S: Clovis Avenue
E/W: Herndon Avenue
Weather: Clear

File Name : 14_CVS_Clo_Hern PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

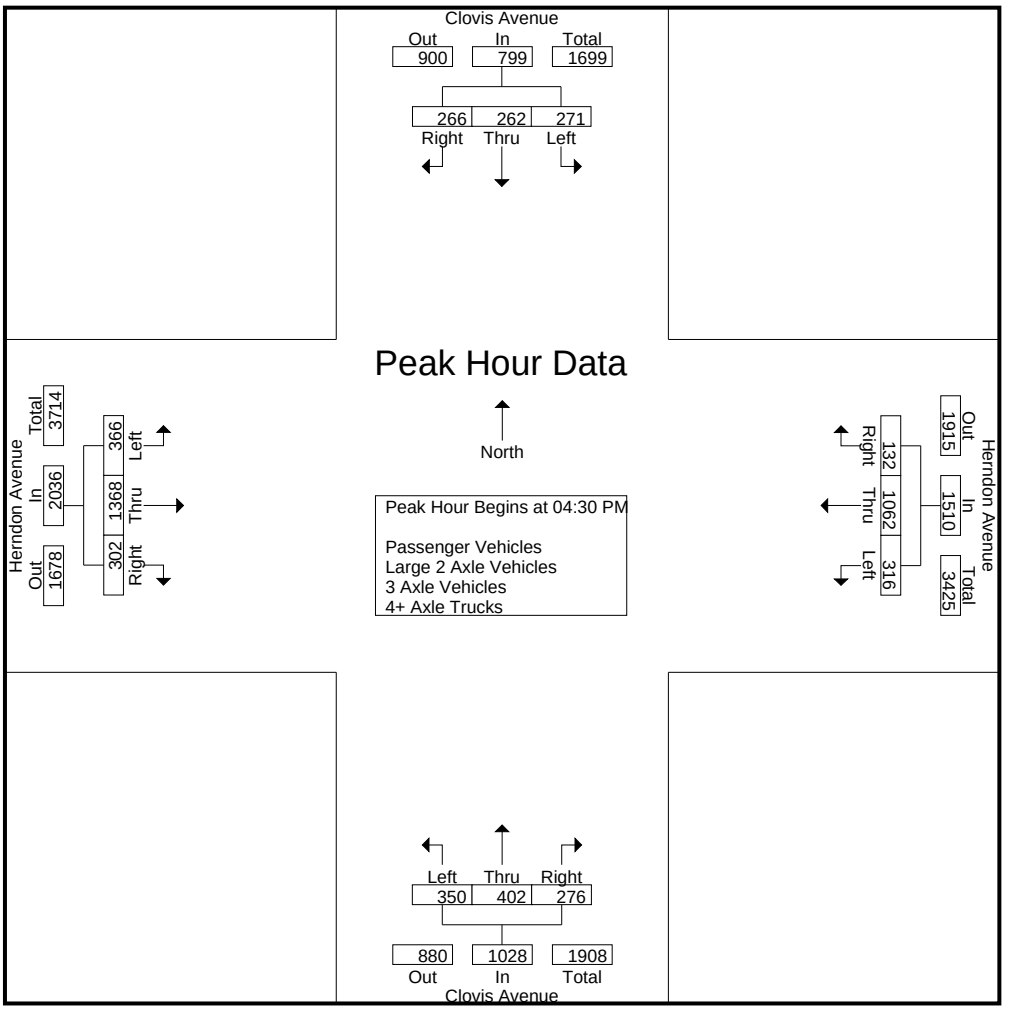
	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	46	51	59	156	57	246	32	335	74	99	68	241	62	257	73	392	1124
04:15 PM	56	49	56	161	63	251	38	352	103	110	67	280	110	353	81	544	1337
04:30 PM	71	57	71	199	71	270	24	365	84	71	68	223	81	338	77	496	1283
04:45 PM	52	65	62	179	77	253	40	370	79	88	79	246	90	351	90	531	1326
Total	225	222	248	695	268	1020	134	1422	340	368	282	990	343	1299	321	1963	5070
05:00 PM	63	58	69	190	90	288	37	415	89	125	73	287	94	344	70	508	1400
05:15 PM	85	82	64	231	78	251	31	360	98	118	56	272	101	335	65	501	1364
05:30 PM	76	70	57	203	57	231	35	323	91	87	60	238	90	316	94	500	1264
05:45 PM	48	64	56	168	79	216	34	329	95	94	61	250	76	306	70	452	1199
Total	272	274	246	792	304	986	137	1427	373	424	250	1047	361	1301	299	1961	5227
Grand Total	497	496	494	1487	572	2006	271	2849	713	792	532	2037	704	2600	620	3924	10297
Apprch %	33.4	33.4	33.2		20.1	70.4	9.5		35	38.9	26.1		17.9	66.3	15.8		
Total %	4.8	4.8	4.8	14.4	5.6	19.5	2.6	27.7	6.9	7.7	5.2	19.8	6.8	25.3	6	38.1	
Passenger Vehicles	490	492	489	1471	566	1993	270	2829	710	789	532	2031	695	2579	617	3891	10222
% Passenger Vehicles	98.6	99.2	99	98.9	99	99.4	99.6	99.3	99.6	99.6	100	99.7	98.7	99.2	99.5	99.2	99.3
Large 2 Axle Vehicles	6	4	5	15	5	9	1	15	1	3	0	4	9	17	2	28	62
% Large 2 Axle Vehicles	1.2	0.8	1	1	0.9	0.4	0.4	0.5	0.1	0.4	0	0.2	1.3	0.7	0.3	0.7	0.6
3 Axle Vehicles	1	0	0	1	0	2	0	2	1	0	0	1	0	2	0	2	6
% 3 Axle Vehicles	0.2	0	0	0.1	0	0.1	0	0.1	0.1	0	0	0	0	0.1	0	0.1	0.1
4+ Axle Trucks	0	0	0	0	1	2	0	3	1	0	0	1	0	2	1	3	7
% 4+ Axle Trucks	0	0	0	0	0.2	0.1	0	0.1	0.1	0	0	0	0	0.1	0.2	0.1	0.1

	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	71	57	**71**	199	71	270	24	365	84	71	68	223	81	338	77	496	1283
04:45 PM	52	65	62	179	77	253	**40**	370	79	88	**79**	246	90	**351**	**90**	**531**	1326
05:00 PM	63	58	69	190	**90**	**288**	37	**415**	89	**125**	73	**287**	94	344	70	508	**1400**
05:15 PM	**85**	**82**	64	**231**	78	251	31	360	**98**	118	56	272	**101**	335	65	501	1364
Total Volume	271	262	266	799	316	1062	132	1510	350	402	276	1028	366	1368	302	2036	5373
% App. Total	33.9	32.8	33.3		20.9	70.3	8.7		34	39.1	26.8		18	67.2	14.8		
PHF	.797	.799	.937	.865	.878	.922	.825	.910	.893	.804	.873	.895	.906	.974	.839	.959	.959

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City of Clovis
N/S: Clovis Avenue
E/W: Herndon Avenue
Weather: Clear

File Name : 14_CVS_Clo_Hern PMC
Site Code : 00322473
Start Date : 5/24/2022
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				05:00 PM				04:15 PM			
+0 mins.	52	65	62	179	71	270	24	365	89	**125**	**73**	**287**	**110**	**353**	81	**544**
+15 mins.	63	58	**69**	190	77	253	**40**	370	**98**	118	56	272	81	338	77	496
+30 mins.	**85**	**82**	64	**231**	**90**	**288**	37	**415**	91	87	60	238	90	351	**90**	531
+45 mins.	76	70	57	203	78	251	31	360	95	94	61	250	94	344	70	508
Total Volume	276	275	252	803	316	1062	132	1510	373	424	250	1047	375	1386	318	2079
% App. Total	34.4	34.2	31.4		20.9	70.3	8.7		35.6	40.5	23.9		18	66.7	15.3	
PHF	.812	.838	.913	.869	.878	.922	.825	.910	.952	.848	.856	.912	.852	.982	.883	.955

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City of Clovis
N/S: Clovis Avenue
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File Name : 14_CVS_Clo_Hern PMC
Site Code : 00322473
Start Date : 5/24/2022
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Groups Printed- Passenger Vehicles

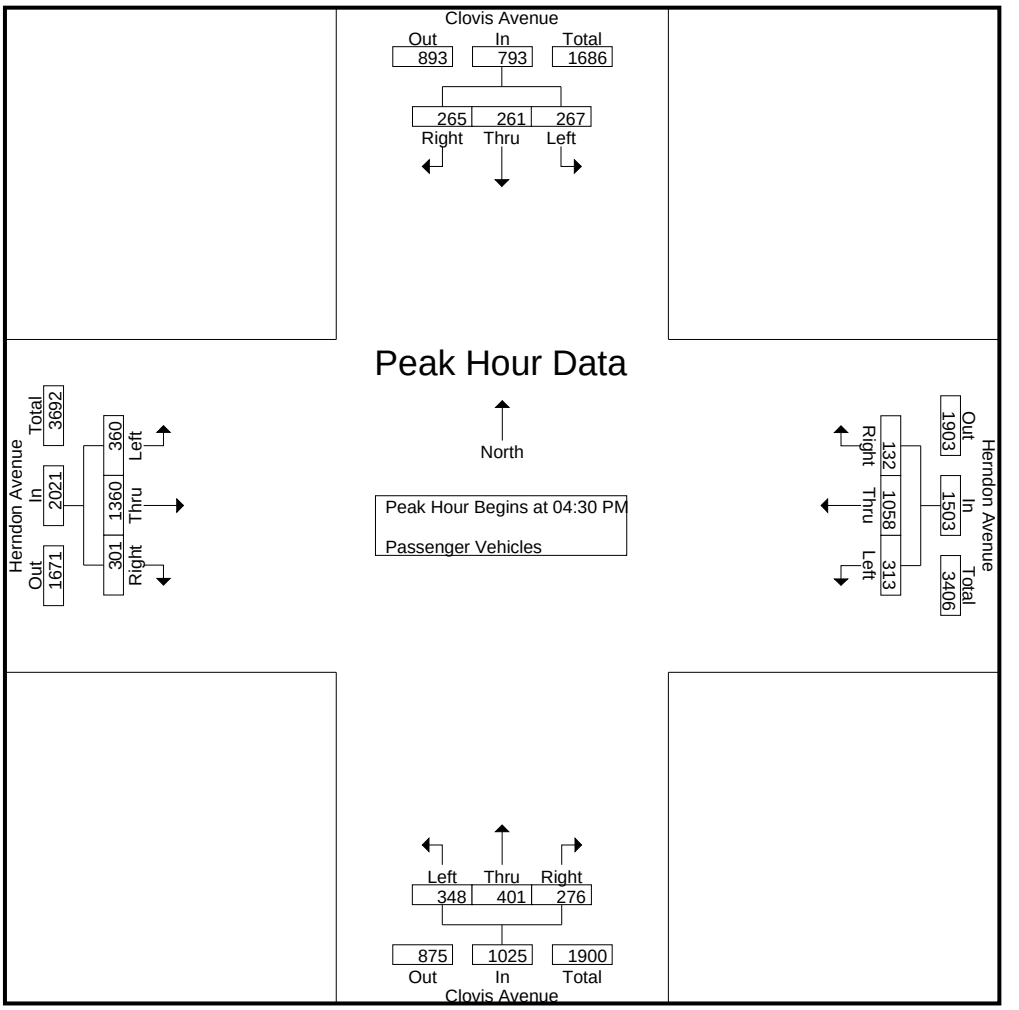
	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	45	51	57	153	56	244	32	332	74	98	68	240	61	251	72	384	1109
04:15 PM	55	48	55	158	62	248	38	348	102	110	67	279	108	350	80	538	1323
04:30 PM	69	57	71	197	69	269	24	362	83	70	68	221	79	335	77	491	1271
04:45 PM	51	65	62	178	77	252	40	369	78	88	79	245	89	349	90	528	1320
Total	220	221	245	686	264	1013	134	1411	337	366	282	985	337	1285	319	1941	5023
05:00 PM	62	57	68	187	89	287	37	413	89	125	73	287	94	342	69	505	1392
05:15 PM	85	82	64	231	78	250	31	359	98	118	56	272	98	334	65	497	1359
05:30 PM	75	69	56	200	56	230	34	320	91	86	60	237	90	315	94	499	1256
05:45 PM	48	63	56	167	79	213	34	326	95	94	61	250	76	303	70	449	1192
Total	270	271	244	785	302	980	136	1418	373	423	250	1046	358	1294	298	1950	5199
Grand Total	490	492	489	1471	566	1993	270	2829	710	789	532	2031	695	2579	617	3891	10222
Apprch %	33.3	33.4	33.2		20	70.4	9.5		35	38.8	26.2		17.9	66.3	15.9		
Total %	4.8	4.8	4.8	14.4	5.5	19.5	2.6	27.7	6.9	7.7	5.2	19.9	6.8	25.2	6	38.1	

	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	69	57	**71**	197	69	269	24	362	83	70	68	221	79	335	77	491	1271
04:45 PM	51	65	62	178	77	252	**40**	369	78	88	**79**	245	89	**349**	**90**	**528**	1320
05:00 PM	62	57	68	187	**89**	**287**	37	**413**	89	**125**	73	**287**	94	342	69	505	**1392**
05:15 PM	**85**	**82**	64	**231**	78	250	31	359	**98**	118	56	272	**98**	334	65	497	1359
Total Volume	267	261	265	793	313	1058	132	1503	348	401	276	1025	360	1360	301	2021	5342
% App. Total	33.7	32.9	33.4		20.8	70.4	8.8		34	39.1	26.9		17.8	67.3	14.9		
PHF	.785	.796	.933	.858	.879	.922	.825	.910	.888	.802	.873	.893	.918	.974	.836	.957	.959

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City of Clovis
N/S: Clovis Avenue
E/W: Herndon Avenue
Weather: Clear

File Name : 14_CVS_Clo_Hern PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	69	57	**71**	197	69	269	24	362	83	70	68	221	79	335	77	491
+15 mins.	51	65	62	178	77	252	**40**	369	78	88	**79**	245	89	**349**	**90**	**528**
+30 mins.	62	57	68	187	**89**	**287**	37	**413**	89	**125**	73	**287**	94	342	69	505
+45 mins.	**85**	**82**	64	**231**	78	250	31	359	**98**	118	56	272	**98**	334	65	497
Total Volume	267	261	265	793	313	1058	132	1503	348	401	276	1025	360	1360	301	2021
% App. Total	33.7	32.9	33.4		20.8	70.4	8.8		34	39.1	26.9		17.8	67.3	14.9	
PHF	.785	.796	.933	.858	.879	.922	.825	.910	.888	.802	.873	.893	.918	.974	.836	.957

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City of Clovis
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File Name : 14_CVS_Clo_Hern PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

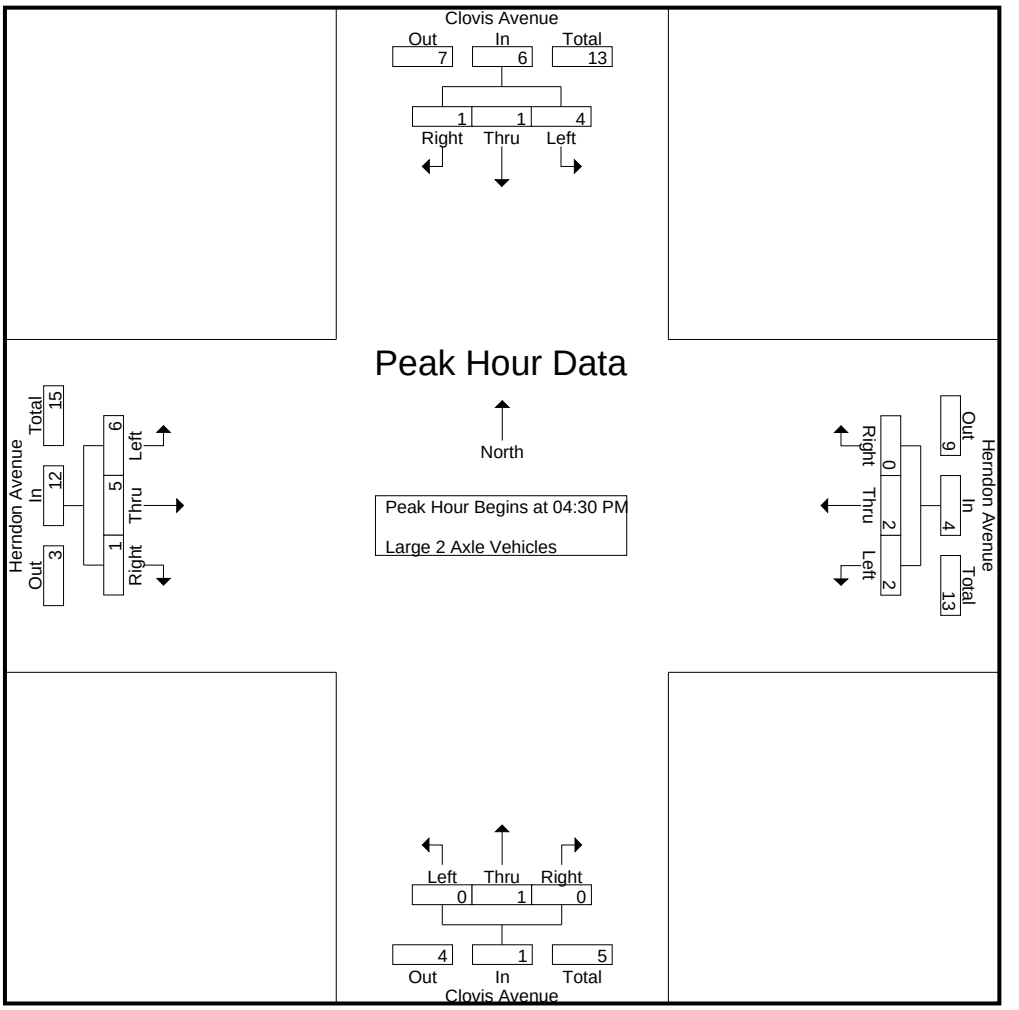
	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	2	3	1	1	0	2	0	1	0	1	1	5	0	6	12
04:15 PM	0	1	1	2	1	3	0	4	1	0	0	1	2	3	1	6	13
04:30 PM	2	0	0	2	1	0	0	1	0	1	0	1	2	1	0	3	7
04:45 PM	1	0	0	1	0	1	0	1	0	0	0	0	1	2	0	3	5
Total	4	1	3	8	3	5	0	8	1	2	0	3	6	11	1	18	37
05:00 PM	1	1	1	3	1	0	0	1	0	0	0	0	0	1	1	2	6
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	3	1	0	4	5
05:30 PM	1	1	1	3	1	0	1	2	0	1	0	1	0	1	0	1	7
05:45 PM	0	1	0	1	0	3	0	3	0	0	0	0	0	3	0	3	7
Total	2	3	2	7	2	4	1	7	0	1	0	1	3	6	1	10	25
Grand Total	6	4	5	15	5	9	1	15	1	3	0	4	9	17	2	28	62
Apprch %	40	26.7	33.3		33.3	60	6.7		25	75	0		32.1	60.7	7.1		
Total %	9.7	6.5	8.1	24.2	8.1	14.5	1.6	24.2	1.6	4.8	0	6.5	14.5	27.4	3.2	45.2	

	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**2**	0	0	2	**1**	0	0	**1**	0	**1**	0	**1**	2	1	0	3	**7**
04:45 PM	1	0	0	1	0	**1**	0	1	0	0	0	0	1	**2**	0	3	5
05:00 PM	1	**1**	**1**	**3**	1	0	0	1	0	0	0	0	0	1	**1**	2	6
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	**3**	1	0	**4**	5
Total Volume	4	1	1	6	2	2	0	4	0	1	0	1	6	5	1	12	23
% App. Total	66.7	16.7	16.7		50	50	0		0	100	0		50	41.7	8.3		
PHF	.500	.250	.250	.500	.500	.500	.000	1.00	.000	.250	.000	.250	.500	.625	.250	.750	.821

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City of Clovis
N/S: Clovis Avenue
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File Name : 14_CVS_Clo_Hern PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	**2**	0	0	2	**1**	0	0	**1**	0	**1**	0	**1**	2	1	0	3
+15 mins.	1	0	0	1	0	**1**	0	1	0	0	0	0	1	**2**	0	3
+30 mins.	1	**1**	**1**	**3**	1	0	0	1	0	0	0	0	0	1	**1**	2
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	**3**	1	0	**4**
Total Volume	4	1	1	6	2	2	0	4	0	1	0	1	6	5	1	12
% App. Total	66.7	16.7	16.7		50	50	0		0	100	0		50	41.7	8.3	
PHF	.500	.250	.250	.500	.500	.500	.000	1.000	.000	.250	.000	.250	.500	.625	.250	.750

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City of Clovis
N/S: Clovis Avenue
E/W: Herndon Avenue
Weather: Clear

File Name : 14_CVS_Clo_Hern PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

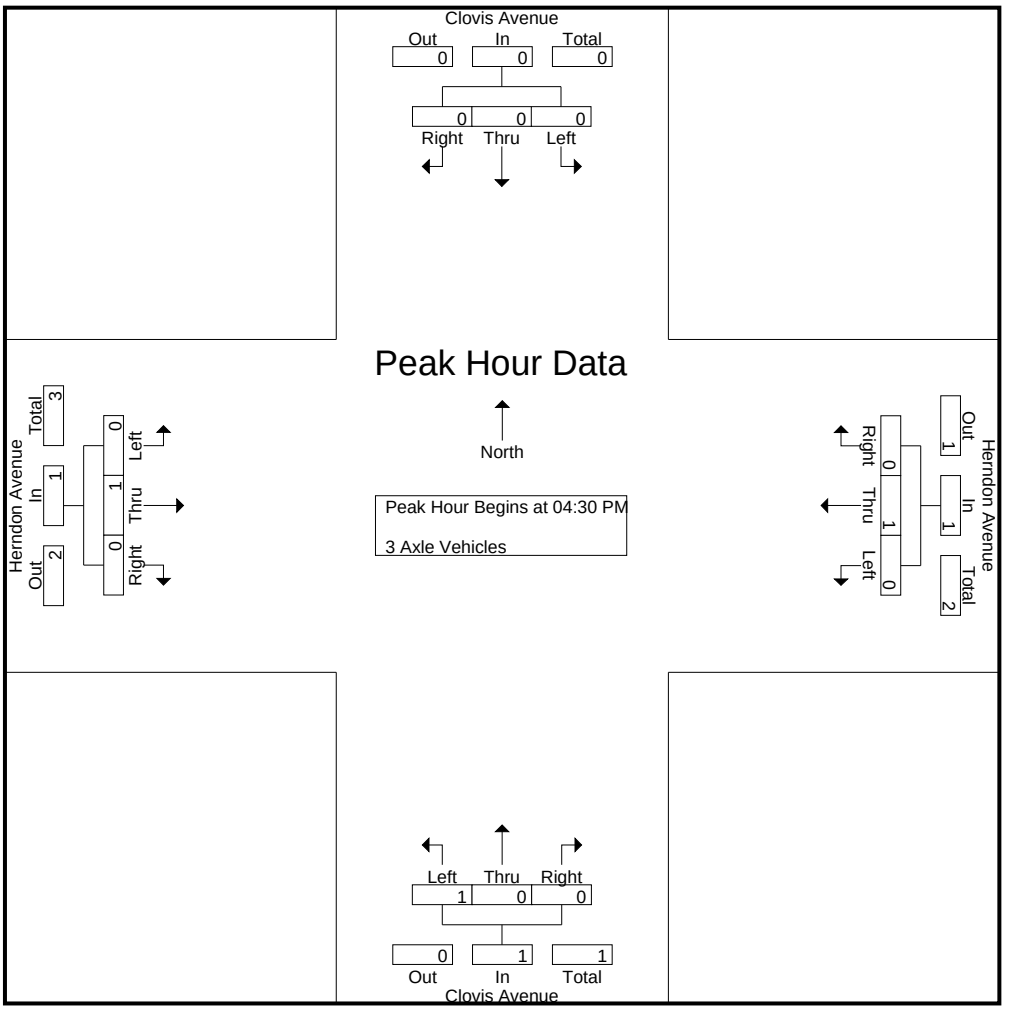
	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1	3
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	1	0	1	1	0	0	1	0	2	0	2	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Grand Total	1	0	0	1	0	2	0	2	1	0	0	1	0	2	0	2	6
Apprch %	100	0	0		0	100	0		100	0	0		0	100	0		
Total %	16.7	0	0	16.7	0	33.3	0	33.3	16.7	0	0	16.7	0	33.3	0	33.3	

	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	**1**	0	**1**	**1**	0	0	**1**	0	**1**	0	**1**	**3**
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1	3
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	.000	.250	.000	.250	.250

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City of Clovis
N/S: Clovis Avenue
E/W: Herndon Avenue
Weather: Clear

File Name : 14_CVS_Clo_Hern PMC
Site Code : 00322473
Start Date : 5/24/2022
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	**1**	0	**1**	**1**	0	0	**1**	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	1	0	0	1	0	1	0	1
% App. Total	0	0	0		0	100	0		100	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.250	.000	.000	.250	.000	.250	.000	.250

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City of Clovis
N/S: Clovis Avenue
E/W: Herndon Avenue
Weather: Clear

File Name : 14_CVS_Clo_Hern PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

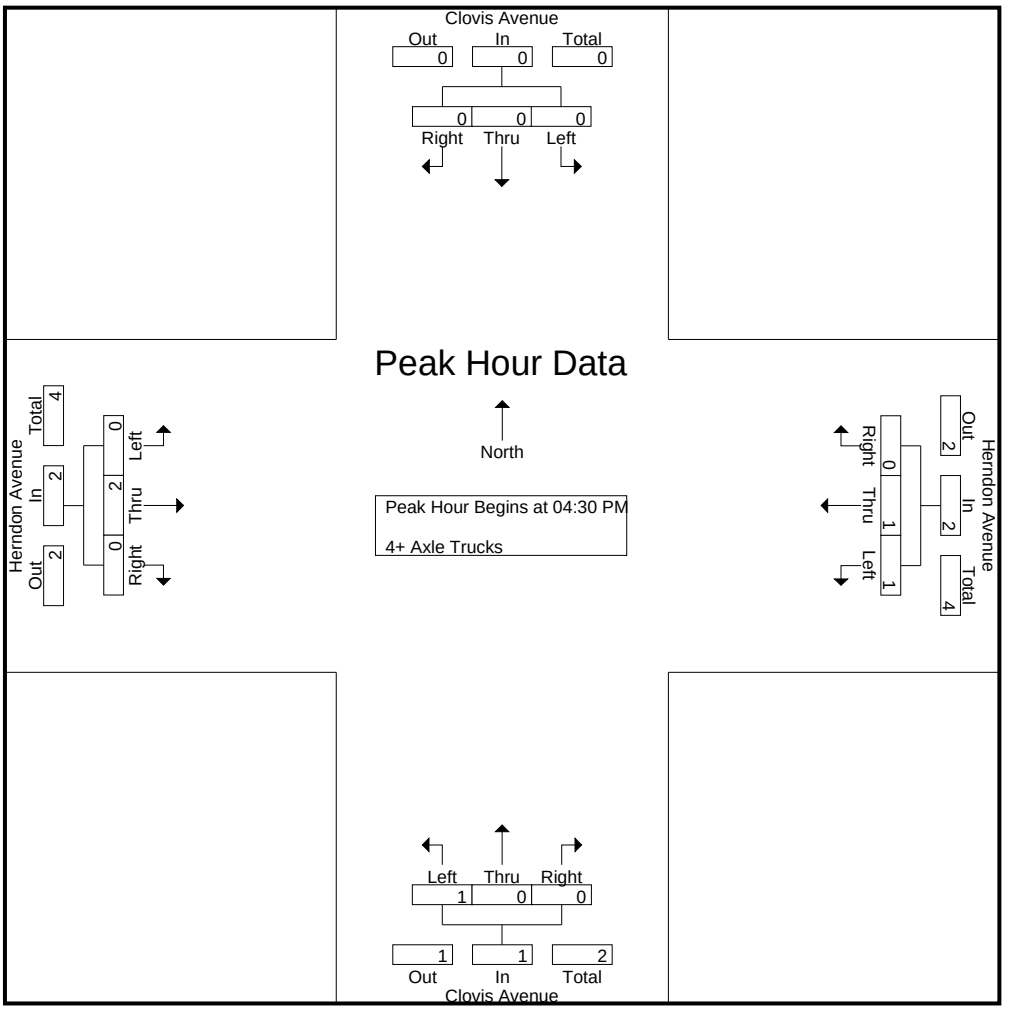
	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	1	1	0	2	1	0	0	1	0	1	1	2	5
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Grand Total	0	0	0	0	1	2	0	3	1	0	0	1	0	2	1	3	7
Apprch %	0	0	0		33.3	66.7	0		100	0	0		0	66.7	33.3		
Total %	0	0	0	0	14.3	28.6	0	42.9	14.3	0	0	14.3	0	28.6	14.3	42.9	

	Clovis Avenue Southbound				Herndon Avenue Westbound				Clovis Avenue Northbound				Herndon Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	**1**	0	**1**	**2**
04:45 PM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	1
05:00 PM	0	0	0	0	0	**1**	0	1	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	0	2	1	0	0	1	0	2	0	2	5
% App. Total	0	0	0		50	50	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.250	.000	.500	.250	.000	.000	.250	.000	.500	.000	.500	.625

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City of Clovis
N/S: Clovis Avenue
E/W: Herndon Avenue
Weather: Clear

File Name : 14_CVS_Clo_Hern PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	**1**	0	**1**
+15 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0
+30 mins.	0	0	0	0	0	**1**	0	1	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	0	2	1	0	0	1	0	2	0	2
% App. Total	0	0	0		50	50	0		100	0	0		0	100	0	
PHF	.000	.000	.000	.000	.250	.250	.000	.500	.250	.000	.000	.250	.000	.500	.000	.500

Location: Clovis
N/S: Clovis Avenue
E/W: Herndon Avenue

Date: 5/24/2022
Day: Tuesday

PEDESTRIANS

	North Leg Clovis Avenue	East Leg Herndon Avenue	South Leg Clovis Avenue	West Leg Herndon Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
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	0	0
8:15 AM	0	1	0	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	1	0	0	1
TOTAL VOLUMES:	0	2	0	0	2

	North Leg Clovis Avenue	East Leg Herndon Avenue	South Leg Clovis Avenue	West Leg Herndon Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	4	0	0	4
4:45 PM	0	0	0	0	0
5:00 PM	1	1	0	0	2
5:15 PM	0	1	0	0	1
5:30 PM	0	2	0	0	2
5:45 PM	0	1	0	0	1
TOTAL VOLUMES:	1	9	0	0	10

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Location: Clovis
N/S: Clovis Avenue
E/W: Herndon Avenue

Date: 5/24/2022
Day: Tuesday

BICYCLES

	Southbound Clovis Avenue			Westbound Herndon Avenue			Northbound Clovis Avenue			Eastbound Herndon Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
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	1	0	0	0	0	1
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	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	1	0	0	2	0	0	0	0	3

	Southbound Clovis Avenue			Westbound Herndon Avenue			Northbound Clovis Avenue			Eastbound Herndon Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	3	0	1	0	0	0	3	0	0	0	0	7

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PO Box 1178
Corona, CA 92878
(951) 268-6268
counts@countsunlimited.com

City of Clovis
N/S: Sunnyside Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 02_CVS_Sunnyside_Behymer_AM
Site Code : 00322602
Start Date : 6/22/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

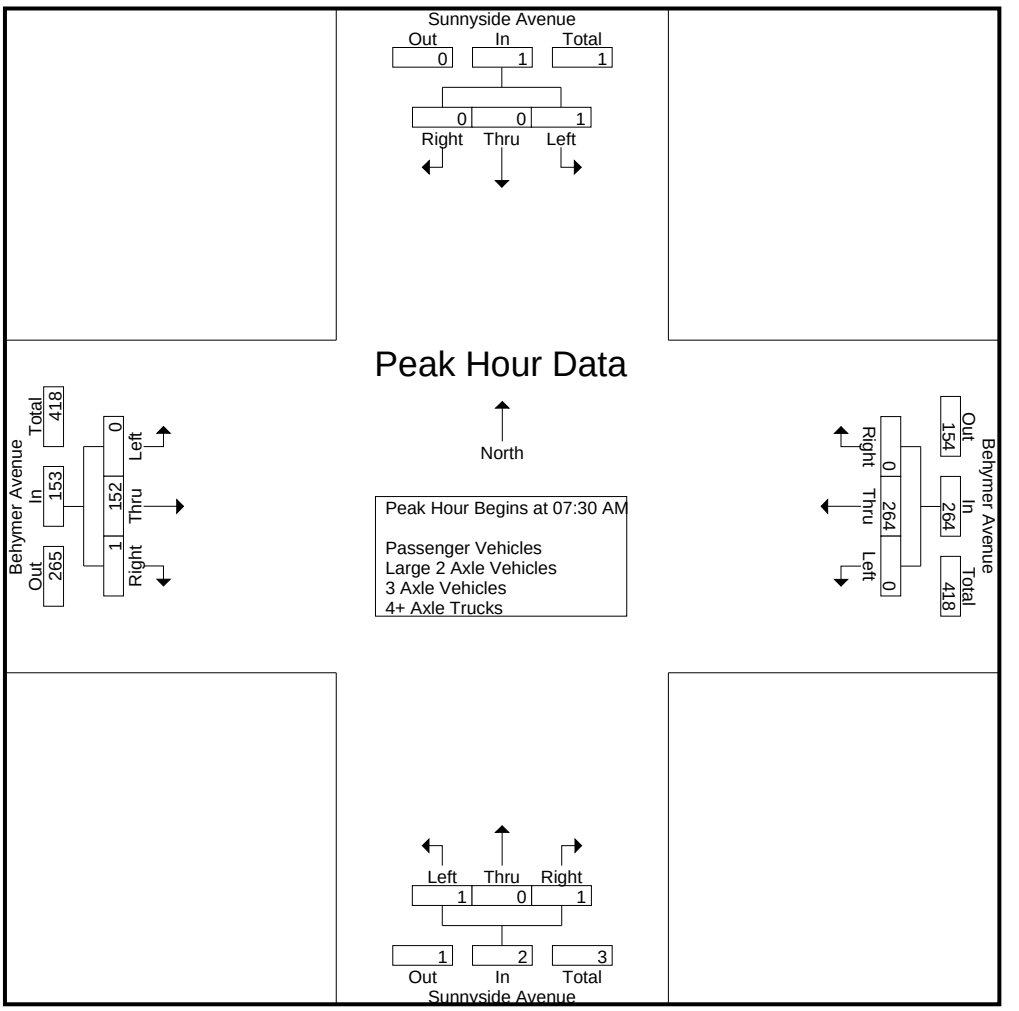
	Sunnyside Avenue Southbound				Behymer Avenue Westbound				Sunnyside Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	16	0	16	0	0	0	0	0	27	0	27	43
07:15 AM	0	0	0	0	0	37	0	37	0	0	0	0	0	19	0	19	56
07:30 AM	1	0	0	1	0	67	0	67	0	0	0	0	0	24	0	24	92
07:45 AM	0	0	0	0	0	81	0	81	0	0	0	0	0	40	0	40	121
Total	1	0	0	1	0	201	0	201	0	0	0	0	0	110	0	110	312
08:00 AM	0	0	0	0	0	57	0	57	0	0	1	1	0	44	0	44	102
08:15 AM	0	0	0	0	0	59	0	59	1	0	0	1	0	44	1	45	105
08:30 AM	0	0	0	0	0	50	0	50	0	0	0	0	0	26	0	26	76
08:45 AM	0	0	0	0	0	68	0	68	1	0	0	1	0	40	0	40	109
Total	0	0	0	0	0	234	0	234	2	0	1	3	0	154	1	155	392
Grand Total	1	0	0	1	0	435	0	435	2	0	1	3	0	264	1	265	704
Apprch %	100	0	0		0	100	0		66.7	0	33.3		0	99.6	0.4		
Total %	0.1	0	0	0.1	0	61.8	0	61.8	0.3	0	0.1	0.4	0	37.5	0.1	37.6	
Passenger Vehicles	1	0	0	1	0	418	0	418	2	0	1	3	0	252	1	253	675
% Passenger Vehicles	100	0	0	100	0	96.1	0	96.1	100	0	100	100	0	95.5	100	95.5	95.9
Large 2 Axle Vehicles	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3	10
% Large 2 Axle Vehicles	0	0	0	0	0	1.6	0	1.6	0	0	0	0	0	1.1	0	1.1	1.4
3 Axle Vehicles	0	0	0	0	0	7	0	7	0	0	0	0	0	7	0	7	14
% 3 Axle Vehicles	0	0	0	0	0	1.6	0	1.6	0	0	0	0	0	2.7	0	2.6	2
4+ Axle Trucks	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
% 4+ Axle Trucks	0	0	0	0	0	0.7	0	0.7	0	0	0	0	0	0.8	0	0.8	0.7

	Sunnyside Avenue Southbound				Behymer Avenue Westbound				Sunnyside Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**1**	0	0	**1**	0	67	0	67	0	0	0	0	0	24	0	24	92
07:45 AM	0	0	0	0	0	**81**	0	**81**	0	0	0	0	0	40	0	40	**121**
08:00 AM	0	0	0	0	0	57	0	57	0	0	**1**	**1**	0	**44**	0	44	102
08:15 AM	0	0	0	0	0	59	0	59	**1**	0	0	1	0	44	**1**	**45**	105
Total Volume	1	0	0	1	0	264	0	264	1	0	1	2	0	152	1	153	420
% App. Total	100	0	0		0	100	0		50	0	50		0	99.3	0.7		
PHF	.250	.000	.000	.250	.000	.815	.000	.815	.250	.000	.250	.500	.000	.864	.250	.850	.868

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PO Box 1178
Corona, CA 92878
(951) 268-6268
counts@countsunlimited.com

City of Clovis
N/S: Sunnyside Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 02_CVS_Sunnyside_Behymer_AM
Site Code : 00322602
Start Date : 6/22/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:30 AM				08:00 AM				07:45 AM			
+0 mins.	0	0	0	0	0	67	0	67	0	0	**1**	**1**	0	40	0	40
+15 mins.	0	0	0	0	0	**81**	0	**81**	**1**	0	0	1	0	**44**	0	44
+30 mins.	**1**	0	0	**1**	0	57	0	57	0	0	0	0	0	44	**1**	**45**
+45 mins.	0	0	0	0	0	59	0	59	1	0	0	1	0	26	0	26
Total Volume	1	0	0	1	0	264	0	264	2	0	1	3	0	154	1	155
% App. Total	100	0	0		0	100	0		66.7	0	33.3		0	99.4	0.6	
PHF	.250	.000	.000	.250	.000	.815	.000	.815	.500	.000	.250	.750	.000	.875	.250	.861

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(951) 268-6268
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City of Clovis
N/S: Sunnyside Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 02_CVS_Sunnyside_Behymer_AM
Site Code : 00322602
Start Date : 6/22/2022
Page No : 1

Groups Printed- Passenger Vehicles

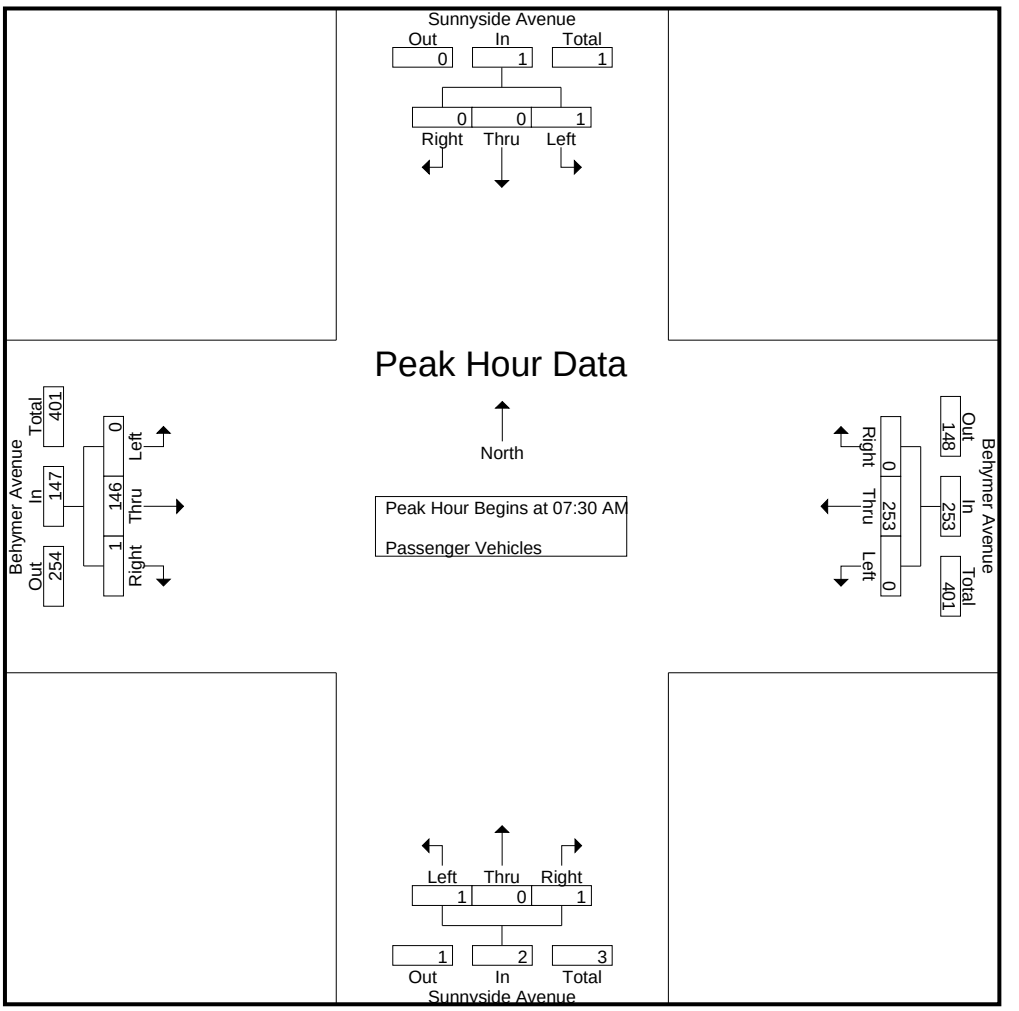
	Sunnyside Avenue Southbound				Behymer Avenue Westbound				Sunnyside Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	15	0	15	0	0	0	0	0	26	0	26	41
07:15 AM	0	0	0	0	0	35	0	35	0	0	0	0	0	18	0	18	53
07:30 AM	1	0	0	1	0	66	0	66	0	0	0	0	0	24	0	24	91
07:45 AM	0	0	0	0	0	75	0	75	0	0	0	0	0	38	0	38	113
Total	1	0	0	1	0	191	0	191	0	0	0	0	0	106	0	106	298
08:00 AM	0	0	0	0	0	56	0	56	0	0	1	1	0	42	0	42	99
08:15 AM	0	0	0	0	0	56	0	56	1	0	0	1	0	42	1	43	100
08:30 AM	0	0	0	0	0	48	0	48	0	0	0	0	0	25	0	25	73
08:45 AM	0	0	0	0	0	67	0	67	1	0	0	1	0	37	0	37	105
Total	0	0	0	0	0	227	0	227	2	0	1	3	0	146	1	147	377
Grand Total	1	0	0	1	0	418	0	418	2	0	1	3	0	252	1	253	675
Apprch %	100	0	0		0	100	0		66.7	0	33.3		0	99.6	0.4		
Total %	0.1	0	0	0.1	0	61.9	0	61.9	0.3	0	0.1	0.4	0	37.3	0.1	37.5	

	Sunnyside Avenue Southbound				Behymer Avenue Westbound				Sunnyside Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**1**	0	0	**1**	0	66	0	66	0	0	0	0	0	24	0	24	91
07:45 AM	0	0	0	0	0	**75**	0	**75**	0	0	0	0	0	38	0	38	**113**
08:00 AM	0	0	0	0	0	56	0	56	0	0	**1**	**1**	0	**42**	0	42	99
08:15 AM	0	0	0	0	0	56	0	56	**1**	0	0	1	0	42	**1**	**43**	100
Total Volume	1	0	0	1	0	253	0	253	1	0	1	2	0	146	1	147	403
% App. Total	100	0	0		0	100	0		50	0	50		0	99.3	0.7		
PHF	.250	.000	.000	.250	.000	.843	.000	.843	.250	.000	.250	.500	.000	.869	.250	.855	.892

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Corona, CA 92878
(951) 268-6268
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City of Clovis
N/S: Sunnyside Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 02_CVS_Sunnyside_Behymer_AM
Site Code : 00322602
Start Date : 6/22/2022



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**1**	0	0	**1**	0	66	0	66	0	0	0	0	0	24	0	24
+15 mins.	0	0	0	0	0	**75**	0	**75**	0	0	0	0	0	38	0	38
+30 mins.	0	0	0	0	0	56	0	56	0	0	**1**	**1**	0	**42**	0	42
+45 mins.	0	0	0	0	0	56	0	56	**1**	0	0	1	0	42	**1**	**43**
Total Volume	1	0	0	1	0	253	0	253	1	0	1	2	0	146	1	147
% App. Total	100	0	0		0	100	0		50	0	50		0	99.3	0.7	
PHF	.250	.000	.000	.250	.000	.843	.000	.843	.250	.000	.250	.500	.000	.869	.250	.855

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Corona, CA 92878
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City of Clovis
N/S: Sunnyside Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 02_CVS_Sunnyside_Behymer_AM
Site Code : 00322602
Start Date : 6/22/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

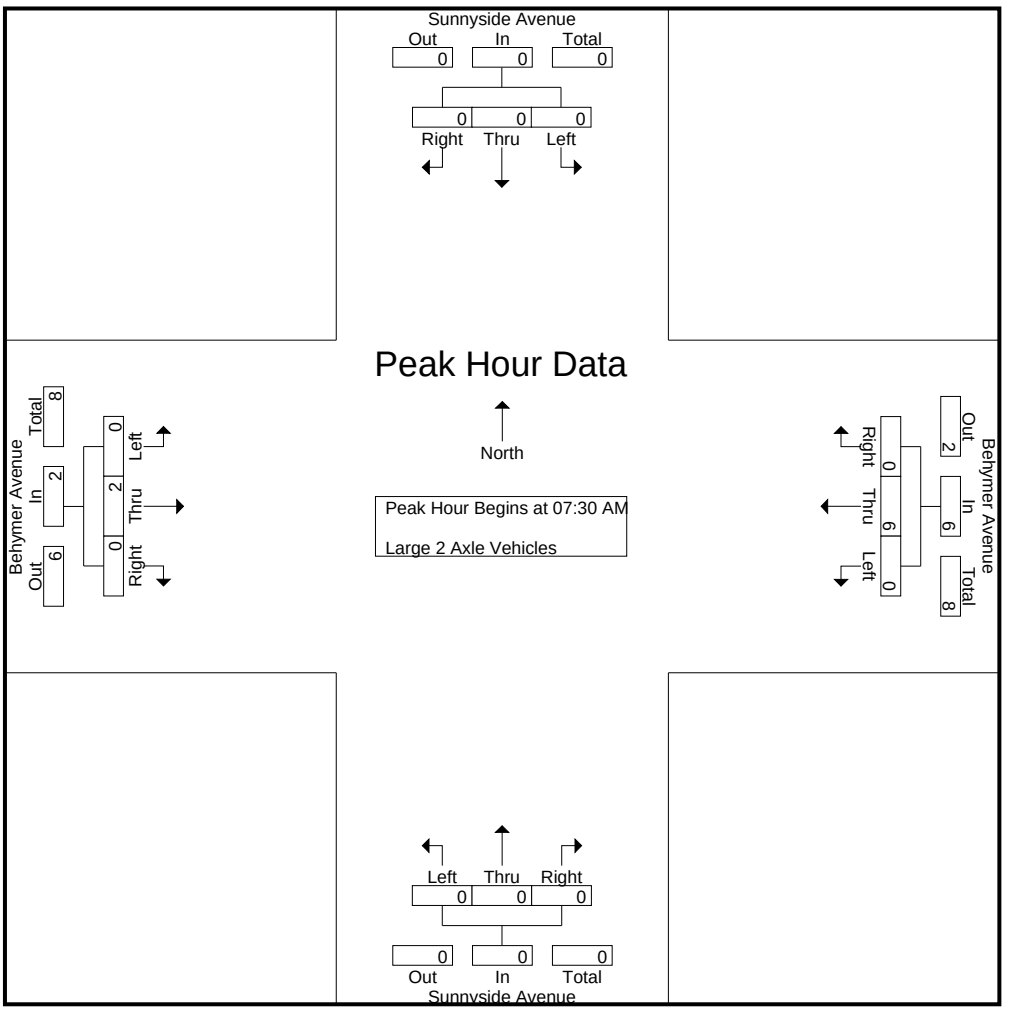
	Sunnyside Avenue Southbound				Behymer Avenue Westbound				Sunnyside Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
Total	0	0	0	0	0	5	0	5	0	0	0	0	0	0	0	0	5
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
Grand Total	0	0	0	0	0	7	0	7	0	0	0	0	0	3	0	3	10
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	70	0	70	0	0	0	0	0	30	0	30	

	Sunnyside Avenue Southbound				Behymer Avenue Westbound				Sunnyside Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	0	0	0	**3**
08:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**	2
08:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2	8
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500	.667

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PO Box 1178
Corona, CA 92878
(951) 268-6268
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City of Clovis
N/S: Sunnyside Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 02_CVS_Sunnyside_Behymer_AM
Site Code : 00322602
Start Date : 6/22/2022



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**1**	0	**1**
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	6	0	6	0	0	0	0	0	2	0	2
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.500	.000	.500

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Corona, CA 92878
(951) 268-6268
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City of Clovis
N/S: Sunnyside Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 02_CVS_Sunnyside_Behymer_AM
Site Code : 00322602
Start Date : 6/22/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

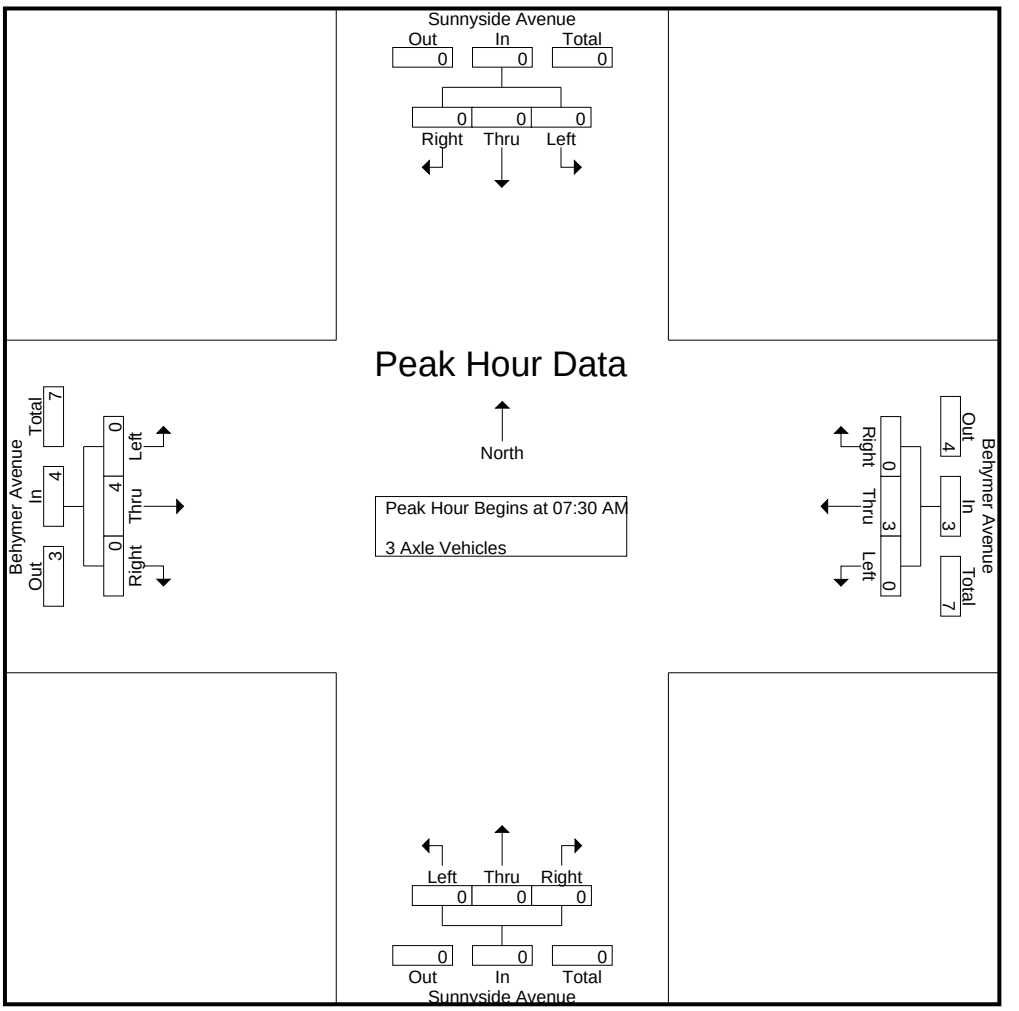
	Sunnyside Avenue Southbound				Behymer Avenue Westbound				Sunnyside Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
Total	0	0	0	0	0	4	0	4	0	0	0	0	0	4	0	4	8
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	3	0	3	0	0	0	0	0	3	0	3	6
Grand Total	0	0	0	0	0	7	0	7	0	0	0	0	0	7	0	7	14
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	50	0	50	0	0	0	0	0	50	0	50	

	Sunnyside Avenue Southbound				Behymer Avenue Westbound				Sunnyside Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	**2**	0	**2**	**5**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4	7
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.350

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PO Box 1178
Corona, CA 92878
(951) 268-6268
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City of Clovis
N/S: Sunnyside Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 02_CVS_Sunnyside_Behymer_AM
Site Code : 00322602
Start Date : 6/22/2022
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	**3**	0	**3**	0	0	0	0	0	**2**	0	**2**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	0	4	0	4
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500

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Corona, CA 92878
(951) 268-6268
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City of Clovis
N/S: Sunnyside Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 02_CVS_Sunnyside_Behymer_AM
Site Code : 00322602
Start Date : 6/22/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

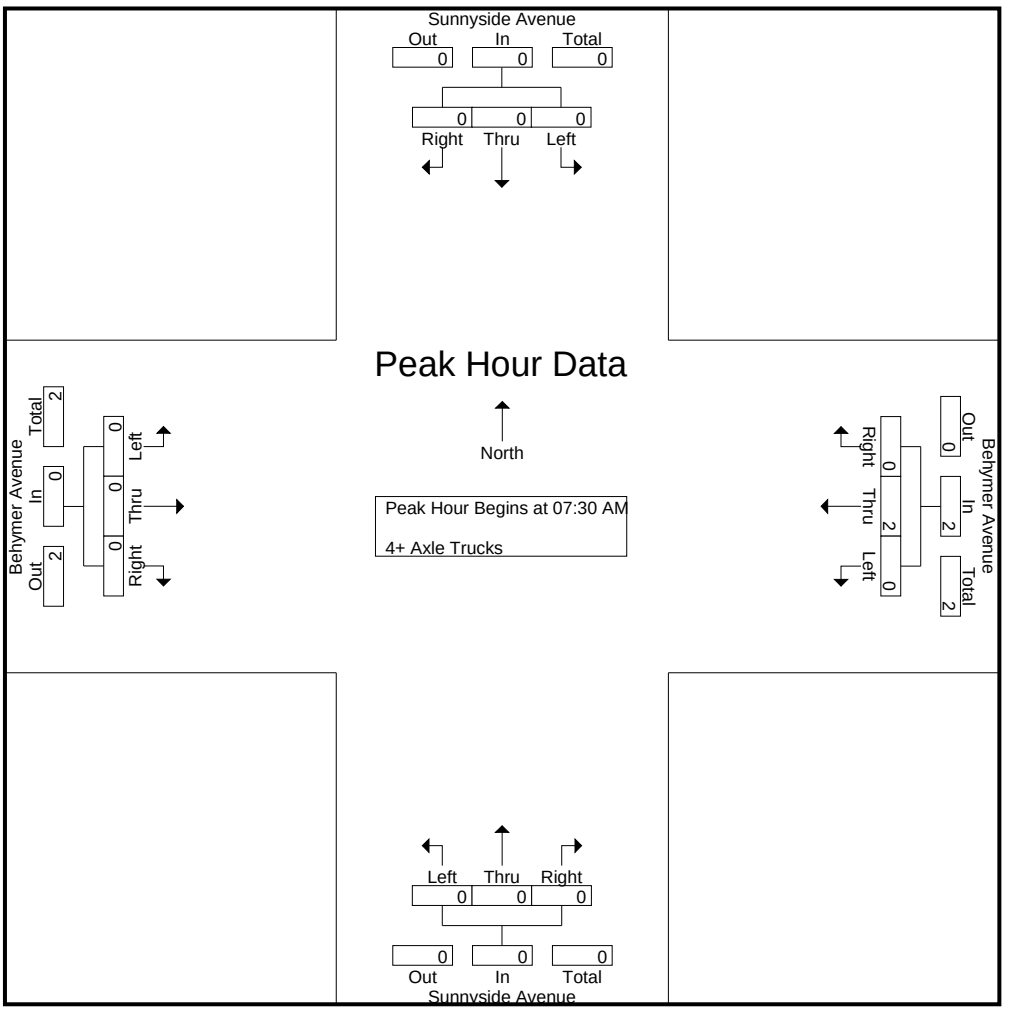
	Sunnyside Avenue Southbound				Behymer Avenue Westbound				Sunnyside Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	4
Grand Total	0	0	0	0	0	3	0	3	0	0	0	0	0	2	0	2	5
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	60	0	60	0	0	0	0	0	40	0	40	

	Sunnyside Avenue Southbound				Behymer Avenue Westbound				Sunnyside Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	**2**
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

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Corona, CA 92878
(951) 268-6268
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City of Clovis
N/S: Sunnyside Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 02_CVS_Sunnyside_Behymer_AM
Site Code : 00322602
Start Date : 6/22/2022
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000

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Corona, CA 92878
(951) 268-6268
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City of Clovis
N/S: Sunnyside Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 02_CVS_Sunnyside_Behymer_PM
Site Code : 00322602
Start Date : 6/22/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

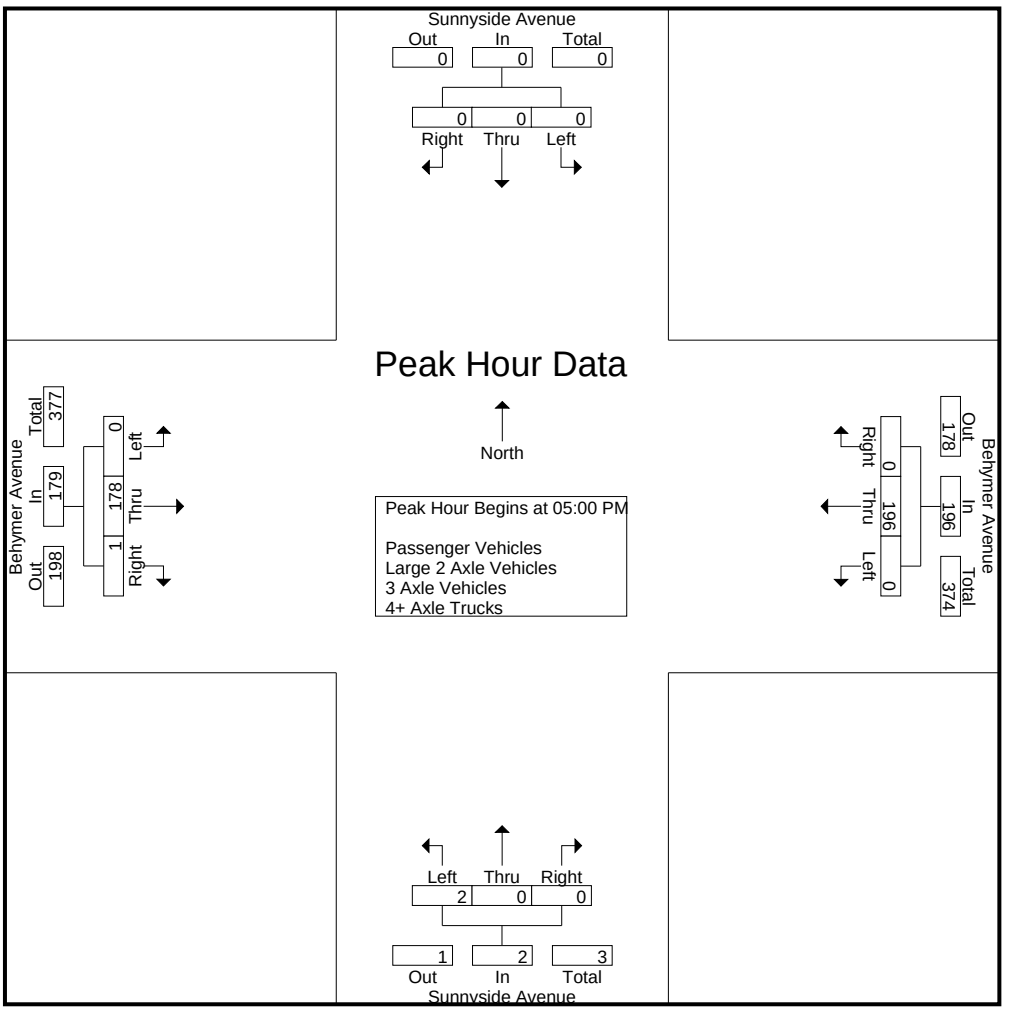
	Sunnyside Avenue Southbound				Behymer Avenue Westbound				Sunnyside Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	34	0	34	0	0	0	0	0	45	1	46	80
04:15 PM	0	0	0	0	0	36	0	36	0	0	0	0	0	33	0	33	69
04:30 PM	0	0	0	0	0	35	0	35	0	0	0	0	1	36	0	37	72
04:45 PM	0	0	1	1	0	47	1	48	1	0	0	1	0	35	0	35	85
Total	0	0	1	1	0	152	1	153	1	0	0	1	1	149	1	151	306
05:00 PM	0	0	0	0	0	48	0	48	0	0	0	0	0	33	0	33	81
05:15 PM	0	0	0	0	0	55	0	55	2	0	0	2	0	47	0	47	104
05:30 PM	0	0	0	0	0	38	0	38	0	0	0	0	0	59	0	59	97
05:45 PM	0	0	0	0	0	55	0	55	0	0	0	0	0	39	1	40	95
Total	0	0	0	0	0	196	0	196	2	0	0	2	0	178	1	179	377
Grand Total	0	0	1	1	0	348	1	349	3	0	0	3	1	327	2	330	683
Apprch %	0	0	100		0	99.7	0.3		100	0	0		0.3	99.1	0.6		
Total %	0	0	0.1	0.1	0	51	0.1	51.1	0.4	0	0	0.4	0.1	47.9	0.3	48.3	
Passenger Vehicles	0	0	1	1	0	347	1	348	3	0	0	3	1	324	2	327	679
% Passenger Vehicles	0	0	100	100	0	99.7	100	99.7	100	0	0	100	100	99.1	100	99.1	99.4
Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
% Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0.9	0	0.9	0.4
3 Axle Vehicles	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
% 3 Axle Vehicles	0	0	0	0	0	0.3	0	0.3	0	0	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Sunnyside Avenue Southbound				Behymer Avenue Westbound				Sunnyside Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	48	0	48	0	0	0	0	0	33	0	33	81
05:15 PM	0	0	0	0	0	**55**	0	**55**	**2**	0	0	**2**	0	47	0	47	**104**
05:30 PM	0	0	0	0	0	38	0	38	0	0	0	0	0	**59**	0	**59**	97
05:45 PM	0	0	0	0	0	55	0	55	0	0	0	0	0	39	**1**	40	95
Total Volume	0	0	0	0	0	196	0	196	2	0	0	2	0	178	1	179	377
% App. Total	0	0	0		0	100	0		100	0	0		0	99.4	0.6		
PHF	.000	.000	.000	.000	.000	.891	.000	.891	.250	.000	.000	.250	.000	.754	.250	.758	.906

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City of Clovis
N/S: Sunnyside Avenue
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Weather: Clear

File Name : 02_CVS_Sunnyside_Behymer_PM
Site Code : 00322602
Start Date : 6/22/2022
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:30 PM				05:00 PM			
+0 mins.	0	0	0	0	0	48	0	48	0	0	0	0	0	33	0	33
+15 mins.	0	0	0	0	0	**55**	0	**55**	1	0	0	1	0	47	0	47
+30 mins.	0	0	0	0	0	38	0	38	0	0	0	0	0	**59**	0	**59**
+45 mins.	0	0	**1**	**1**	0	55	0	55	**2**	0	0	**2**	0	39	**1**	40
Total Volume	0	0	1	1	0	196	0	196	3	0	0	3	0	178	1	179
% App. Total	0	0	100		0	100	0		100	0	0		0	99.4	0.6	
PHF	.000	.000	.250	.250	.000	.891	.000	.891	.375	.000	.000	.375	.000	.754	.250	.758

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268
counts@countsunlimited.com

City of Clovis
N/S: Sunnyside Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 02_CVS_Sunnyside_Behymer_PM
Site Code : 00322602
Start Date : 6/22/2022
Page No : 1

Groups Printed- Passenger Vehicles

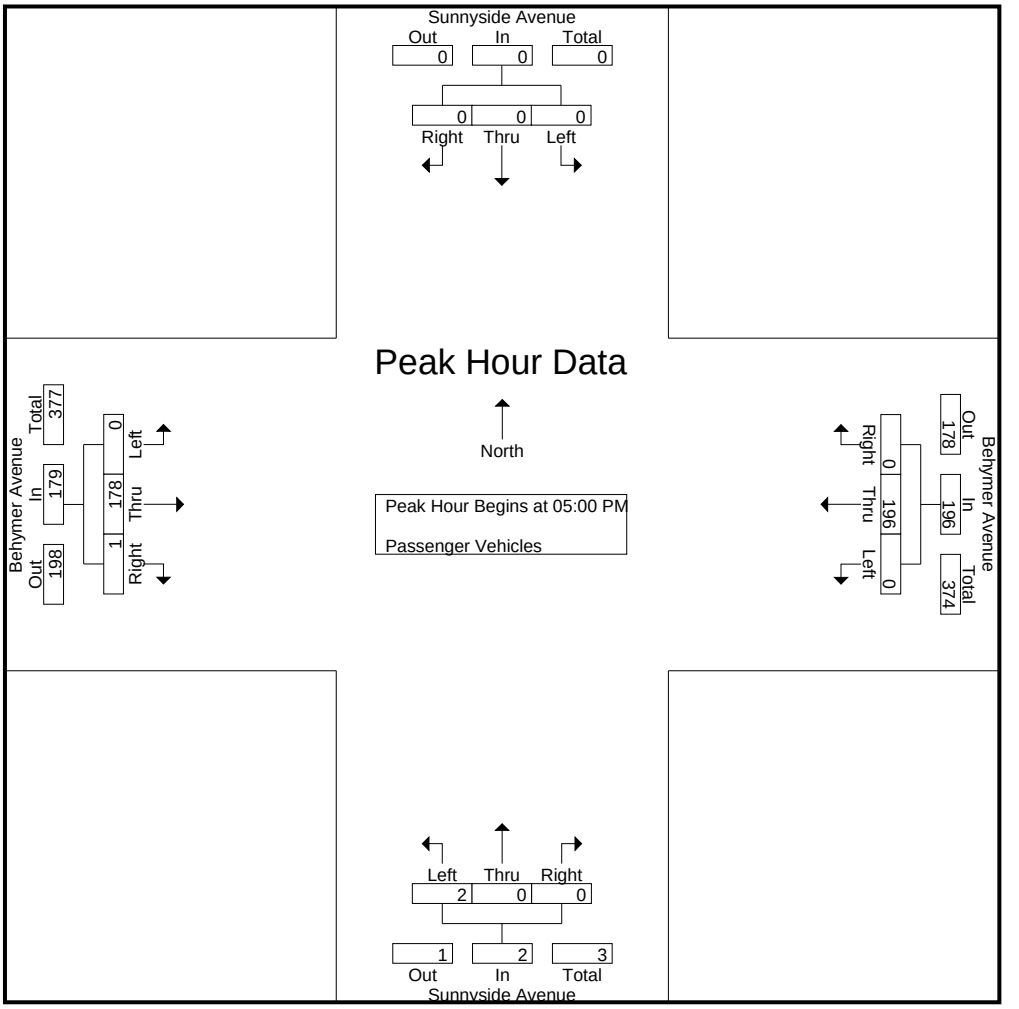
	Sunnyside Avenue Southbound				Behymer Avenue Westbound				Sunnyside Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	34	0	34	0	0	0	0	0	44	1	45	79
04:15 PM	0	0	0	0	0	35	0	35	0	0	0	0	0	32	0	32	67
04:30 PM	0	0	0	0	0	35	0	35	0	0	0	0	1	36	0	37	72
04:45 PM	0	0	1	1	0	47	1	48	1	0	0	1	0	34	0	34	84
Total	0	0	1	1	0	151	1	152	1	0	0	1	1	146	1	148	302
05:00 PM	0	0	0	0	0	48	0	48	0	0	0	0	0	33	0	33	81
05:15 PM	0	0	0	0	0	55	0	55	2	0	0	2	0	47	0	47	104
05:30 PM	0	0	0	0	0	38	0	38	0	0	0	0	0	59	0	59	97
05:45 PM	0	0	0	0	0	55	0	55	0	0	0	0	0	39	1	40	95
Total	0	0	0	0	0	196	0	196	2	0	0	2	0	178	1	179	377
Grand Total	0	0	1	1	0	347	1	348	3	0	0	3	1	324	2	327	679
Apprch %	0	0	100		0	99.7	0.3		100	0	0		0.3	99.1	0.6		
Total %	0	0	0.1	0.1	0	51.1	0.1	51.3	0.4	0	0	0.4	0.1	47.7	0.3	48.2	

	Sunnyside Avenue Southbound				Behymer Avenue Westbound				Sunnyside Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	48	0	48	0	0	0	0	0	33	0	33	81
05:15 PM	0	0	0	0	0	**55**	0	**55**	**2**	0	0	**2**	0	47	0	47	**104**
05:30 PM	0	0	0	0	0	38	0	38	0	0	0	0	0	**59**	0	**59**	97
05:45 PM	0	0	0	0	0	55	0	55	0	0	0	0	0	39	**1**	40	95
Total Volume	0	0	0	0	0	196	0	196	2	0	0	2	0	178	1	179	377
% App. Total	0	0	0		0	100	0		100	0	0		0	99.4	0.6		
PHF	.000	.000	.000	.000	.000	.891	.000	.891	.250	.000	.000	.250	.000	.754	.250	.758	.906

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PO Box 1178
Corona, CA 92878
(951) 268-6268
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City of Clovis
N/S: Sunnyside Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 02_CVS_Sunnyside_Behymer_PM
Site Code : 00322602
Start Date : 6/22/2022
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	48	0	48	0	0	0	0	0	33	0	33
+15 mins.	0	0	0	0	0	**55**	0	**55**	**2**	0	0	**2**	0	47	0	47
+30 mins.	0	0	0	0	0	38	0	38	0	0	0	0	0	**59**	0	**59**
+45 mins.	0	0	0	0	0	55	0	55	0	0	0	0	0	39	**1**	40
Total Volume	0	0	0	0	0	196	0	196	2	0	0	2	0	178	1	179
% App. Total	0	0	0		0	100	0		100	0	0		0	99.4	0.6	
PHF	.000	.000	.000	.000	.000	.891	.000	.891	.250	.000	.000	.250	.000	.754	.250	.758

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City of Clovis
N/S: Sunnyside Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 02_CVS_Sunnyside_Behymer_PM
Site Code : 00322602
Start Date : 6/22/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

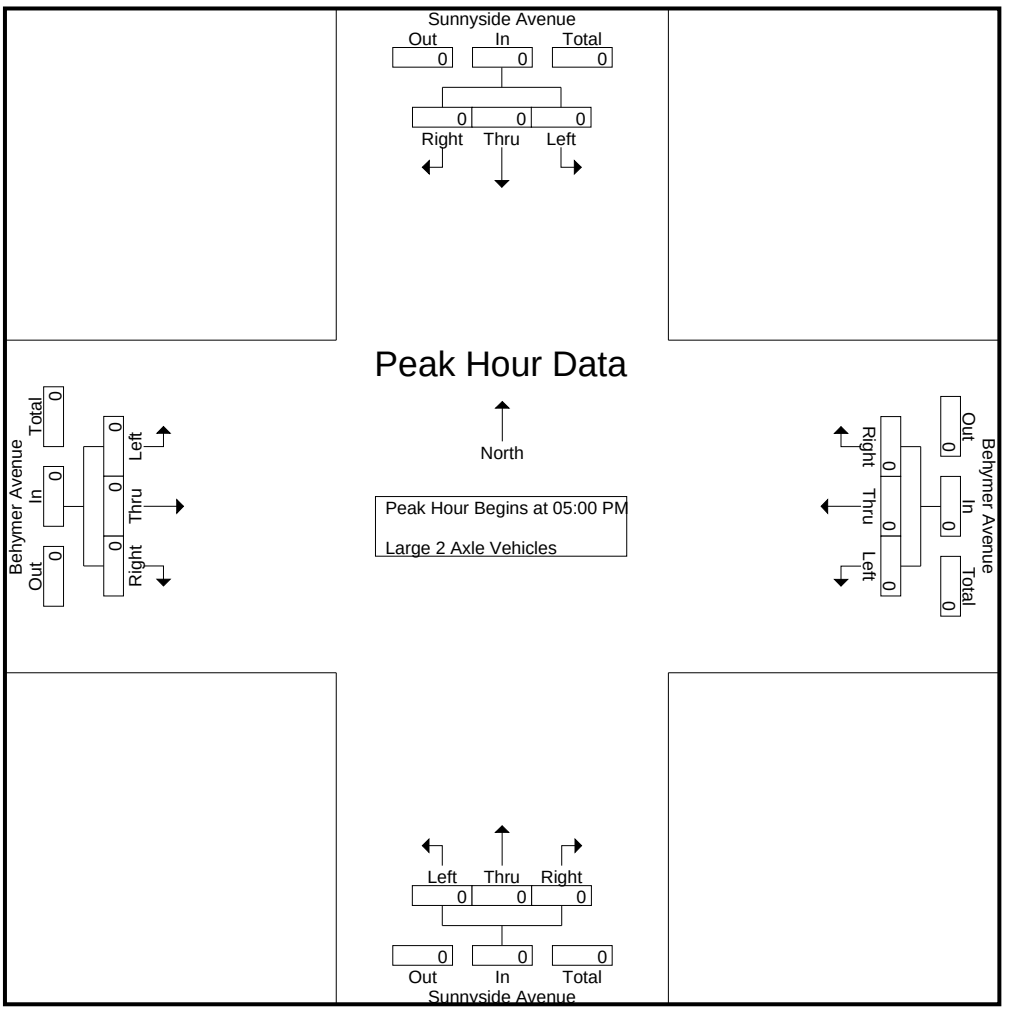
	Sunnyside Avenue Southbound				Behymer Avenue Westbound				Sunnyside Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Apprch %	0	0	0		0	0	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	0	100	0	100	

	Sunnyside Avenue Southbound				Behymer Avenue Westbound				Sunnyside Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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PO Box 1178
Corona, CA 92878
(951) 268-6268
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City of Clovis
N/S: Sunnyside Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 02_CVS_Sunnyside_Behymer_PM
Site Code : 00322602
Start Date : 6/22/2022
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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PO Box 1178
Corona, CA 92878
(951) 268-6268
counts@countsunlimited.com

City of Clovis
N/S: Sunnyside Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 02_CVS_Sunnyside_Behymer_PM
Site Code : 00322602
Start Date : 6/22/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

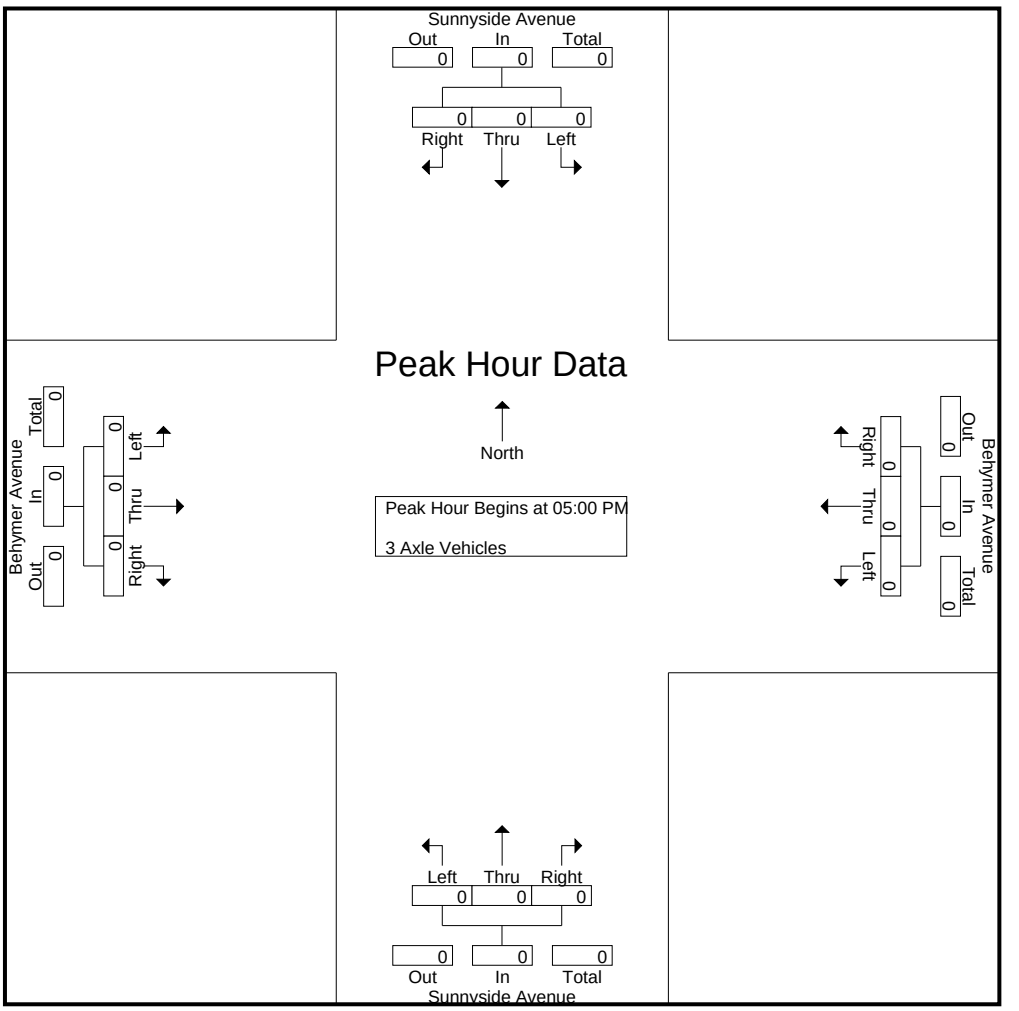
	Sunnyside Avenue Southbound				Behymer Avenue Westbound				Sunnyside Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Apprch %	0	0	0		0	100	0		0	0	0		0	0	0		
Total %	0	0	0	0	0	100	0	100	0	0	0	0	0	0	0	0	

	Sunnyside Avenue Southbound				Behymer Avenue Westbound				Sunnyside Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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PO Box 1178
Corona, CA 92878
(951) 268-6268
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City of Clovis
N/S: Sunnyside Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 02_CVS_Sunnyside_Behymer_PM
Site Code : 00322602
Start Date : 6/22/2022



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Corona, CA 92878
(951) 268-6268
counts@countsunlimited.com

City of Clovis
N/S: Sunnyside Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 02_CVS_Sunnyside_Behymer_PM
Site Code : 00322602
Start Date : 6/22/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

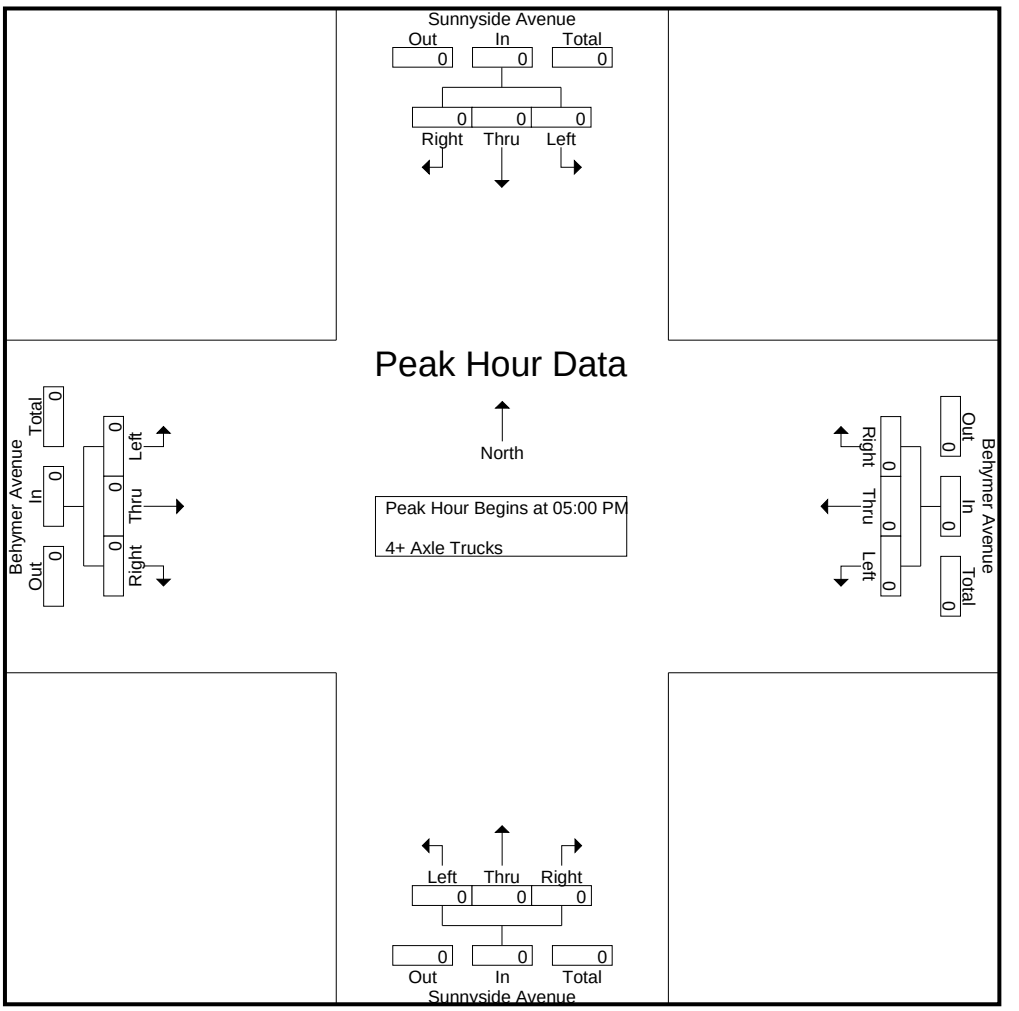
	Sunnyside Avenue Southbound				Behymer Avenue Westbound				Sunnyside Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Sunnyside Avenue Southbound				Behymer Avenue Westbound				Sunnyside Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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Corona, CA 92878
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City of Clovis
N/S: Sunnyside Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 02_CVS_Sunnyside_Behymer_PM
Site Code : 00322602
Start Date : 6/22/2022
Page No : 2



Peak Hour Analysis From 05:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				05:00 PM				05:00 PM				05:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Clovis
N/S: Sunnyside Avenue
E/W: Behymer Avenue

Date: 6/22/2022
Day: Wednesday

PEDESTRIANS

	North Leg Sunnyside Avenue	East Leg Behymer Avenue	South Leg Sunnyside Avenue	West Leg Behymer Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
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	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Sunnyside Avenue	East Leg Behymer Avenue	South Leg Sunnyside Avenue	West Leg Behymer Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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951-268-6268

Location: Clovis
N/S: Sunnyside Avenue
E/W: Behymer Avenue

Date: 6/22/2022
Day: Wednesday

BICYCLES

	Southbound Sunnyside Avenue			Westbound Behymer Avenue			Northbound Sunnyside Avenue			Eastbound Behymer Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
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	1	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	3	0	0	0	0	0	0	0	3

	Southbound Sunnyside Avenue			Westbound Behymer Avenue			Northbound Sunnyside Avenue			Eastbound Behymer Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
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
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Clovis
N/S: Sunnyside Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 16_CVS_Sun_SHep AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

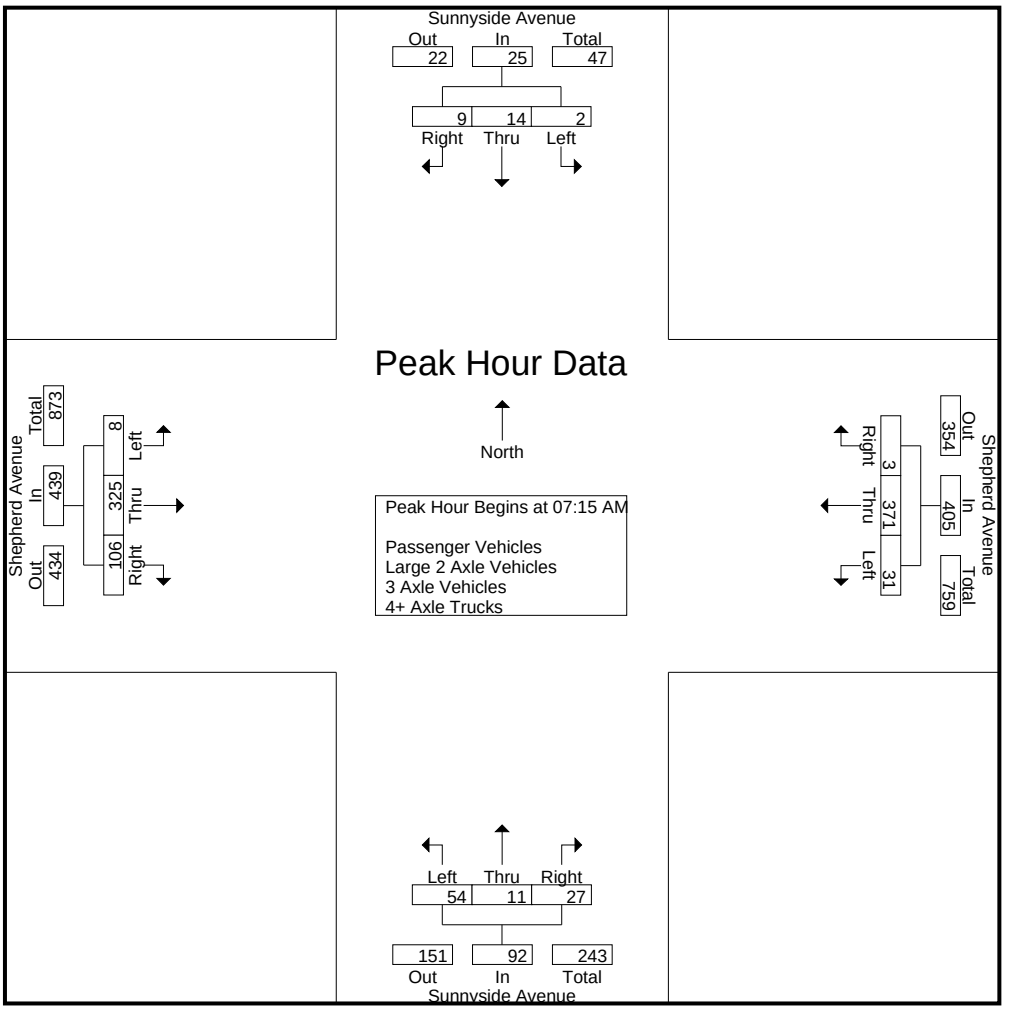
	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	2	3	5	74	1	80	10	1	2	13	0	30	10	40	136
07:15 AM	0	2	1	3	3	133	1	137	11	3	4	18	3	63	22	88	246
07:30 AM	1	4	4	9	7	107	0	114	16	4	2	22	0	76	23	99	244
07:45 AM	0	2	1	3	7	60	2	69	13	1	5	19	2	102	34	138	229
Total	1	9	8	18	22	374	4	400	50	9	13	72	5	271	89	365	855
08:00 AM	1	6	3	10	14	71	0	85	14	3	16	33	3	84	27	114	242
08:15 AM	0	6	3	9	5	83	3	91	12	4	4	20	5	49	25	79	199
08:30 AM	0	3	2	5	3	68	0	71	12	3	5	20	3	47	20	70	166
08:45 AM	0	3	3	6	7	66	1	74	20	3	4	27	3	43	18	64	171
Total	1	18	11	30	29	288	4	321	58	13	29	100	14	223	90	327	778
Grand Total	2	27	19	48	51	662	8	721	108	22	42	172	19	494	179	692	1633
Apprch %	4.2	56.2	39.6		7.1	91.8	1.1		62.8	12.8	24.4		2.7	71.4	25.9		
Total %	0.1	1.7	1.2	2.9	3.1	40.5	0.5	44.2	6.6	1.3	2.6	10.5	1.2	30.3	11	42.4	
Passenger Vehicles	2	23	18	43	50	655	7	712	98	20	38	156	19	486	162	667	1578
% Passenger Vehicles	100	85.2	94.7	89.6	98	98.9	87.5	98.8	90.7	90.9	90.5	90.7	100	98.4	90.5	96.4	96.6
Large 2 Axle Vehicles	0	2	1	3	1	6	1	8	6	1	3	10	0	4	11	15	36
% Large 2 Axle Vehicles	0	7.4	5.3	6.2	2	0.9	12.5	1.1	5.6	4.5	7.1	5.8	0	0.8	6.1	2.2	2.2
3 Axle Vehicles	0	0	0	0	0	1	0	1	4	0	1	5	0	2	4	6	12
% 3 Axle Vehicles	0	0	0	0	0	0.2	0	0.1	3.7	0	2.4	2.9	0	0.4	2.2	0.9	0.7
4+ Axle Trucks	0	2	0	2	0	0	0	0	0	1	0	1	0	2	2	4	7
% 4+ Axle Trucks	0	7.4	0	4.2	0	0	0	0	0	4.5	0	0.6	0	0.4	1.1	0.6	0.4

	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	2	1	3	3	**133**	1	**137**	11	3	4	18	**3**	63	22	88	**246**
07:30 AM	**1**	4	**4**	9	7	107	0	114	**16**	**4**	2	22	0	76	23	99	244
07:45 AM	0	2	1	3	7	60	**2**	69	13	1	5	19	2	**102**	**34**	**138**	229
08:00 AM	1	**6**	3	**10**	**14**	71	0	85	14	3	**16**	**33**	3	84	27	114	242
Total Volume	2	14	9	25	31	371	3	405	54	11	27	92	8	325	106	439	961
% App. Total	8	56	36		7.7	91.6	0.7		58.7	12	29.3		1.8	74	24.1		
PHF	.500	.583	.563	.625	.554	.697	.375	.739	.844	.688	.422	.697	.667	.797	.779	.795	.977

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File Name : 16_CVS_Sun_SHep AMC
Site Code : 00322473
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				08:00 AM				07:15 AM			
+0 mins.	**1**	4	**4**	9	3	**133**	1	**137**	14	3	**16**	**33**	**3**	63	22	88
+15 mins.	0	2	1	3	7	107	0	114	12	**4**	4	20	0	76	23	99
+30 mins.	1	**6**	3	**10**	7	60	**2**	69	12	3	5	20	2	**102**	**34**	**138**
+45 mins.	0	6	3	9	**14**	71	0	85	**20**	3	4	27	3	84	27	114
Total Volume	2	18	11	31	31	371	3	405	58	13	29	100	8	325	106	439
% App. Total	6.5	58.1	35.5		7.7	91.6	0.7		58	13	29		1.8	74	24.1	
PHF	.500	.750	.688	.775	.554	.697	.375	.739	.725	.813	.453	.758	.667	.797	.779	.795

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City of Clovis
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File Name : 16_CVS_Sun_SHep AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

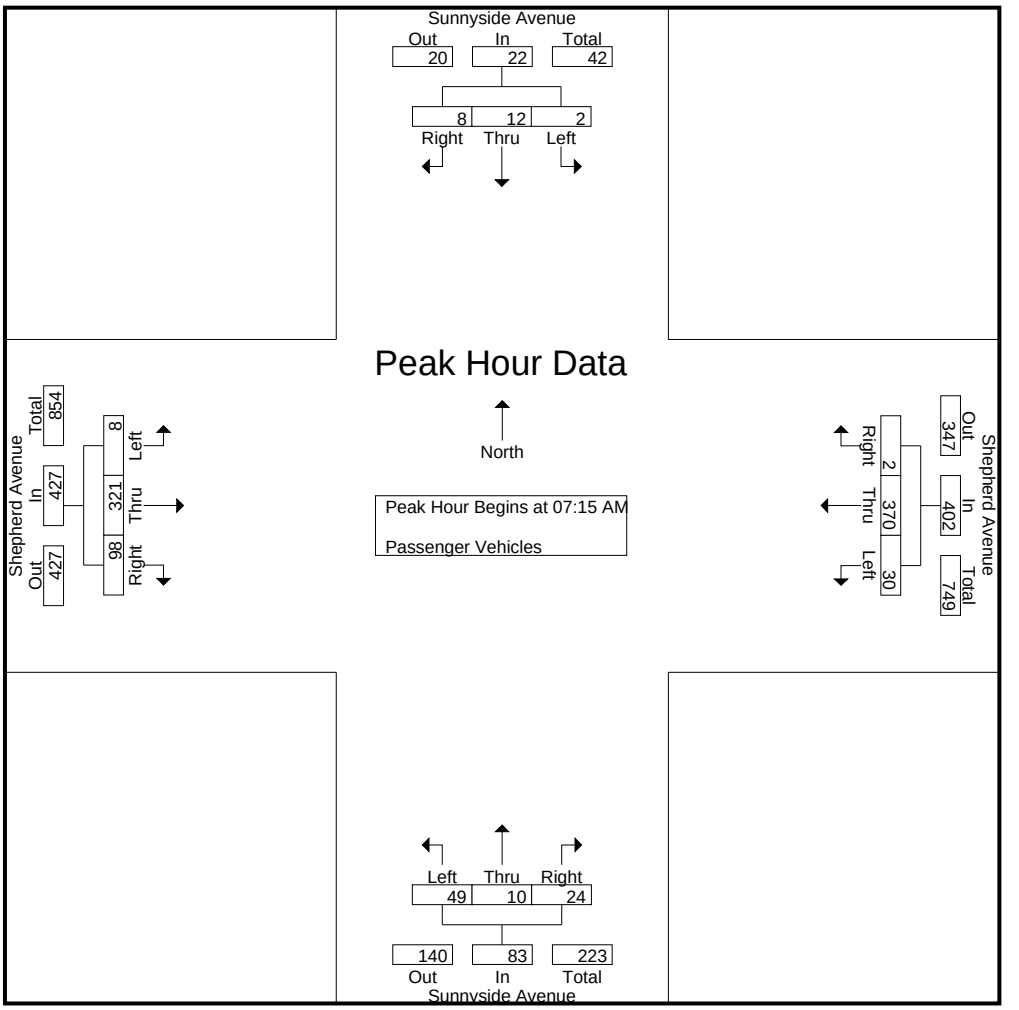
	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	2	3	5	70	1	76	9	1	1	11	0	29	10	39	129
07:15 AM	0	1	1	2	3	133	1	137	11	3	1	15	3	62	21	86	240
07:30 AM	1	3	4	8	6	107	0	113	15	3	2	20	0	76	20	96	237
07:45 AM	0	2	0	2	7	59	1	67	11	1	5	17	2	100	31	133	219
Total	1	7	7	15	21	369	3	393	46	8	9	63	5	267	82	354	825
08:00 AM	1	6	3	10	14	71	0	85	12	3	16	31	3	83	26	112	238
08:15 AM	0	6	3	9	5	82	3	90	11	3	4	18	5	48	21	74	191
08:30 AM	0	1	2	3	3	68	0	71	11	3	5	19	3	46	19	68	161
08:45 AM	0	3	3	6	7	65	1	73	18	3	4	25	3	42	14	59	163
Total	1	16	11	28	29	286	4	319	52	12	29	93	14	219	80	313	753
Grand Total	2	23	18	43	50	655	7	712	98	20	38	156	19	486	162	667	1578
Apprch %	4.7	53.5	41.9		7	92	1		62.8	12.8	24.4		2.8	72.9	24.3		
Total %	0.1	1.5	1.1	2.7	3.2	41.5	0.4	45.1	6.2	1.3	2.4	9.9	1.2	30.8	10.3	42.3	

	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	1	1	2	3	**133**	**1**	**137**	11	**3**	1	15	**3**	62	21	86	**240**
07:30 AM	**1**	3	**4**	8	6	107	0	113	**15**	3	2	20	0	76	20	96	237
07:45 AM	0	2	0	2	7	59	1	67	11	1	5	17	2	**100**	**31**	**133**	219
08:00 AM	1	**6**	3	**10**	**14**	71	0	85	12	3	**16**	**31**	3	83	26	112	238
Total Volume	2	12	8	22	30	370	2	402	49	10	24	83	8	321	98	427	934
% App. Total	9.1	54.5	36.4		7.5	92	0.5		59	12	28.9		1.9	75.2	23		
PHF	.500	.500	.500	.550	.536	.695	.500	.734	.817	.833	.375	.669	.667	.803	.790	.803	.973

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File Name : 16_CVS_Sun_SHep AMC
Site Code : 00322473
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	1	1	2	3	**133**	**1**	**137**	11	**3**	1	15	**3**	62	21	86
+15 mins.	**1**	3	**4**	8	6	107	0	113	**15**	3	2	20	0	76	20	96
+30 mins.	0	2	0	2	7	59	1	67	11	1	5	17	2	**100**	**31**	**133**
+45 mins.	1	**6**	3	**10**	**14**	71	0	85	12	3	**16**	**31**	3	83	26	112
Total Volume	2	12	8	22	30	370	2	402	49	10	24	83	8	321	98	427
% App. Total	9.1	54.5	36.4		7.5	92	0.5		59	12	28.9		1.9	75.2	23	
PHF	.500	.500	.500	.550	.536	.695	.500	.734	.817	.833	.375	.669	.667	.803	.790	.803

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City of Clovis
N/S: Sunnyside Avenue
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File Name : 16_CVS_Sun_SHep AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

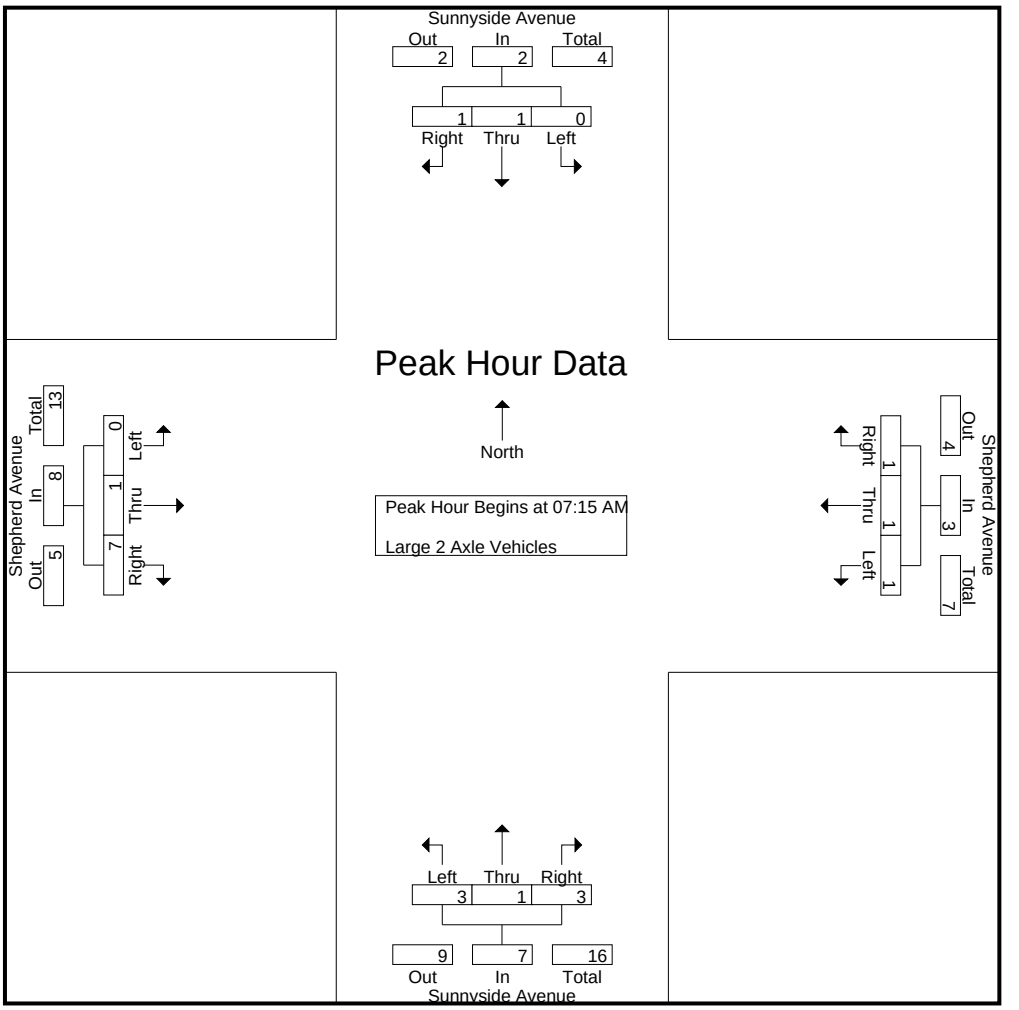
	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	3	0	3	1	0	0	1	0	1	0	1	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	3	3	0	1	1	2	5
07:30 AM	0	1	0	1	1	0	0	1	1	1	0	2	0	0	3	3	7
07:45 AM	0	0	1	1	0	1	1	2	1	0	0	1	0	0	3	3	7
Total	0	1	1	2	1	4	1	6	3	1	3	7	0	2	7	9	24
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	1	0	1	1	0	0	1	0	1	3	4	6
08:30 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	1	1	3
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
Total	0	1	0	1	0	2	0	2	3	0	0	3	0	2	4	6	12
Grand Total	0	2	1	3	1	6	1	8	6	1	3	10	0	4	11	15	36
Apprch %	0	66.7	33.3		12.5	75	12.5		60	10	30		0	26.7	73.3		
Total %	0	5.6	2.8	8.3	2.8	16.7	2.8	22.2	16.7	2.8	8.3	27.8	0	11.1	30.6	41.7	

	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	**3**	**3**	0	**1**	1	2	5
07:30 AM	0	**1**	0	**1**	**1**	0	0	1	**1**	**1**	0	2	0	0	**3**	**3**	**7**
07:45 AM	0	0	**1**	1	0	**1**	**1**	**2**	1	0	0	1	0	0	3	3	7
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total Volume	0	1	1	2	1	1	1	3	3	1	3	7	0	1	7	8	20
% App. Total	0	50	50		33.3	33.3	33.3		42.9	14.3	42.9		0	12.5	87.5		
PHF	.000	.250	.250	.500	.250	.250	.250	.375	.750	.250	.250	.583	.000	.250	.583	.667	.714

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City of Clovis
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File Name : 16_CVS_Sun_SHep AMC
Site Code : 00322473
Start Date : 5/24/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	**3**	**3**	0	**1**	1	2
+15 mins.	0	**1**	0	**1**	**1**	0	0	1	**1**	**1**	0	2	0	0	**3**	**3**
+30 mins.	0	0	**1**	1	0	**1**	**1**	**2**	1	0	0	1	0	0	3	3
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
Total Volume	0	1	1	2	1	1	1	3	3	1	3	7	0	1	7	8
% App. Total	0	50	50		33.3	33.3	33.3		42.9	14.3	42.9		0	12.5	87.5	
PHF	.000	.250	.250	.500	.250	.250	.250	.375	.750	.250	.250	.583	.000	.250	.583	.667

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City of Clovis
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File Name : 16_CVS_Sun_SHep AMC
Site Code : 00322473
Start Date : 5/24/2022

Groups Printed- 3 Axle Vehicles

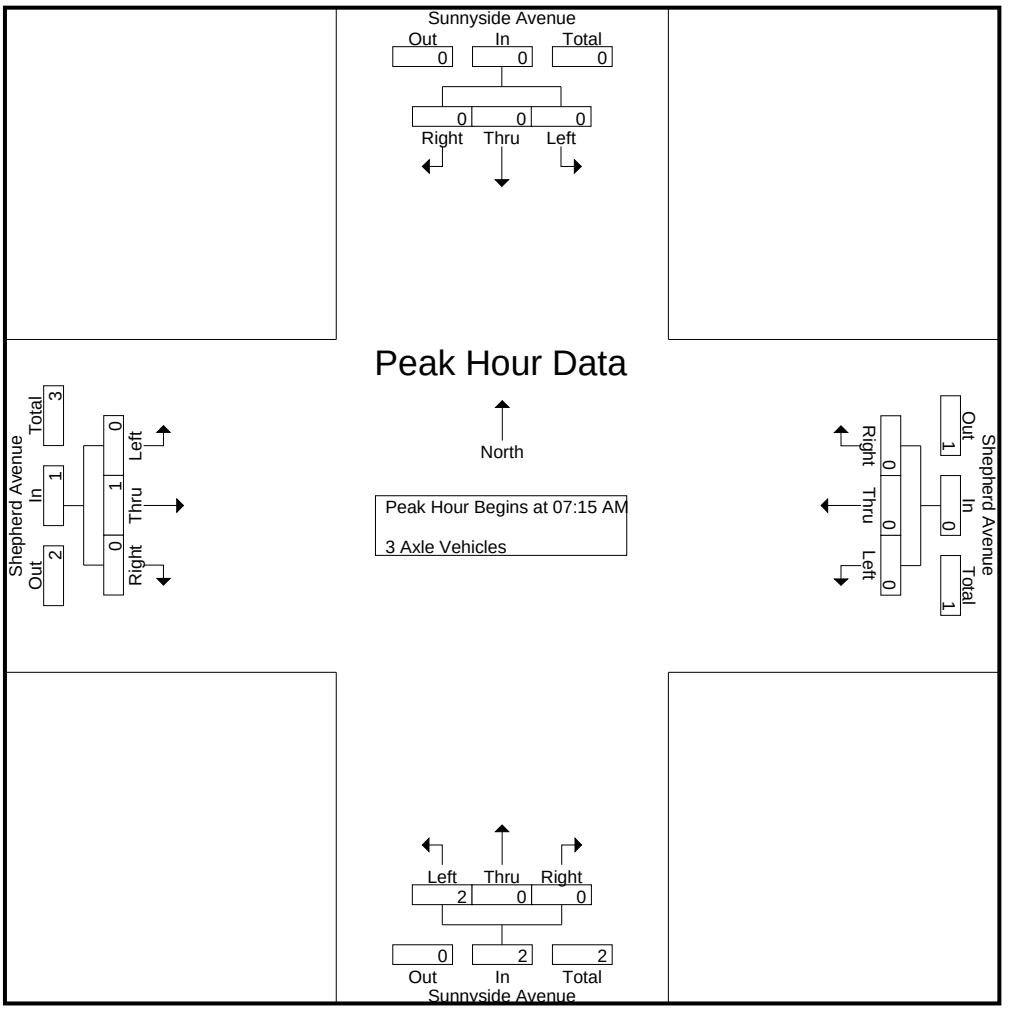
	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	1	0	1	2	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	3	3	5
Total	0	0	0	0	0	0	0	0	3	0	0	3	0	2	4	6	9
Grand Total	0	0	0	0	0	1	0	1	4	0	1	5	0	2	4	6	12
Apprch %	0	0	0		0	100	0		80	0	20		0	33.3	66.7		
Total %	0	0	0	0	0	8.3	0	8.3	33.3	0	8.3	41.7	0	16.7	33.3	50	

	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	**1**	0	**1**	**2**
Total Volume	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	1	3
% App. Total	0	0	0		0	0	0		100	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.250	.000	.250	.375

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Site Code : 00322473
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	**1**	0	0	**1**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	**1**	0	**1**
Total Volume	0	0	0	0	0	0	0	0	2	0	0	2	0	1	0	1
% App. Total	0	0	0		0	0	0		100	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.000	.500	.000	.250	.000	.250

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City of Clovis
N/S: Sunnyside Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 16_CVS_Sun_SHep AMC
Site Code : 00322473
Start Date : 5/24/2022

Groups Printed- 4+ Axle Trucks

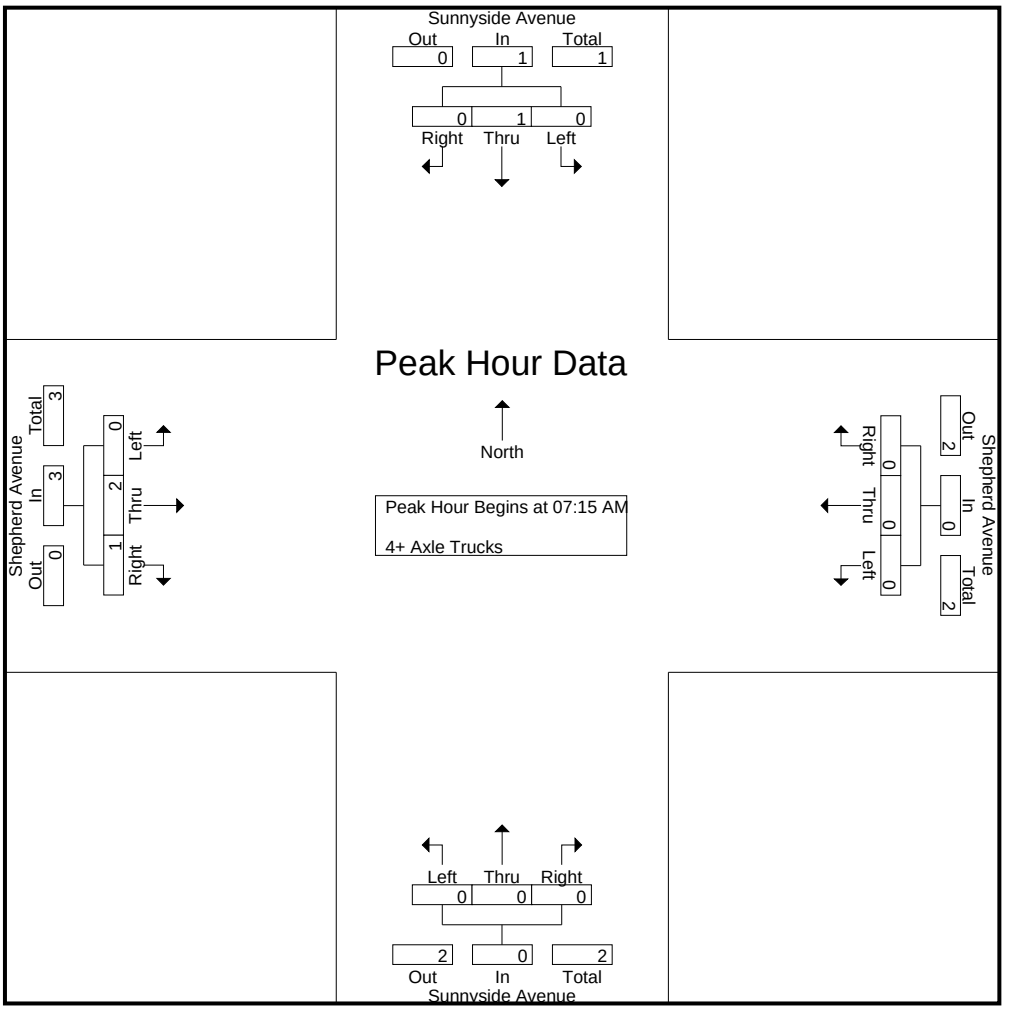
	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	2	0	2	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	2	2	4
Grand Total	0	2	0	2	0	0	0	0	0	1	0	1	0	2	2	4	7
Apprch %	0	100	0		0	0	0		0	100	0		0	50	50		
Total %	0	28.6	0	28.6	0	0	0	0	0	14.3	0	14.3	0	28.6	28.6	57.1	

	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**	**2**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	1
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	2	1	3	4
% App. Total	0	100	0		0	0	0		0	0	0		0	66.7	33.3		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.375	.500

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City of Clovis
N/S: Sunnyside Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 16_CVS_Sun_SHep AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	0	**2**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	2	1	3
% App. Total	0	100	0		0	0	0		0	0	0		0	66.7	33.3	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.375

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City of Clovis
N/S: Sunnyside Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 16_CVS_Sun_SHep PMC
Site Code : 00322473
Start Date : 5/24/2022

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

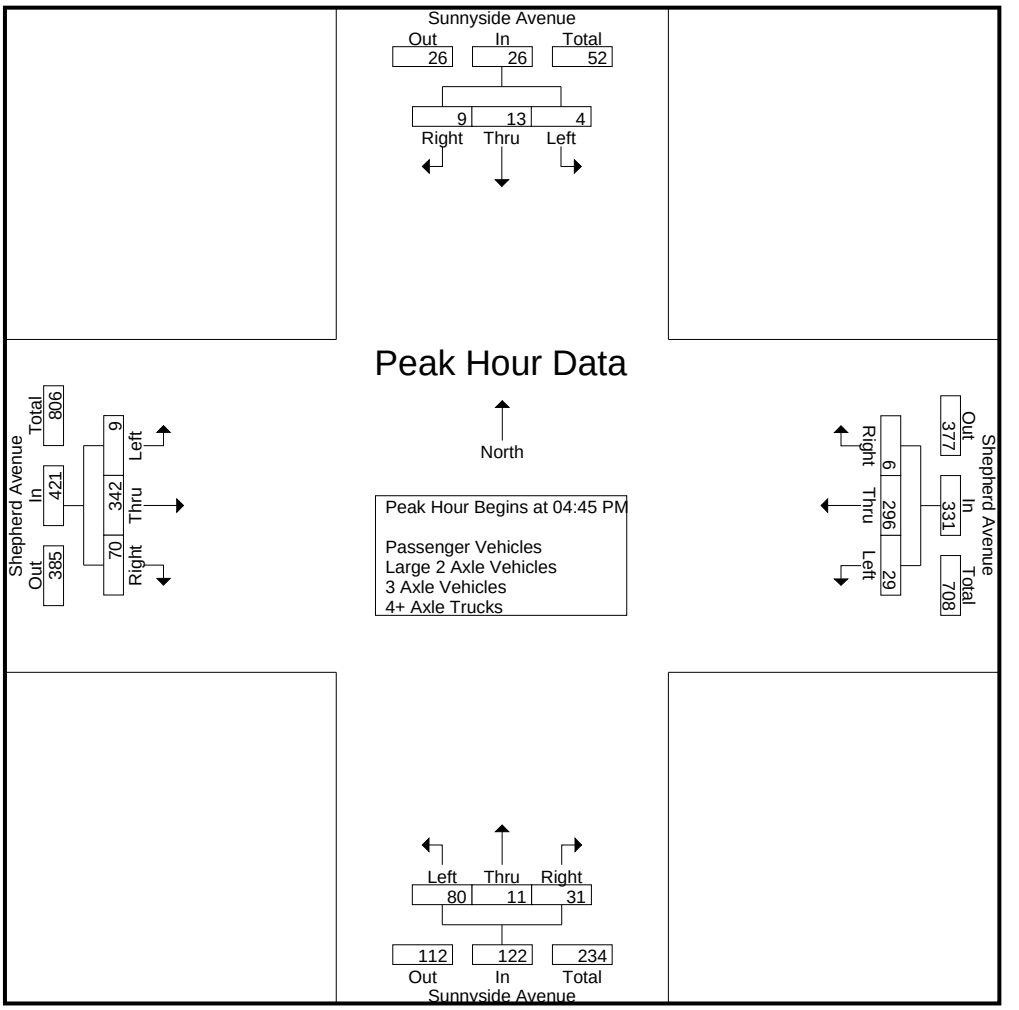
	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	4	3	10	5	71	0	76	11	3	10	24	3	67	15	85	195
04:15 PM	0	2	4	6	4	77	0	81	19	1	10	30	4	67	18	89	206
04:30 PM	3	3	4	10	7	68	1	76	16	5	6	27	3	65	12	80	193
04:45 PM	0	3	2	5	6	66	1	73	23	1	12	36	2	80	21	103	217
Total	6	12	13	31	22	282	2	306	69	10	38	117	12	279	66	357	811
05:00 PM	2	3	2	7	6	68	2	76	23	4	8	35	2	86	17	105	223
05:15 PM	0	5	2	7	10	82	1	93	19	5	4	28	4	92	15	111	239
05:30 PM	2	2	3	7	7	80	2	89	15	1	7	23	1	84	17	102	221
05:45 PM	1	1	1	3	4	70	0	74	14	4	6	24	6	80	20	106	207
Total	5	11	8	24	27	300	5	332	71	14	25	110	13	342	69	424	890
Grand Total	11	23	21	55	49	582	7	638	140	24	63	227	25	621	135	781	1701
Apprch %	20	41.8	38.2		7.7	91.2	1.1		61.7	10.6	27.8		3.2	79.5	17.3		
Total %	0.6	1.4	1.2	3.2	2.9	34.2	0.4	37.5	8.2	1.4	3.7	13.3	1.5	36.5	7.9	45.9	
Passenger Vehicles	11	23	20	54	48	578	7	633	139	24	61	224	25	615	130	770	1681
% Passenger Vehicles	100	100	95.2	98.2	98	99.3	100	99.2	99.3	100	96.8	98.7	100	99	96.3	98.6	98.8
Large 2 Axle Vehicles	0	0	1	1	1	4	0	5	1	0	2	3	0	6	5	11	20
% Large 2 Axle Vehicles	0	0	4.8	1.8	2	0.7	0	0.8	0.7	0	3.2	1.3	0	1	3.7	1.4	1.2
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	3	2	5	6	66	1	73	**23**	1	**12**	**36**	2	80	**21**	103	217
05:00 PM	**2**	3	2	**7**	6	68	**2**	76	23	4	8	35	2	86	17	105	223
05:15 PM	0	**5**	2	7	**10**	**82**	1	**93**	19	**5**	4	28	**4**	**92**	15	**111**	**239**
05:30 PM	2	2	**3**	7	7	80	2	89	15	1	7	23	1	84	17	102	221
Total Volume	4	13	9	26	29	296	6	331	80	11	31	122	9	342	70	421	900
% App. Total	15.4	50	34.6		8.8	89.4	1.8		65.6	9	25.4		2.1	81.2	16.6		
PHF	.500	.650	.750	.929	.725	.902	.750	.890	.870	.550	.646	.847	.563	.929	.833	.948	.941

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City of Clovis
N/S: Sunnyside Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 16_CVS_Sun_SHep PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:15 PM				05:00 PM			
+0 mins.	**3**	**4**	3	**10**	6	68	**2**	76	19	1	10	30	2	86	17	105
+15 mins.	0	2	**4**	6	**10**	**82**	1	**93**	16	**5**	6	27	4	**92**	15	**111**
+30 mins.	3	3	4	10	7	80	2	89	**23**	1	**12**	**36**	1	84	17	102
+45 mins.	0	3	2	5	4	70	0	74	23	4	8	35	**6**	80	**20**	106
Total Volume	6	12	13	31	27	300	5	332	81	11	36	128	13	342	69	424
% App. Total	19.4	38.7	41.9		8.1	90.4	1.5		63.3	8.6	28.1		3.1	80.7	16.3	
PHF	.500	.750	.813	.775	.675	.915	.625	.892	.880	.550	.750	.889	.542	.929	.863	.955

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City of Clovis
N/S: Sunnyside Avenue
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Weather: Clear

File Name : 16_CVS_Sun_SHep PMC
Site Code : 00322473
Start Date : 5/24/2022

Groups Printed- Passenger Vehicles

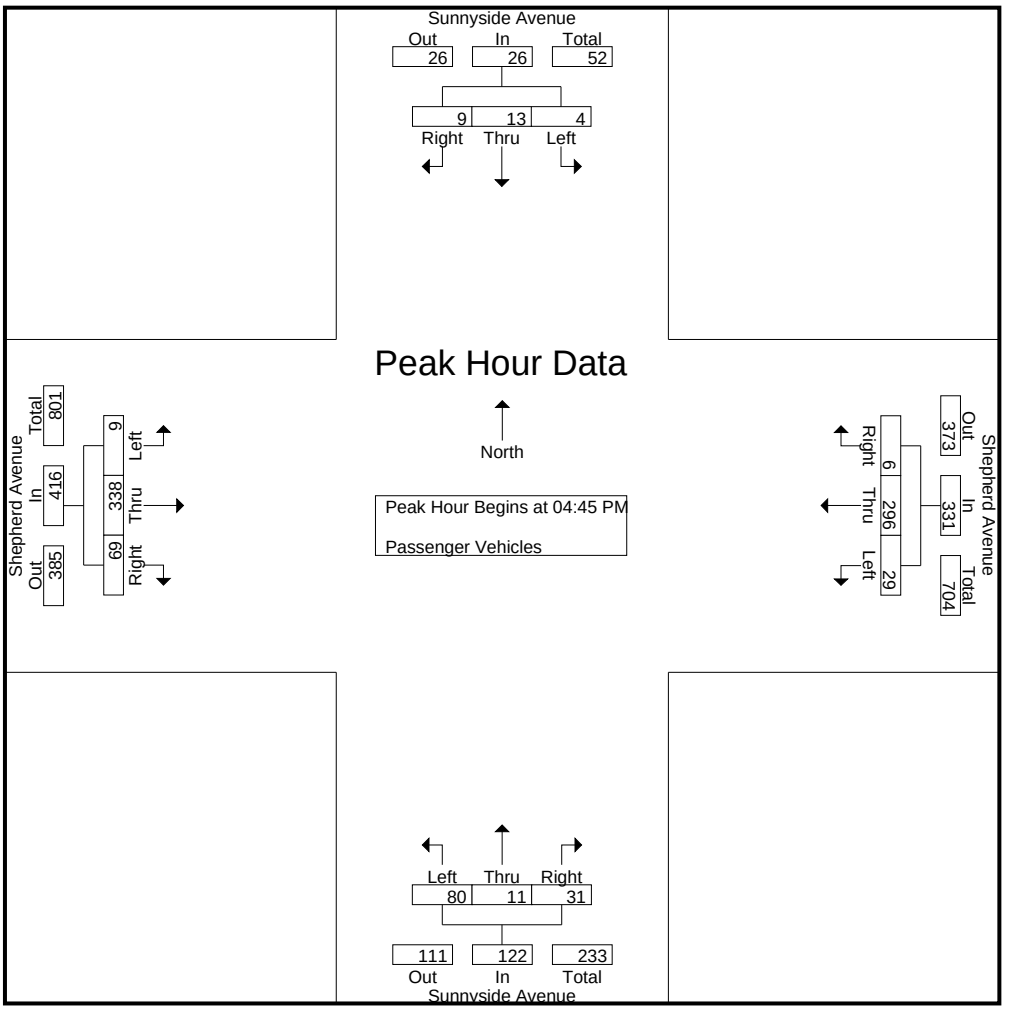
	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	4	2	9	4	68	0	72	10	3	10	23	3	66	13	82	186
04:15 PM	0	2	4	6	4	76	0	80	19	1	10	30	4	66	16	86	202
04:30 PM	3	3	4	10	7	68	1	76	16	5	5	26	3	65	12	80	192
04:45 PM	0	3	2	5	6	66	1	73	23	1	12	36	2	78	20	100	214
Total	6	12	12	30	21	278	2	301	68	10	37	115	12	275	61	348	794
05:00 PM	2	3	2	7	6	68	2	76	23	4	8	35	2	86	17	105	223
05:15 PM	0	5	2	7	10	82	1	93	19	5	4	28	4	91	15	110	238
05:30 PM	2	2	3	7	7	80	2	89	15	1	7	23	1	83	17	101	220
05:45 PM	1	1	1	3	4	70	0	74	14	4	5	23	6	80	20	106	206
Total	5	11	8	24	27	300	5	332	71	14	24	109	13	340	69	422	887
Grand Total	11	23	20	54	48	578	7	633	139	24	61	224	25	615	130	770	1681
Apprch %	20.4	42.6	37		7.6	91.3	1.1		62.1	10.7	27.2		3.2	79.9	16.9		
Total %	0.7	1.4	1.2	3.2	2.9	34.4	0.4	37.7	8.3	1.4	3.6	13.3	1.5	36.6	7.7	45.8	

	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	3	2	5	6	66	1	73	**23**	1	**12**	**36**	2	78	**20**	100	214
05:00 PM	**2**	3	2	**7**	6	68	**2**	76	23	4	8	35	2	86	17	105	223
05:15 PM	0	**5**	2	7	**10**	**82**	1	**93**	19	**5**	4	28	**4**	**91**	15	**110**	**238**
05:30 PM	2	2	**3**	7	7	80	2	89	15	1	7	23	1	83	17	101	220
Total Volume	4	13	9	26	29	296	6	331	80	11	31	122	9	338	69	416	895
% App. Total	15.4	50	34.6		8.8	89.4	1.8		65.6	9	25.4		2.2	81.2	16.6		
PHF	.500	.650	.750	.929	.725	.902	.750	.890	.870	.550	.646	.847	.563	.929	.863	.945	.940

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City of Clovis
N/S: Sunnyside Avenue
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File Name : 16_CVS_Sun_SHep PMC
Site Code : 00322473
Start Date : 5/24/2022
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	3	2	5	6	66	1	73	**23**	1	**12**	**36**	2	78	**20**	100
+15 mins.	**2**	3	2	**7**	6	68	**2**	76	23	4	8	35	2	86	17	105
+30 mins.	0	**5**	2	7	**10**	**82**	1	**93**	19	**5**	4	28	**4**	**91**	15	**110**
+45 mins.	2	2	**3**	7	7	80	2	89	15	1	7	23	1	83	17	101
Total Volume	4	13	9	26	29	296	6	331	80	11	31	122	9	338	69	416
% App. Total	15.4	50	34.6		8.8	89.4	1.8		65.6	9	25.4		2.2	81.2	16.6	
PHF	.500	.650	.750	.929	.725	.902	.750	.890	.870	.550	.646	.847	.563	.929	.863	.945

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City of Clovis
N/S: Sunnyside Avenue
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Weather: Clear

File Name : 16_CVS_Sun_SHep PMC
Site Code : 00322473
Start Date : 5/24/2022

Groups Printed- Large 2 Axle Vehicles

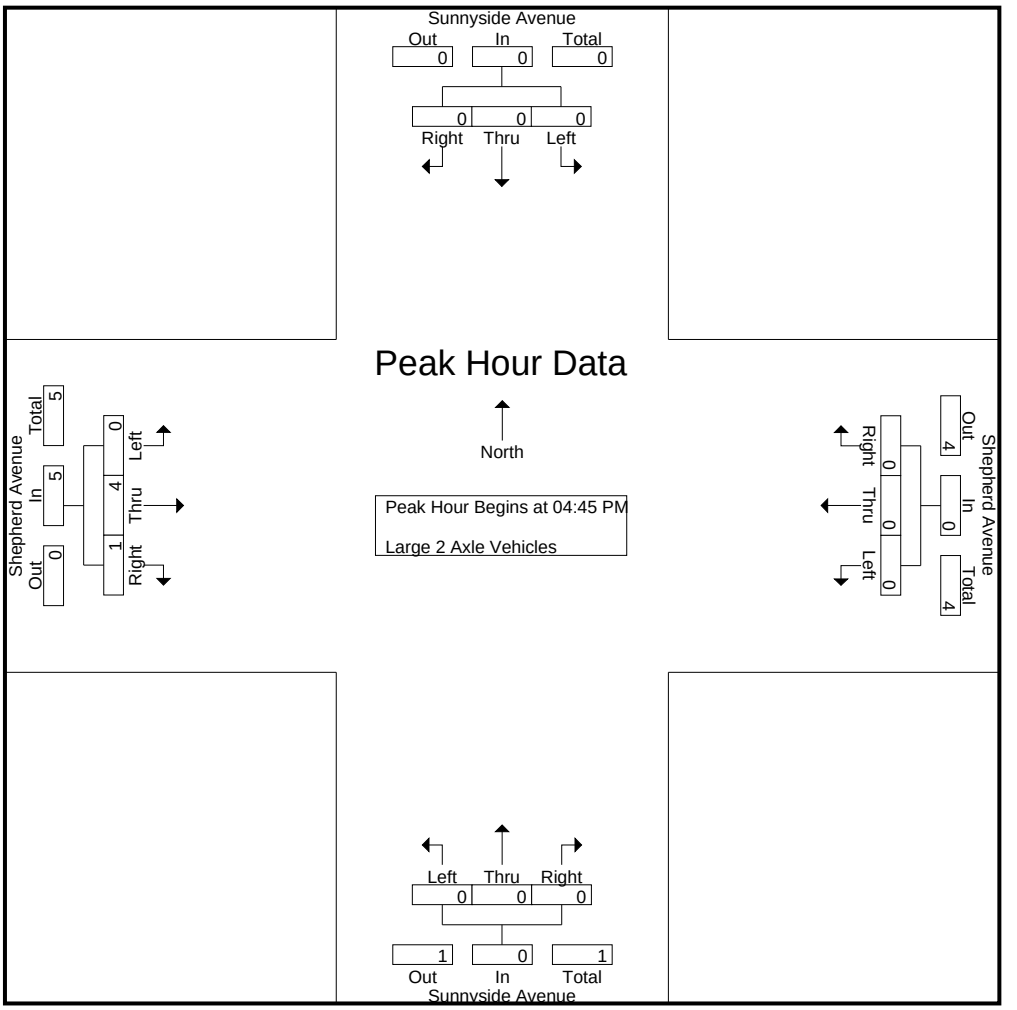
	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	1	1	1	3	0	4	1	0	0	1	0	1	2	3	9
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	2	3	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3
Total	0	0	1	1	1	4	0	5	1	0	1	2	0	4	5	9	17
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	3
Grand Total	0	0	1	1	1	4	0	5	1	0	2	3	0	6	5	11	20
Apprch %	0	0	100		20	80	0		33.3	0	66.7		0	54.5	45.5		
Total %	0	0	5	5	5	20	0	25	5	0	10	15	0	30	25	55	

	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	**1**	**3**	**3**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	5	5
% App. Total	0	0	0		0	0	0		0	0	0		0	80	20		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.250	.417	.417

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City of Clovis
N/S: Sunnyside Avenue
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File Name : 16_CVS_Sun_SHep PMC
Site Code : 00322473
Start Date : 5/24/2022



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	**1**	**3**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	4	1	5
% App. Total	0	0	0		0	0	0		0	0	0		0	80	20	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.250	.417

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City of Clovis
N/S: Sunnyside Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 16_CVS_Sun_SHep PMC
Site Code : 00322473
Start Date : 5/24/2022

Groups Printed- 3 Axle Vehicles

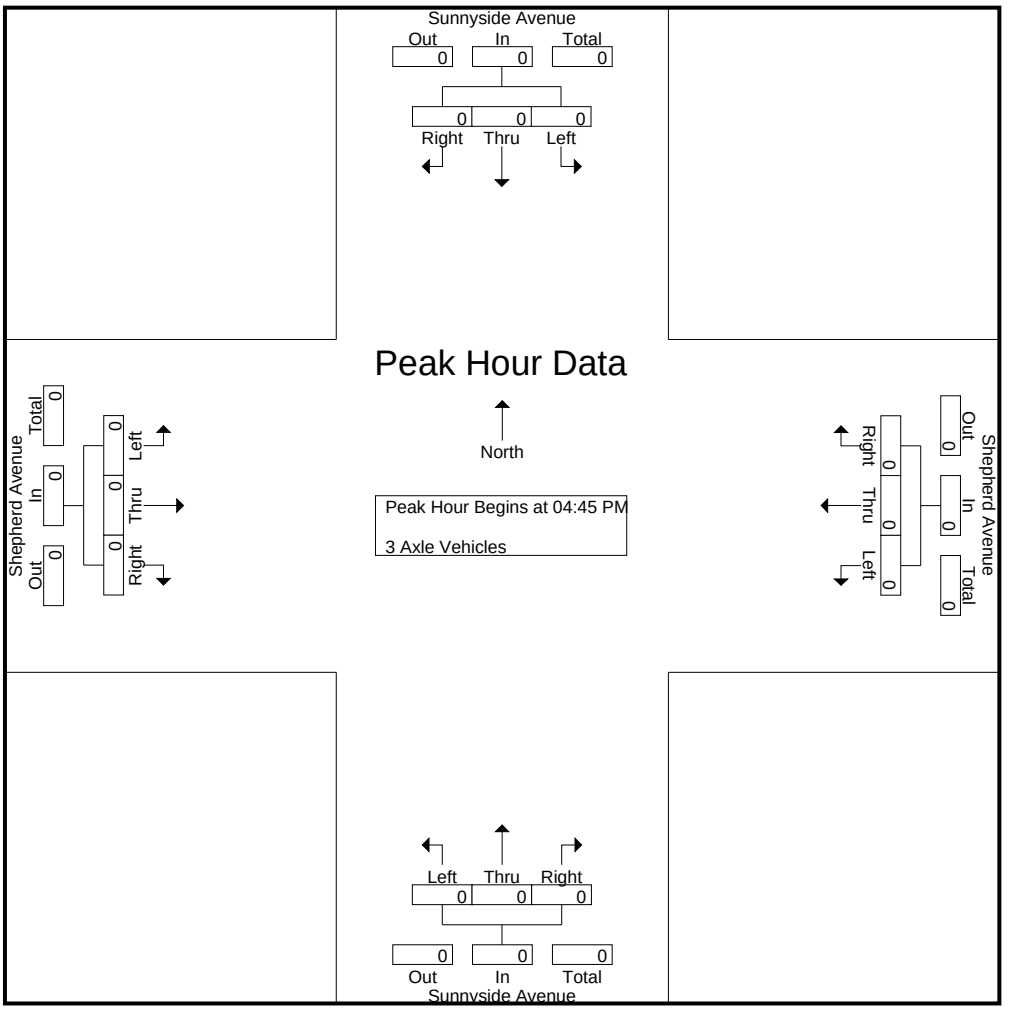
	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited, Inc.
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City of Clovis
N/S: Sunnyside Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 16_CVS_Sun_SHep PMC
Site Code : 00322473
Start Date : 5/24/2022



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Clovis
N/S: Sunnyside Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 16_CVS_Sun_SHep PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

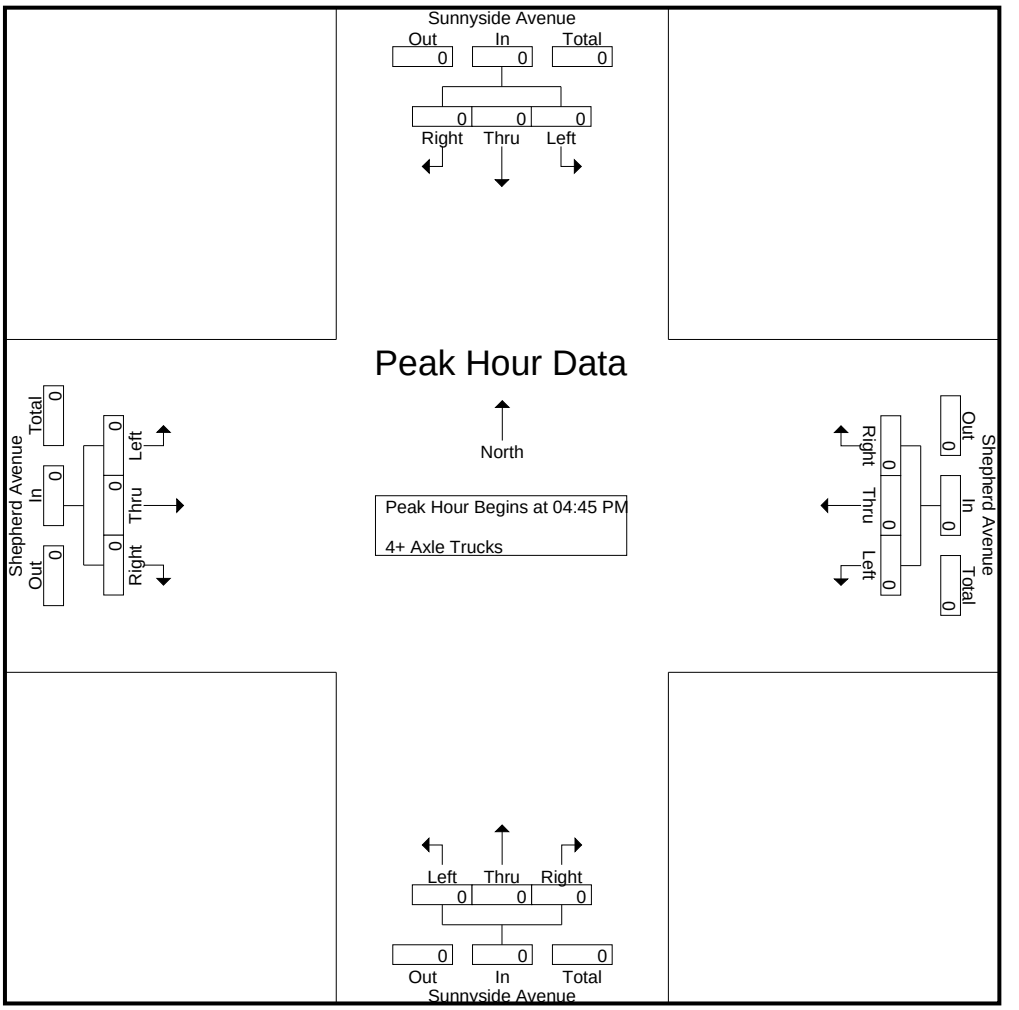
	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Sunnyside Avenue Southbound				Shepherd Avenue Westbound				Sunnyside Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Clovis
N/S: Sunnyside Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 16_CVS_Sun_SHep PMC
Site Code : 00322473
Start Date : 5/24/2022



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Clovis
N/S: Sunnyside Avenue
E/W: Shepherd Avenue

Date: 5/24/2022
Day: Tuesday

PEDESTRIANS

	North Leg Sunnyside Avenue	East Leg Shepherd Avenue	South Leg Sunnyside Avenue	West Leg Shepherd Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
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	1	0	0	1	2
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	2	2	4	2	10
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	3	2	4	3	12

	North Leg Sunnyside Avenue	East Leg Shepherd Avenue	South Leg Sunnyside Avenue	West Leg Shepherd Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	1	0	1
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	1	0	1

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Location: Clovis
N/S: Sunnyside Avenue
E/W: Shepherd Avenue

Date: 5/24/2022
Day: Tuesday

BICYCLES

	Southbound Sunnyside Avenue			Westbound Shepherd Avenue			Northbound Sunnyside Avenue			Eastbound Shepherd Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	0	2	0	0	0	0	0	0	1	3
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
8:00 AM	0	0	0	0	0	1	1	0	0	0	1	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	1	0	0	0	0	1	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	4	1	2	0	1	0	2	1	12

	Southbound Sunnyside Avenue			Westbound Shepherd Avenue			Northbound Sunnyside Avenue			Eastbound Shepherd Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
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	1	1	0	2
4:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	2
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
TOTAL VOLUMES:	0	2	0	0	0	0	0	0	0	1	1	0	4

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City of Clovis
N/S: Sunnyside Avenue
E/W: Teague Avenue
Weather: Clear

File Name : 17_CVS_Sun_Tea AM
Site Code : 00322473
Start Date : 5/24/2022

Groups Printed- Total Volume

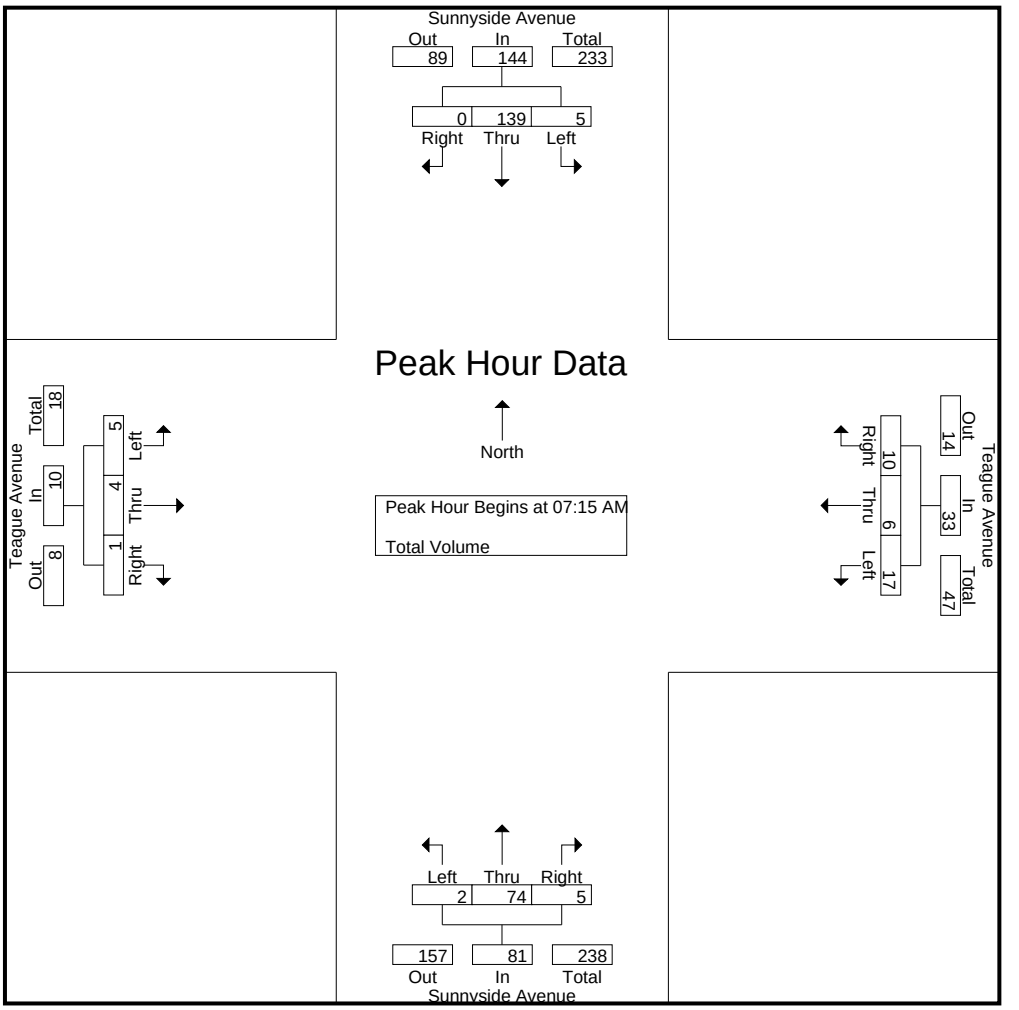
	Sunnyside Avenue Southbound				Teague Avenue Westbound				Sunnyside Avenue Northbound				Teague Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	17	0	17	4	0	0	4	0	8	2	10	0	0	0	0	31
07:15 AM	1	26	0	27	2	3	4	9	1	22	2	25	0	0	0	0	61
07:30 AM	1	34	0	35	6	3	4	13	1	10	1	12	1	0	1	2	62
07:45 AM	2	35	0	37	2	0	0	2	0	15	1	16	4	4	0	8	63
Total	4	112	0	116	14	6	8	28	2	55	6	63	5	4	1	10	217
08:00 AM	1	44	0	45	7	0	2	9	0	27	1	28	0	0	0	0	82
08:15 AM	1	29	0	30	2	0	1	3	0	20	2	22	0	0	0	0	55
08:30 AM	0	27	3	30	1	0	2	3	1	18	0	19	0	0	1	1	53
08:45 AM	2	30	0	32	3	1	6	10	2	15	1	18	3	0	1	4	64
Total	4	130	3	137	13	1	11	25	3	80	4	87	3	0	2	5	254
Grand Total	8	242	3	253	27	7	19	53	5	135	10	150	8	4	3	15	471
Apprch %	3.2	95.7	1.2		50.9	13.2	35.8		3.3	90	6.7		53.3	26.7	20		
Total %	1.7	51.4	0.6	53.7	5.7	1.5	4	11.3	1.1	28.7	2.1	31.8	1.7	0.8	0.6	3.2	

	Sunnyside Avenue Southbound				Teague Avenue Westbound				Sunnyside Avenue Northbound				Teague Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	26	0	27	2	**3**	**4**	9	**1**	22	**2**	25	0	0	0	0	61
07:30 AM	1	34	0	35	6	3	4	**13**	1	10	1	12	1	0	**1**	2	62
07:45 AM	**2**	35	0	37	2	0	0	2	0	15	1	16	**4**	**4**	0	**8**	63
08:00 AM	1	**44**	0	**45**	**7**	0	2	9	0	**27**	1	**28**	0	0	0	0	**82**
Total Volume	5	139	0	144	17	6	10	33	2	74	5	81	5	4	1	10	268
% App. Total	3.5	96.5	0		51.5	18.2	30.3		2.5	91.4	6.2		50	40	10		
PHF	.625	.790	.000	.800	.607	.500	.625	.635	.500	.685	.625	.723	.313	.250	.250	.313	.817

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City of Clovis
N/S: Sunnyside Avenue
E/W: Teague Avenue
Weather: Clear

File Name : 17_CVS_Sun_Tea AM
Site Code : 00322473
Start Date : 5/24/2022



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				08:00 AM				07:00 AM			
+0 mins.	1	34	0	35	2	**3**	**4**	9	0	**27**	1	**28**	0	0	0	0
+15 mins.	**2**	35	0	37	6	3	4	**13**	0	20	**2**	22	0	0	0	0
+30 mins.	1	**44**	0	**45**	2	0	0	2	1	18	0	19	1	0	**1**	2
+45 mins.	1	29	0	30	**7**	0	2	9	**2**	15	1	18	**4**	**4**	0	**8**
Total Volume	5	142	0	147	17	6	10	33	3	80	4	87	5	4	1	10
% App. Total	3.4	96.6	0		51.5	18.2	30.3		3.4	92	4.6		50	40	10	
PHF	.625	.807	.000	.817	.607	.500	.625	.635	.375	.741	.500	.777	.313	.250	.250	.313

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City of Clovis
N/S: Sunnyside Avenue
E/W: Teague Avenue
Weather: Clear

File Name : 17_CVS_Sun_Tea PM
Site Code : 00322473
Start Date : 5/24/2022

Groups Printed- Total Volume

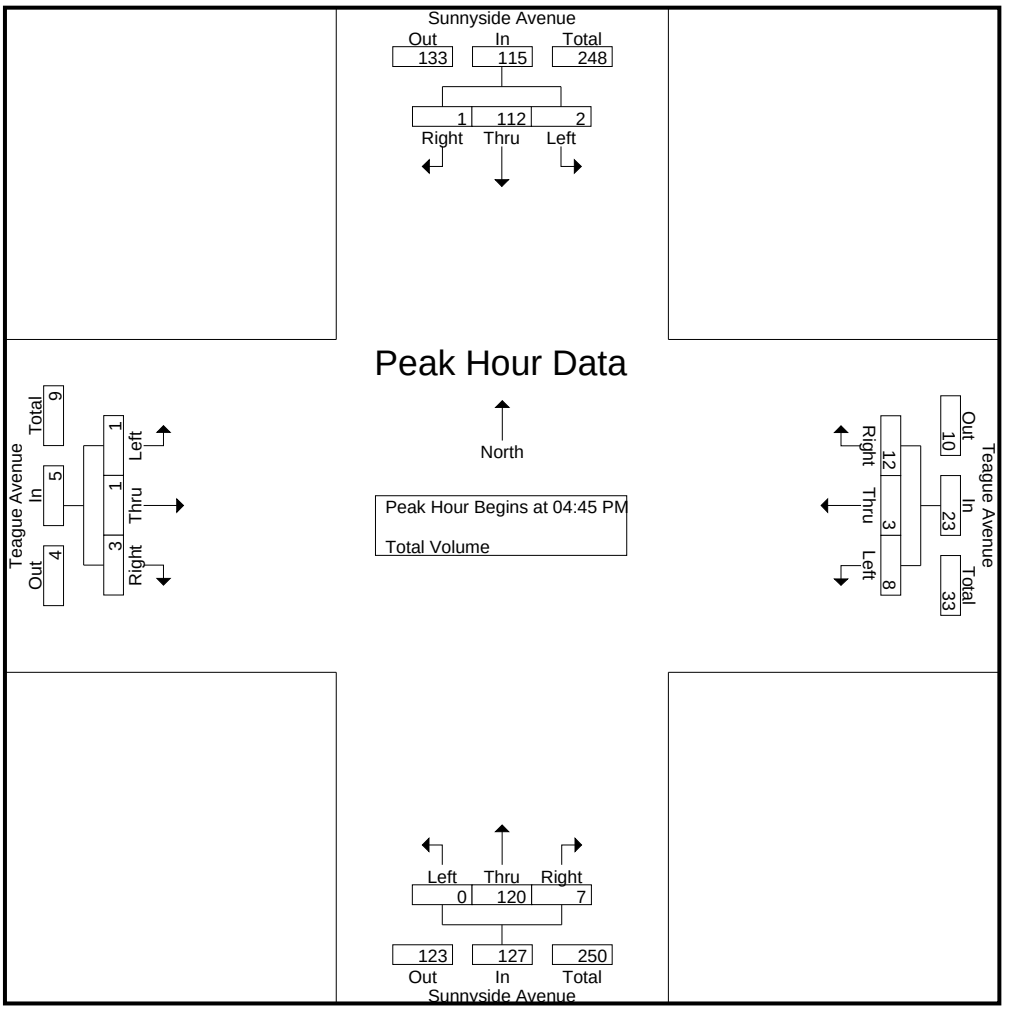
	Sunnyside Avenue Southbound				Teague Avenue Westbound				Sunnyside Avenue Northbound				Teague Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	23	0	23	1	0	2	3	0	25	1	26	1	2	0	3	55
04:15 PM	1	24	0	25	3	1	3	7	0	25	1	26	0	2	1	3	61
04:30 PM	2	15	0	17	1	1	1	3	0	28	2	30	0	0	0	0	50
04:45 PM	1	30	0	31	1	0	8	9	0	26	4	30	0	0	1	1	71
Total	4	92	0	96	6	2	14	22	0	104	8	112	1	4	2	7	237
05:00 PM	1	24	1	26	1	1	2	4	0	46	1	47	0	0	1	1	78
05:15 PM	0	33	0	33	5	2	1	8	0	22	1	23	1	1	1	3	67
05:30 PM	0	25	0	25	1	0	1	2	0	26	1	27	0	0	0	0	54
05:45 PM	2	22	1	25	4	2	1	7	0	24	2	26	1	1	0	2	60
Total	3	104	2	109	11	5	5	21	0	118	5	123	2	2	2	6	259
Grand Total	7	196	2	205	17	7	19	43	0	222	13	235	3	6	4	13	496
Apprch %	3.4	95.6	1		39.5	16.3	44.2		0	94.5	5.5		23.1	46.2	30.8		
Total %	1.4	39.5	0.4	41.3	3.4	1.4	3.8	8.7	0	44.8	2.6	47.4	0.6	1.2	0.8	2.6	

	Sunnyside Avenue Southbound				Teague Avenue Westbound				Sunnyside Avenue Northbound				Teague Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**1**	30	0	31	1	0	**8**	**9**	0	26	**4**	30	0	0	**1**	1	71
05:00 PM	1	24	**1**	26	1	1	2	4	0	**46**	1	**47**	0	0	1	1	**78**
05:15 PM	0	**33**	0	**33**	**5**	**2**	1	8	0	22	1	23	**1**	**1**	1	**3**	67
05:30 PM	0	25	0	25	1	0	1	2	0	26	1	27	0	0	0	0	54
Total Volume	2	112	1	115	8	3	12	23	0	120	7	127	1	1	3	5	270
% App. Total	1.7	97.4	0.9		34.8	13	52.2		0	94.5	5.5		20	20	60		
PHF	.500	.848	.250	.871	.400	.375	.375	.639	.000	.652	.438	.676	.250	.250	.750	.417	.865

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City of Clovis
N/S: Sunnyside Avenue
E/W: Teague Avenue
Weather: Clear

File Name : 17_CVS_Sun_Tea PM
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:30 PM				04:15 PM				04:00 PM			
+0 mins.	**1**	30	0	31	1	1	1	3	0	25	1	26	**1**	**2**	0	**3**
+15 mins.	1	24	**1**	26	1	0	**8**	**9**	0	28	2	30	0	2	**1**	3
+30 mins.	0	**33**	0	**33**	1	1	2	4	0	26	**4**	30	0	0	0	0
+45 mins.	0	25	0	25	**5**	**2**	1	8	0	**46**	1	**47**	0	0	1	1
Total Volume	2	112	1	115	8	4	12	24	0	125	8	133	1	4	2	7
% App. Total	1.7	97.4	0.9		33.3	16.7	50		0	94	6		14.3	57.1	28.6	
PHF	.500	.848	.250	.871	.400	.500	.375	.667	.000	.679	.500	.707	.250	.500	.500	.583

Location: Clovis
N/S: Sunnyside Avenue
E/W: Teague Avenue

Date: 5/24/2022
Day: Tuesday

PEDESTRIANS

	North Leg Sunnyside Avenue	East Leg Teague Avenue	South Leg Sunnyside Avenue	West Leg Teague Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
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	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Sunnyside Avenue	East Leg Teague Avenue	South Leg Sunnyside Avenue	West Leg Teague Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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951-268-6268

Location: Clovis
N/S: Sunnyside Avenue
E/W: Teague Avenue

Date: 5/24/2022
Day: Tuesday

BICYCLES

	Southbound Sunnyside Avenue			Westbound Teague Avenue			Northbound Sunnyside Avenue			Eastbound Teague Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	1	1	0	0	0	0	0	2
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	1	0	0	0	0	1
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
8:30 AM	2	1	0	0	0	0	0	0	0	0	0	0	3
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	2	2	0	0	0	2	1	1	0	0	0	0	8

	Southbound Sunnyside Avenue			Westbound Teague Avenue			Northbound Sunnyside Avenue			Eastbound Teague Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
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
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Clovis
N/S: Sunnyside Avenue
E/W: Nees Avenue
Weather: Clear

File Name : 18_CVS_Sun_Nees AM
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Total Volume

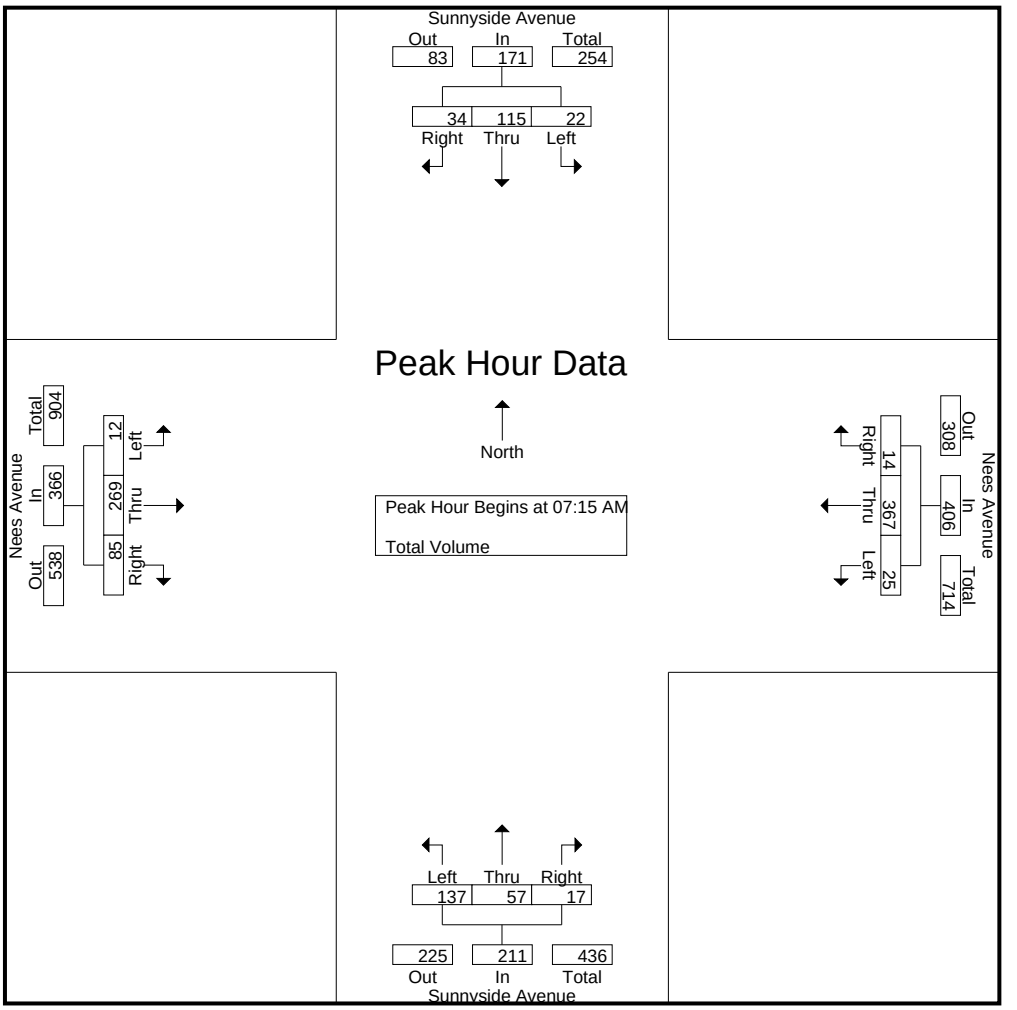
	Sunnyside Avenue Southbound				Nees Avenue Westbound				Sunnyside Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	7	13	4	24	4	58	4	66	14	9	1	24	2	34	12	48	162
07:15 AM	5	24	5	34	8	143	5	156	40	12	5	57	5	43	9	57	304
07:30 AM	4	28	16	48	1	101	0	102	40	10	2	52	2	66	22	90	292
07:45 AM	7	28	6	41	5	63	7	75	20	10	3	33	4	104	35	143	292
Total	23	93	31	147	18	365	16	399	114	41	11	166	13	247	78	338	1050
08:00 AM	6	35	7	48	11	60	2	73	37	25	7	69	1	56	19	76	266
08:15 AM	6	27	4	37	11	66	2	79	34	17	10	61	1	38	15	54	231
08:30 AM	5	21	2	28	7	58	1	66	18	15	2	35	3	50	7	60	189
08:45 AM	7	22	6	35	9	50	2	61	14	13	1	28	6	31	14	51	175
Total	24	105	19	148	38	234	7	279	103	70	20	193	11	175	55	241	861
Grand Total	47	198	50	295	56	599	23	678	217	111	31	359	24	422	133	579	1911
Apprch %	15.9	67.1	16.9		8.3	88.3	3.4		60.4	30.9	8.6		4.1	72.9	23		
Total %	2.5	10.4	2.6	15.4	2.9	31.3	1.2	35.5	11.4	5.8	1.6	18.8	1.3	22.1	7	30.3	

	Sunnyside Avenue Southbound				Nees Avenue Westbound				Sunnyside Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	5	24	5	34	8	**143**	5	**156**	**40**	12	5	57	**5**	43	9	57	**304**
07:30 AM	4	28	**16**	**48**	1	101	0	102	40	10	2	52	2	66	22	90	292
07:45 AM	**7**	28	6	41	5	63	**7**	75	20	10	3	33	4	**104**	**35**	**143**	292
08:00 AM	6	**35**	7	48	**11**	60	2	73	37	**25**	**7**	**69**	1	56	19	76	266
Total Volume	22	115	34	171	25	367	14	406	137	57	17	211	12	269	85	366	1154
% App. Total	12.9	67.3	19.9		6.2	90.4	3.4		64.9	27	8.1		3.3	73.5	23.2		
PHF	.786	.821	.531	.891	.568	.642	.500	.651	.856	.570	.607	.764	.600	.647	.607	.640	.949

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City of Clovis
N/S: Sunnyside Avenue
E/W: Nees Avenue
Weather: Clear

File Name : 18_CVS_Sun_Nees AM
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:30 AM				07:15 AM			
+0 mins.	4	28	**16**	**48**	8	**143**	5	**156**	**40**	10	2	52	**5**	43	9	57
+15 mins.	**7**	28	6	41	1	101	0	102	20	10	3	33	2	66	22	90
+30 mins.	6	**35**	7	48	5	63	**7**	75	37	**25**	7	**69**	4	**104**	**35**	**143**
+45 mins.	6	27	4	37	**11**	60	2	73	34	17	**10**	61	1	56	19	76
Total Volume	23	118	33	174	25	367	14	406	131	62	22	215	12	269	85	366
% App. Total	13.2	67.8	19		6.2	90.4	3.4		60.9	28.8	10.2		3.3	73.5	23.2	
PHF	.821	.843	.516	.906	.568	.642	.500	.651	.819	.620	.550	.779	.600	.647	.607	.640

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City of Clovis
N/S: Sunnyside Avenue
E/W: Nees Avenue
Weather: Clear

File Name : 18_CVS_Sun_Nees PM
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Total Volume

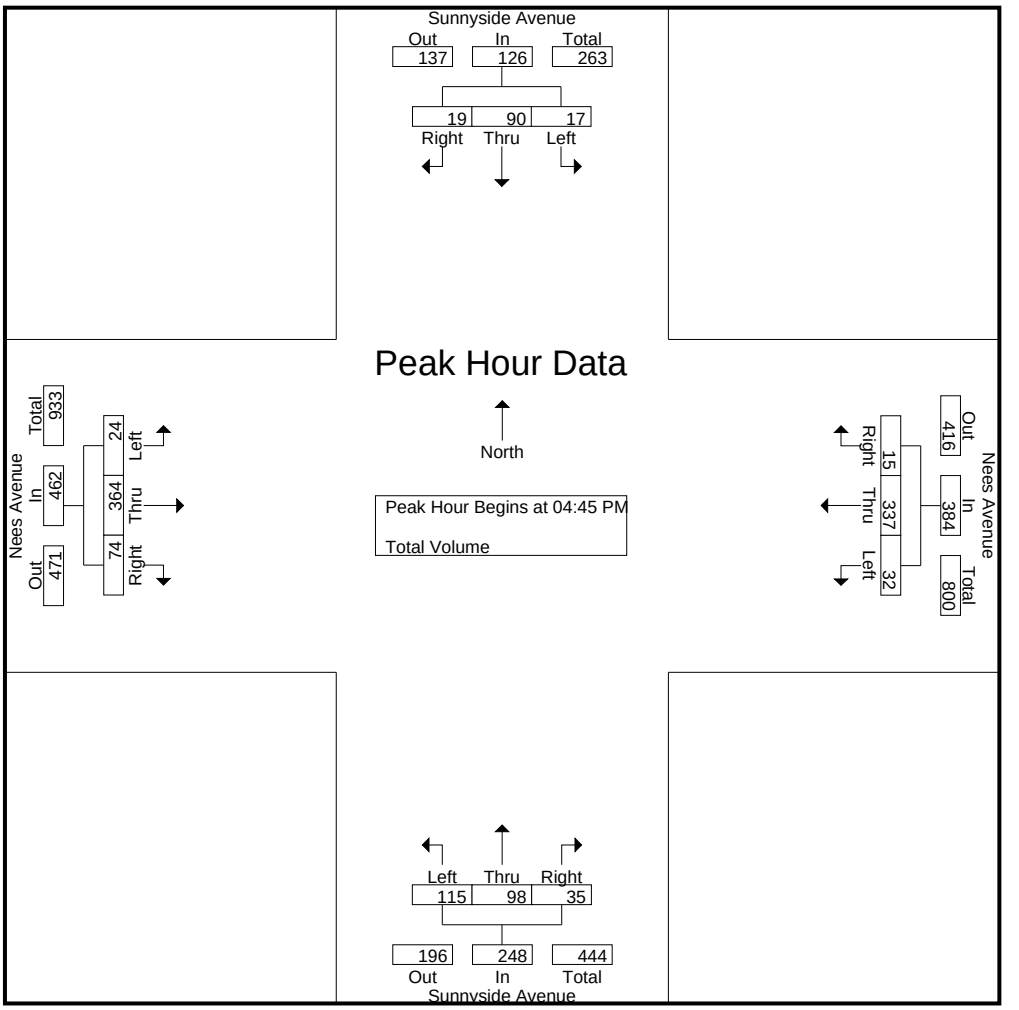
	Sunnyside Avenue Southbound				Nees Avenue Westbound				Sunnyside Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	17	2	22	2	68	2	72	17	18	7	42	4	83	20	107	243
04:15 PM	3	24	5	32	9	57	3	69	15	22	3	40	2	88	14	104	245
04:30 PM	5	9	0	14	6	62	1	69	30	25	7	62	6	74	21	101	246
04:45 PM	3	25	6	34	5	69	3	77	24	22	6	52	9	75	17	101	264
Total	14	75	13	102	22	256	9	287	86	87	23	196	21	320	72	413	998
05:00 PM	3	18	6	27	9	88	5	102	34	36	6	76	9	80	19	108	313
05:15 PM	8	25	6	39	8	98	4	110	30	20	14	64	2	112	23	137	350
05:30 PM	3	22	1	26	10	82	3	95	27	20	9	56	4	97	15	116	293
05:45 PM	7	16	6	29	6	50	4	60	21	20	5	46	4	87	11	102	237
Total	21	81	19	121	33	318	16	367	112	96	34	242	19	376	68	463	1193
Grand Total	35	156	32	223	55	574	25	654	198	183	57	438	40	696	140	876	2191
Apprch %	15.7	70	14.3		8.4	87.8	3.8		45.2	41.8	13		4.6	79.5	16		
Total %	1.6	7.1	1.5	10.2	2.5	26.2	1.1	29.8	9	8.4	2.6	20	1.8	31.8	6.4	40	

	Sunnyside Avenue Southbound				Nees Avenue Westbound				Sunnyside Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	3	**25**	**6**	34	5	69	3	77	24	22	6	52	**9**	75	17	101	264
05:00 PM	3	18	6	27	9	88	**5**	102	**34**	**36**	6	**76**	9	80	19	108	313
05:15 PM	**8**	25	6	**39**	8	**98**	4	**110**	30	20	**14**	64	2	**112**	**23**	**137**	**350**
05:30 PM	3	22	1	26	**10**	82	3	95	27	20	9	56	4	97	15	116	293
Total Volume	17	90	19	126	32	337	15	384	115	98	35	248	24	364	74	462	1220
% App. Total	13.5	71.4	15.1		8.3	87.8	3.9		46.4	39.5	14.1		5.2	78.8	16		
PHF	.531	.900	.792	.808	.800	.860	.750	.873	.846	.681	.625	.816	.667	.813	.804	.843	.871

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City of Clovis
N/S: Sunnyside Avenue
E/W: Nees Avenue
Weather: Clear

File Name : 18_CVS_Sun_Nees PM
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:30 PM				05:00 PM			
+0 mins.	3	**25**	**6**	34	5	69	3	77	30	25	7	62	**9**	80	19	108
+15 mins.	3	18	6	27	9	88	**5**	102	24	22	6	52	2	**112**	**23**	**137**
+30 mins.	**8**	25	6	**39**	8	**98**	4	**110**	**34**	**36**	6	**76**	4	97	15	116
+45 mins.	3	22	1	26	**10**	82	3	95	30	20	**14**	64	4	87	11	102
Total Volume	17	90	19	126	32	337	15	384	118	103	33	254	19	376	68	463
% App. Total	13.5	71.4	15.1		8.3	87.8	3.9		46.5	40.6	13		4.1	81.2	14.7	
PHF	.531	.900	.792	.808	.800	.860	.750	.873	.868	.715	.589	.836	.528	.839	.739	.845

Location: Clovis
N/S: Sunnyside Avenue
E/W: Nees Avenue

Date: 5/24/2022
Day: Tuesday

PEDESTRIANS

	North Leg Sunnyside Avenue	East Leg Nees Avenue	South Leg Sunnyside Avenue	West Leg Nees Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	1	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	1	0	1
8:15 AM	0	0	1	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	1	0	1
TOTAL VOLUMES:	0	0	4	0	4

	North Leg Sunnyside Avenue	East Leg Nees Avenue	South Leg Sunnyside Avenue	West Leg Nees Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Clovis
N/S: Sunnyside Avenue
E/W: Nees Avenue

Date: 5/24/2022
Day: Tuesday

BICYCLES

	Southbound Sunnyside Avenue			Westbound Nees Avenue			Northbound Sunnyside Avenue			Eastbound Nees Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	1	0	0	0	1	0	2
7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
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	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
TOTAL VOLUMES:	1	1	0	0	0	1	3	0	0	0	1	0	7

	Southbound Sunnyside Avenue			Westbound Nees Avenue			Northbound Sunnyside Avenue			Eastbound Nees Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
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	1	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	1	0	0	0	1

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City of Clovis
N/S: Fowler Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 20_CVS_Fowl_Beh AM
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Total Volume

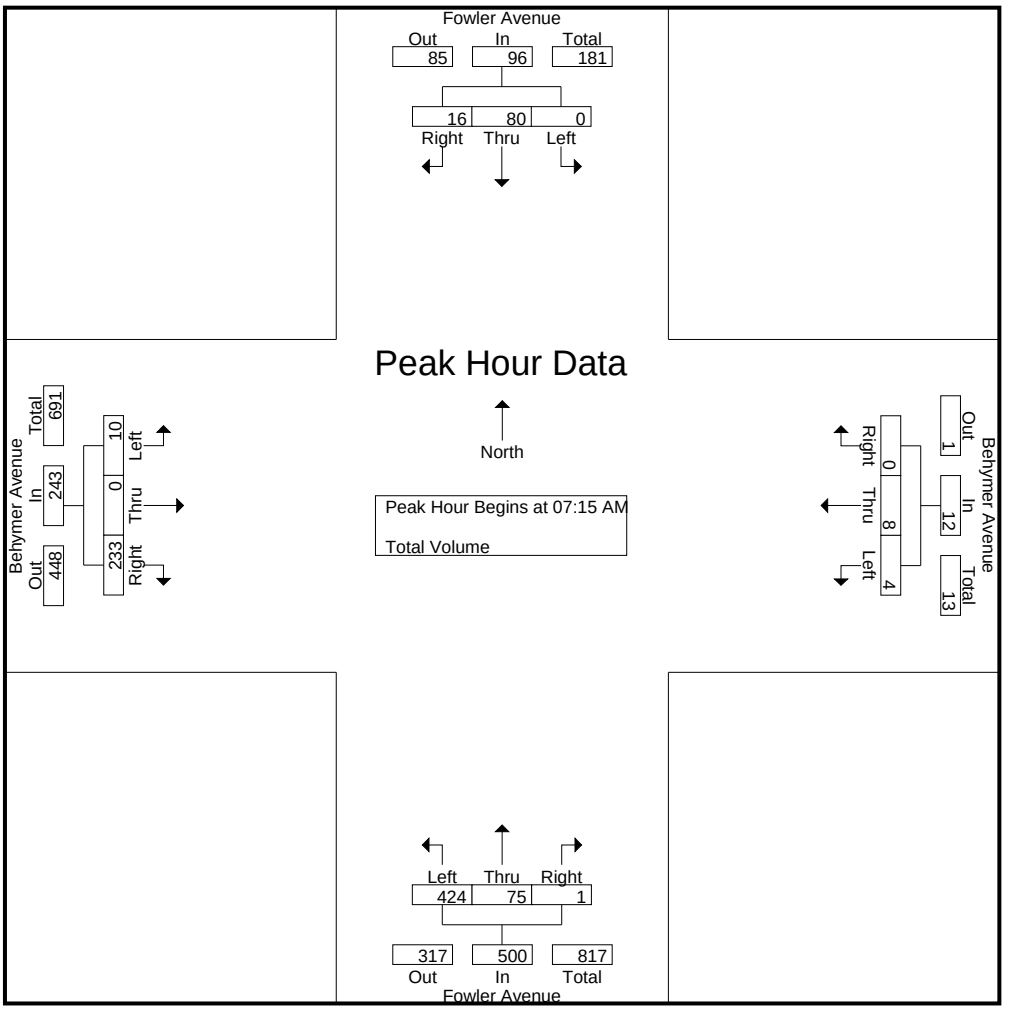
	Fowler Avenue Southbound				Behymer Avenue Westbound				Fowler Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	14	2	16	1	0	0	1	54	13	0	67	1	1	32	34	118
07:15 AM	0	23	5	28	3	4	0	7	107	10	0	117	0	0	37	37	189
07:30 AM	0	15	2	17	0	1	0	1	146	18	0	164	2	0	46	48	230
07:45 AM	0	22	3	25	1	1	0	2	113	24	0	137	6	0	83	89	253
Total	0	74	12	86	5	6	0	11	420	65	0	485	9	1	198	208	790
08:00 AM	0	20	6	26	0	2	0	2	58	23	1	82	2	0	67	69	179
08:15 AM	0	15	4	19	1	0	0	1	43	6	1	50	3	0	54	57	127
08:30 AM	0	15	1	16	2	2	0	4	43	16	2	61	2	0	24	26	107
08:45 AM	1	19	2	22	0	0	0	0	30	9	0	39	0	0	27	27	88
Total	1	69	13	83	3	4	0	7	174	54	4	232	7	0	172	179	501
Grand Total	1	143	25	169	8	10	0	18	594	119	4	717	16	1	370	387	1291
Apprch %	0.6	84.6	14.8		44.4	55.6	0		82.8	16.6	0.6		4.1	0.3	95.6		
Total %	0.1	11.1	1.9	13.1	0.6	0.8	0	1.4	46	9.2	0.3	55.5	1.2	0.1	28.7	30	

	Fowler Avenue Southbound				Behymer Avenue Westbound				Fowler Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**23**	5	**28**	**3**	**4**	0	**7**	107	10	0	117	0	0	37	37	189
07:30 AM	0	15	2	17	0	1	0	1	**146**	18	0	**164**	2	0	46	48	230
07:45 AM	0	22	3	25	1	1	0	2	113	**24**	0	137	**6**	0	**83**	**89**	**253**
08:00 AM	0	20	**6**	26	0	2	0	2	58	23	**1**	82	2	0	67	69	179
Total Volume	0	80	16	96	4	8	0	12	424	75	1	500	10	0	233	243	851
% App. Total	0	83.3	16.7		33.3	66.7	0		84.8	15	0.2		4.1	0	95.9		
PHF	.000	.870	.667	.857	.333	.500	.000	.429	.726	.781	.250	.762	.417	.000	.702	.683	.841

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City of Clovis
N/S: Fowler Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 20_CVS_Fowl_Beh AM
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:30 AM			
+0 mins.	0	**23**	5	**28**	**3**	**4**	0	**7**	107	10	0	117	2	0	46	48
+15 mins.	0	15	2	17	0	1	0	1	**146**	18	0	**164**	**6**	0	**83**	**89**
+30 mins.	0	22	3	25	1	1	0	2	113	**24**	0	137	2	0	67	69
+45 mins.	0	20	**6**	26	0	2	0	2	58	23	**1**	82	3	0	54	57
Total Volume	0	80	16	96	4	8	0	12	424	75	1	500	13	0	250	263
% App. Total	0	83.3	16.7		33.3	66.7	0		84.8	15	0.2		4.9	0	95.1	
PHF	.000	.870	.667	.857	.333	.500	.000	.429	.726	.781	.250	.762	.542	.000	.753	.739

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City of Clovis
N/S: Fowler Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 20_CVS_Fowl_Beh PM
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Total Volume

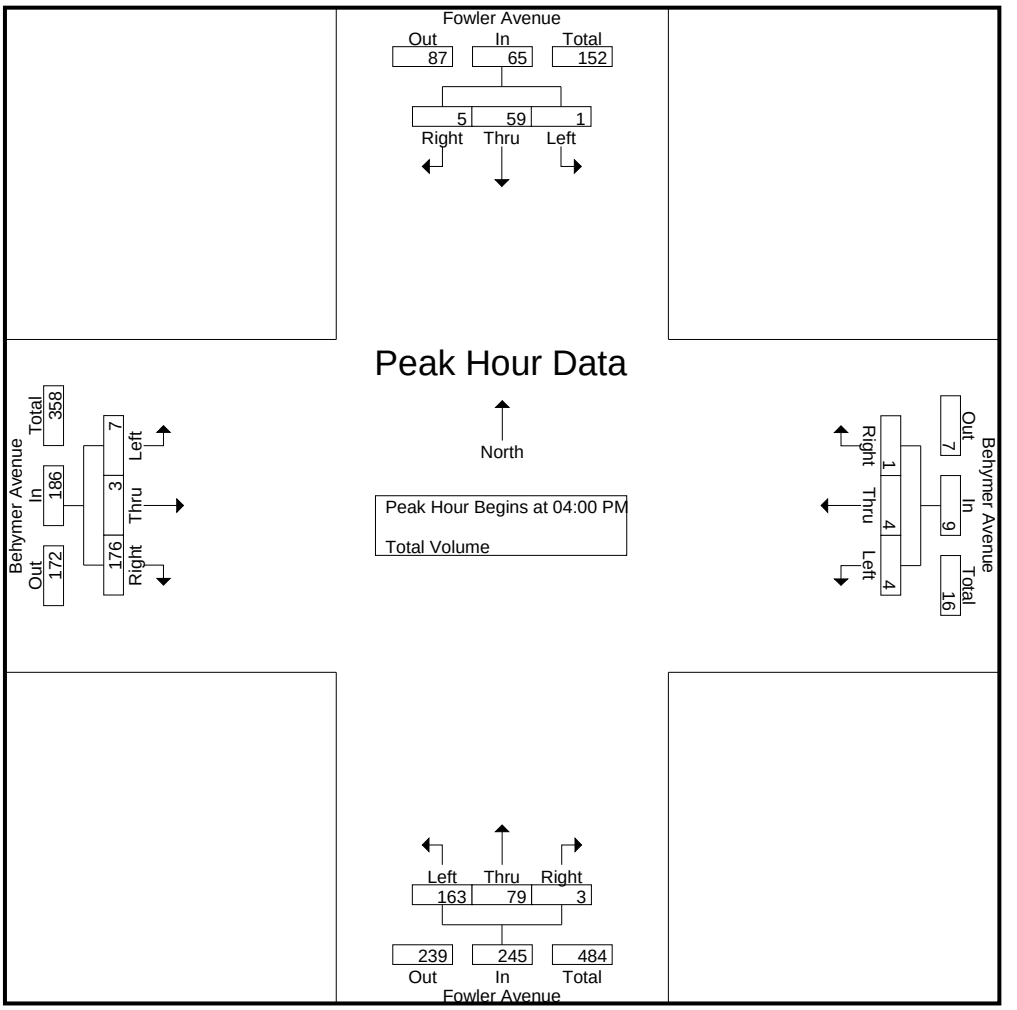
	Fowler Avenue Southbound				Behymer Avenue Westbound				Fowler Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	23	1	25	1	2	0	3	39	28	1	68	4	1	47	52	148
04:15 PM	0	12	1	13	3	0	0	3	33	13	1	47	2	1	53	56	119
04:30 PM	0	14	2	16	0	0	0	0	50	16	0	66	1	0	31	32	114
04:45 PM	0	10	1	11	0	2	1	3	41	22	1	64	0	1	45	46	124
Total	1	59	5	65	4	4	1	9	163	79	3	245	7	3	176	186	505
05:00 PM	0	16	2	18	0	1	0	1	47	16	0	63	3	1	40	44	126
05:15 PM	0	17	4	21	0	0	0	0	50	22	0	72	3	0	36	39	132
05:30 PM	0	15	5	20	0	0	0	0	33	18	2	53	3	0	38	41	114
05:45 PM	0	12	0	12	1	1	0	2	41	17	1	59	4	3	31	38	111
Total	0	60	11	71	1	2	0	3	171	73	3	247	13	4	145	162	483
Grand Total	1	119	16	136	5	6	1	12	334	152	6	492	20	7	321	348	988
Apprch %	0.7	87.5	11.8		41.7	50	8.3		67.9	30.9	1.2		5.7	2	92.2		
Total %	0.1	12	1.6	13.8	0.5	0.6	0.1	1.2	33.8	15.4	0.6	49.8	2	0.7	32.5	35.2	

	Fowler Avenue Southbound				Behymer Avenue Westbound				Fowler Avenue Northbound				Behymer Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**1**	**23**	1	**25**	1	**2**	0	**3**	39	**28**	**1**	**68**	**4**	**1**	47	52	**148**
04:15 PM	0	12	1	13	**3**	0	0	3	33	13	1	47	2	1	**53**	**56**	119
04:30 PM	0	14	**2**	16	0	0	0	0	**50**	16	0	66	1	0	31	32	114
04:45 PM	0	10	1	11	0	2	**1**	3	41	22	1	64	0	1	45	46	124
Total Volume	1	59	5	65	4	4	1	9	163	79	3	245	7	3	176	186	505
% App. Total	1.5	90.8	7.7		44.4	44.4	11.1		66.5	32.2	1.2		3.8	1.6	94.6		
PHF	.250	.641	.625	.650	.333	.500	.250	.750	.815	.705	.750	.901	.438	.750	.830	.830	.853

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City of Clovis
N/S: Fowler Avenue
E/W: Behymer Avenue
Weather: Clear

File Name : 20_CVS_Fowl_Beh PM
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:30 PM				04:00 PM			
+0 mins.	0	16	2	18	1	**2**	0	**3**	**50**	16	0	66	**4**	**1**	47	52
+15 mins.	0	**17**	4	**21**	**3**	0	0	3	41	**22**	**1**	64	2	1	**53**	**56**
+30 mins.	0	15	**5**	20	0	0	0	0	47	16	0	63	1	0	31	32
+45 mins.	0	12	0	12	0	2	**1**	3	50	22	0	**72**	0	1	45	46
Total Volume	0	60	11	71	4	4	1	9	188	76	1	265	7	3	176	186
% App. Total	0	84.5	15.5		44.4	44.4	11.1		70.9	28.7	0.4		3.8	1.6	94.6	
PHF	.000	.882	.550	.845	.333	.500	.250	.750	.940	.864	.250	.920	.438	.750	.830	.830

Location: Clovis
N/S: Fowler Avenue
E/W: Behymer Avenue

Date: 5/24/2022
Day: Tuesday

PEDESTRIANS

	North Leg Fowler Avenue	East Leg Behymer Avenue	South Leg Fowler Avenue	West Leg Behymer Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
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	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Fowler Avenue	East Leg Behymer Avenue	South Leg Fowler Avenue	West Leg Behymer Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Clovis
N/S: Fowler Avenue
E/W: Behymer Avenue

Date: 5/24/2022
Day: Tuesday

BICYCLES

	Southbound Fowler Avenue			Westbound Behymer Avenue			Northbound Fowler Avenue			Eastbound Behymer Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
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	1	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	1	0	0	0	0	1	0	0	0	0	0	2

	Southbound Fowler Avenue			Westbound Behymer Avenue			Northbound Fowler Avenue			Eastbound Behymer Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
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	2	0	0	0	0	0	0	0	0	0	0	2
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
TOTAL VOLUMES:	0	2	0	0	0	0	0	0	0	0	0	0	2

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City of Clovis
N/S: Fowler Avenue
E/W: Ticonderoga
Weather: Clear

File Name : 21_CVS_Fowl_Tic AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

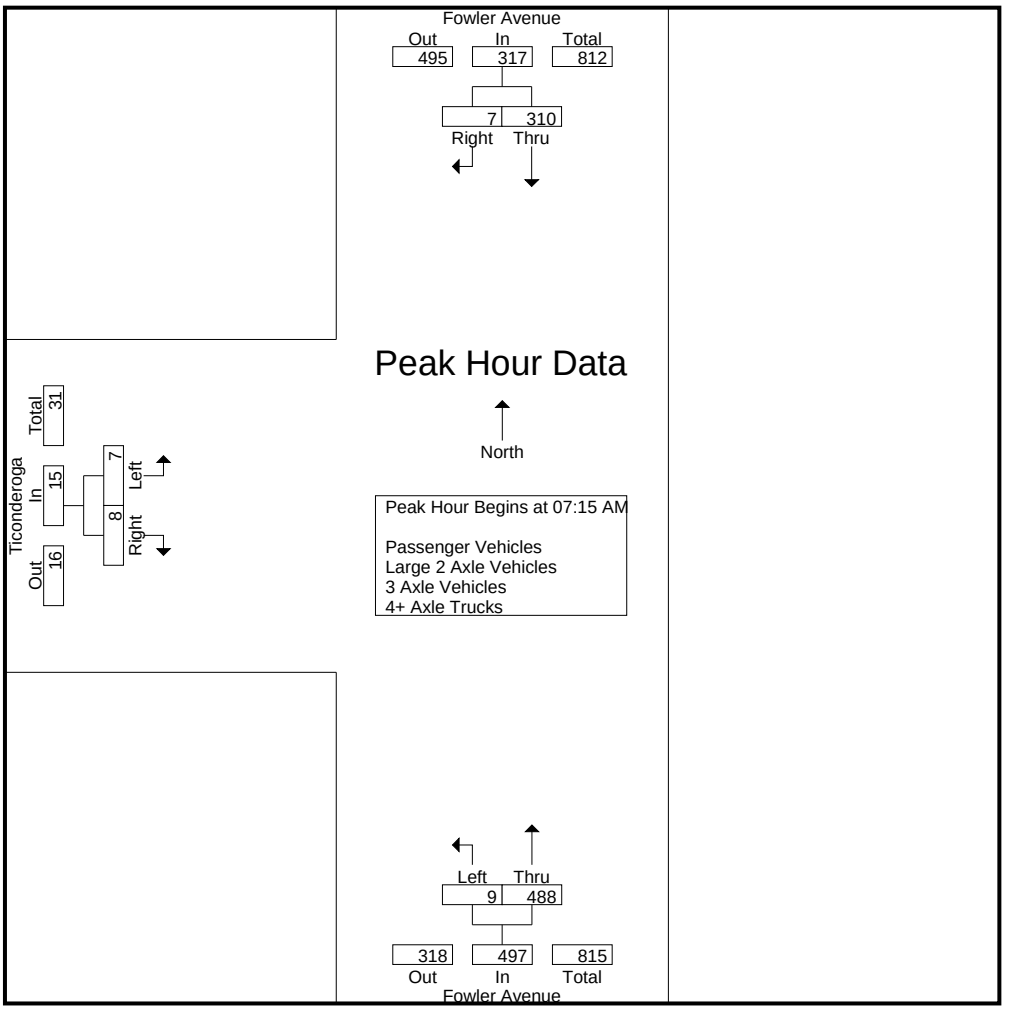
	Fowler Avenue Southbound			Fowler Avenue Northbound			Ticonderoga Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	47	0	47	0	71	71	0	3	3	121
07:15 AM	60	0	60	4	113	117	0	0	0	177
07:30 AM	59	3	62	2	167	169	1	2	3	234
07:45 AM	106	1	107	1	127	128	5	2	7	242
Total	272	4	276	7	478	485	6	7	13	774
08:00 AM	85	3	88	2	81	83	1	4	5	176
08:15 AM	65	5	70	1	49	50	1	1	2	122
08:30 AM	40	1	41	0	61	61	1	0	1	103
08:45 AM	43	2	45	1	37	38	2	3	5	88
Total	233	11	244	4	228	232	5	8	13	489
Grand Total	505	15	520	11	706	717	11	15	26	1263
Apprch %	97.1	2.9		1.5	98.5		42.3	57.7		
Total %	40	1.2	41.2	0.9	55.9	56.8	0.9	1.2	2.1	
Passenger Vehicles	485	12	497	10	681	691	9	14	23	1211
% Passenger Vehicles	96	80	95.6	90.9	96.5	96.4	81.8	93.3	88.5	95.9
Large 2 Axle Vehicles	11	3	14	1	10	11	2	1	3	28
% Large 2 Axle Vehicles	2.2	20	2.7	9.1	1.4	1.5	18.2	6.7	11.5	2.2
3 Axle Vehicles	8	0	8	0	13	13	0	0	0	21
% 3 Axle Vehicles	1.6	0	1.5	0	1.8	1.8	0	0	0	1.7
4+ Axle Trucks	1	0	1	0	2	2	0	0	0	3
% 4+ Axle Trucks	0.2	0	0.2	0	0.3	0.3	0	0	0	0.2

	Fowler Avenue Southbound			Fowler Avenue Northbound			Ticonderoga Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	60	0	60	**4**	113	117	0	0	0	177
07:30 AM	59	**3**	62	2	**167**	**169**	1	2	3	234
07:45 AM	**106**	1	**107**	1	127	128	**5**	2	**7**	**242**
08:00 AM	85	3	88	2	81	83	1	**4**	5	176
Total Volume	310	7	317	9	488	497	7	8	15	829
% App. Total	97.8	2.2		1.8	98.2		46.7	53.3		
PHF	.731	.583	.741	.563	.731	.735	.350	.500	.536	.856

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City of Clovis
N/S: Fowler Avenue
E/W: Ticonderoga
Weather: Clear

File Name : 21_CVS_Fowl_Tic AMC
Site Code : 00322473
Start Date : 5/24/2022
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM			07:15 AM			07:30 AM		
+0 mins.	59	3	62	**4**	113	117	1	2	3
+15 mins.	**106**	1	**107**	2	**167**	**169**	**5**	2	**7**
+30 mins.	85	3	88	1	127	128	1	**4**	5
+45 mins.	65	**5**	70	2	81	83	1	1	2
Total Volume	315	12	327	9	488	497	8	9	17
% App. Total	96.3	3.7		1.8	98.2		47.1	52.9	
PHF	.743	.600	.764	.563	.731	.735	.400	.563	.607

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City of Clovis
N/S: Fowler Avenue
E/W: Ticonderoga
Weather: Clear

File Name : 21_CVS_Fowl_Tic AMC
Site Code : 00322473
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Groups Printed- Passenger Vehicles

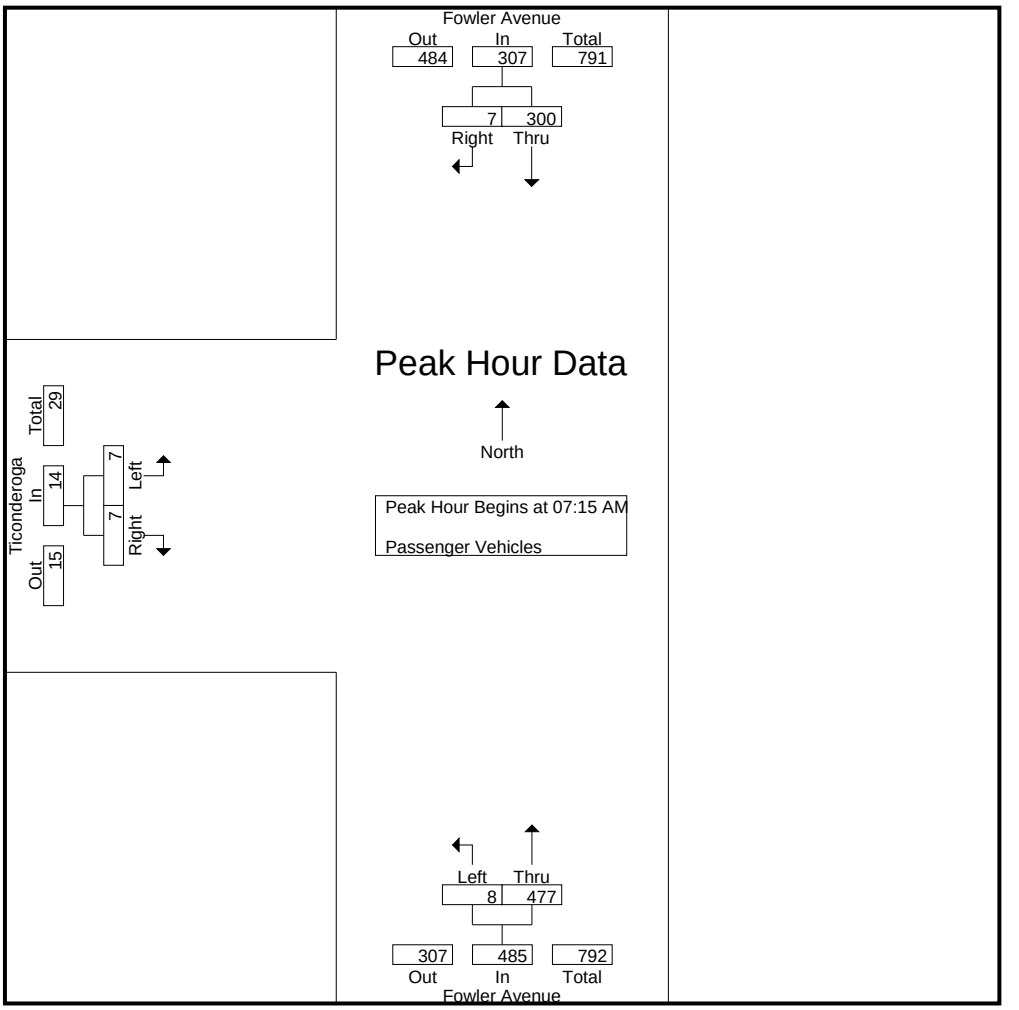
	Fowler Avenue Southbound			Fowler Avenue Northbound			Ticonderoga Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	47	0	47	0	68	68	0	3	3	118
07:15 AM	57	0	57	3	109	112	0	0	0	169
07:30 AM	58	3	61	2	166	168	1	1	2	231
07:45 AM	100	1	101	1	126	127	5	2	7	235
Total	262	4	266	6	469	475	6	6	12	753
08:00 AM	85	3	88	2	76	78	1	4	5	171
08:15 AM	63	4	67	1	45	46	1	1	2	115
08:30 AM	38	0	38	0	58	58	0	0	0	96
08:45 AM	37	1	38	1	33	34	1	3	4	76
Total	223	8	231	4	212	216	3	8	11	458
Grand Total	485	12	497	10	681	691	9	14	23	1211
Apprch %	97.6	2.4		1.4	98.6		39.1	60.9		
Total %	40	1	41	0.8	56.2	57.1	0.7	1.2	1.9	

	Fowler Avenue Southbound			Fowler Avenue Northbound			Ticonderoga Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	57	0	57	**3**	109	112	0	0	0	169
07:30 AM	58	**3**	61	2	**166**	**168**	1	1	2	231
07:45 AM	**100**	1	**101**	1	126	127	**5**	2	**7**	**235**
08:00 AM	85	3	88	2	76	78	1	**4**	5	171
Total Volume	300	7	307	8	477	485	7	7	14	806
% App. Total	97.7	2.3		1.6	98.4		50	50		
PHF	.750	.583	.760	.667	.718	.722	.350	.438	.500	.857

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City of Clovis
N/S: Fowler Avenue
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Weather: Clear

File Name : 21_CVS_Fowl_Tic AMC
Site Code : 00322473
Start Date : 5/24/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	57	0	57	**3**	109	112	0	0	0
+15 mins.	58	**3**	61	2	**166**	**168**	1	1	2
+30 mins.	**100**	1	**101**	1	126	127	**5**	2	**7**
+45 mins.	85	3	88	2	76	78	1	**4**	5
Total Volume	300	7	307	8	477	485	7	7	14
% App. Total	97.7	2.3		1.6	98.4		50	50	
PHF	.750	.583	.760	.667	.718	.722	.350	.438	.500

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City of Clovis
N/S: Fowler Avenue
E/W: Ticonderoga
Weather: Clear

File Name : 21_CVS_Fowl_Tic AMC
Site Code : 00322473
Start Date : 5/24/2022
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Groups Printed- Large 2 Axle Vehicles

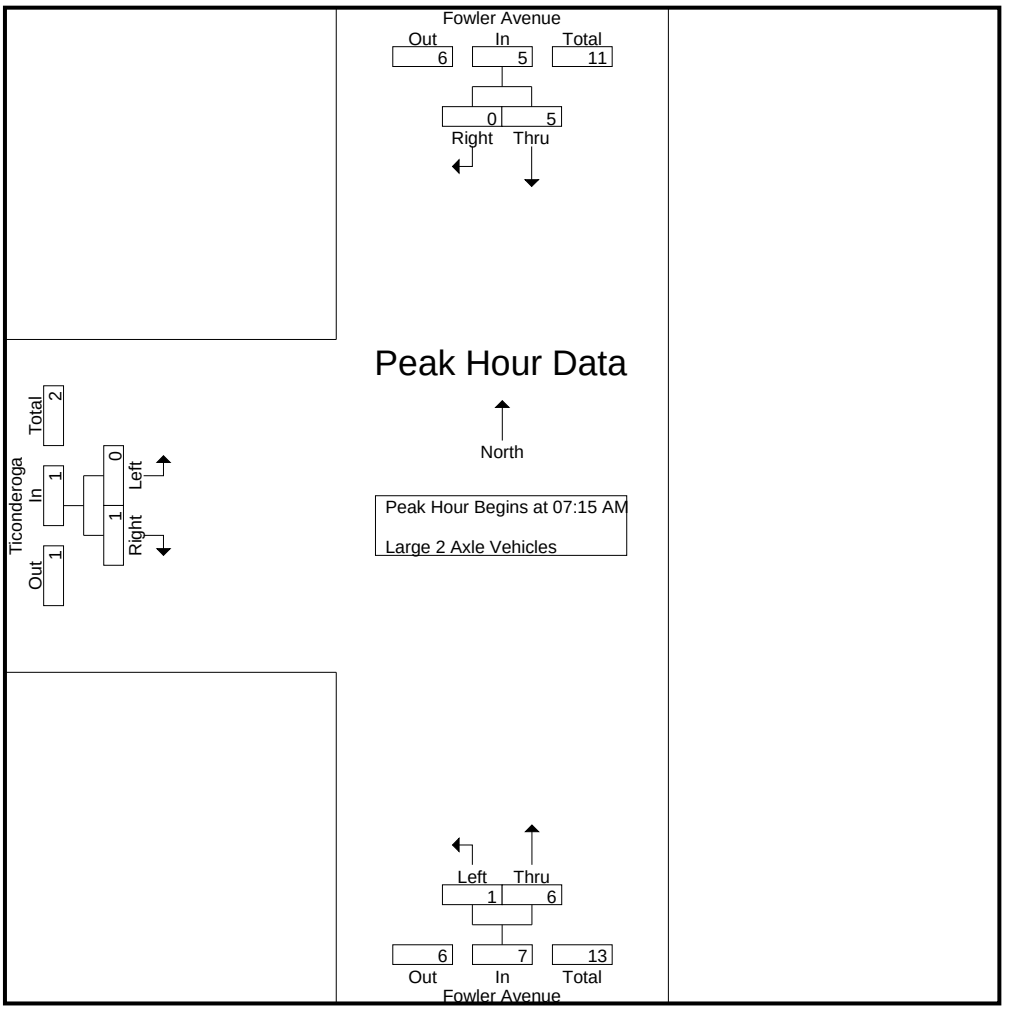
	Fowler Avenue Southbound			Fowler Avenue Northbound			Ticonderoga Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	1	1	0	0	0	1
07:15 AM	2	0	2	1	3	4	0	0	0	6
07:30 AM	0	0	0	0	1	1	0	1	1	2
07:45 AM	3	0	3	0	0	0	0	0	0	3
Total	5	0	5	1	5	6	0	1	1	12
08:00 AM	0	0	0	0	2	2	0	0	0	2
08:15 AM	2	1	3	0	1	1	0	0	0	4
08:30 AM	2	1	3	0	2	2	1	0	1	6
08:45 AM	2	1	3	0	0	0	1	0	1	4
Total	6	3	9	0	5	5	2	0	2	16
Grand Total	11	3	14	1	10	11	2	1	3	28
Apprch %	78.6	21.4		9.1	90.9		66.7	33.3		
Total %	39.3	10.7	50	3.6	35.7	39.3	7.1	3.6	10.7	

	Fowler Avenue Southbound			Fowler Avenue Northbound			Ticonderoga Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	2	0	2	**1**	**3**	**4**	0	0	0	**6**
07:30 AM	0	0	0	0	1	1	0	**1**	**1**	2
07:45 AM	**3**	0	**3**	0	0	0	0	0	0	3
08:00 AM	0	0	0	0	2	2	0	0	0	2
Total Volume	5	0	5	1	6	7	0	1	1	13
% App. Total	100	0		14.3	85.7		0	100		
PHF	.417	.000	.417	.250	.500	.438	.000	.250	.250	.542

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City of Clovis
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E/W: Ticonderoga
Weather: Clear

File Name : 21_CVS_Fowl_Tic AMC
Site Code : 00322473
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	2	0	2	**1**	**3**	**4**	0	0	0
+15 mins.	0	0	0	0	1	1	0	**1**	**1**
+30 mins.	**3**	0	**3**	0	0	0	0	0	0
+45 mins.	0	0	0	0	2	2	0	0	0
Total Volume	5	0	5	1	6	7	0	1	1
% App. Total	100	0		14.3	85.7		0	100	
PHF	.417	.000	.417	.250	.500	.438	.000	.250	.250

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City of Clovis
N/S: Fowler Avenue
E/W: Ticonderoga
Weather: Clear

File Name : 21_CVS_Fowl_Tic AMC
Site Code : 00322473
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Groups Printed- 3 Axle Vehicles

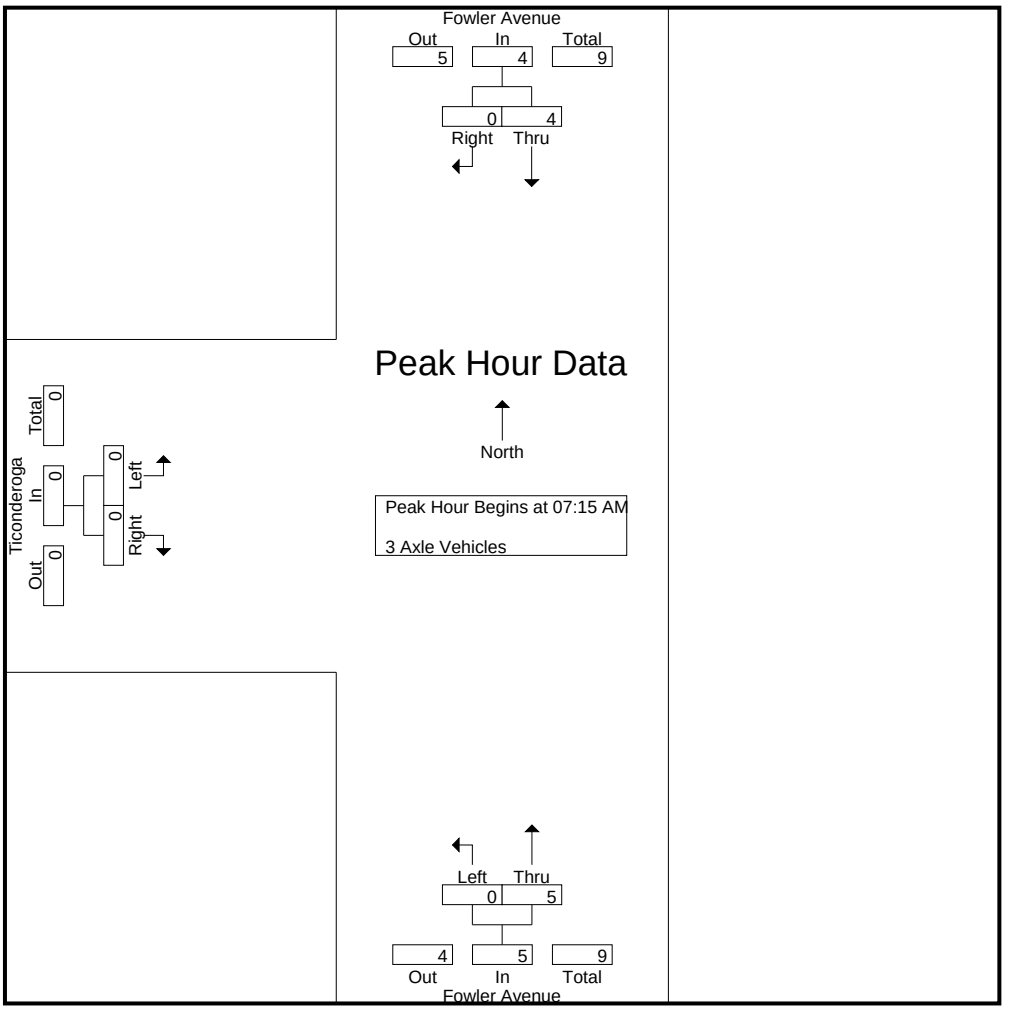
	Fowler Avenue Southbound			Fowler Avenue Northbound			Ticonderoga Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	2	2	0	0	0	2
07:15 AM	1	0	1	0	1	1	0	0	0	2
07:30 AM	1	0	1	0	0	0	0	0	0	1
07:45 AM	2	0	2	0	1	1	0	0	0	3
Total	4	0	4	0	4	4	0	0	0	8
08:00 AM	0	0	0	0	3	3	0	0	0	3
08:15 AM	0	0	0	0	1	1	0	0	0	1
08:30 AM	0	0	0	0	1	1	0	0	0	1
08:45 AM	4	0	4	0	4	4	0	0	0	8
Total	4	0	4	0	9	9	0	0	0	13
Grand Total	8	0	8	0	13	13	0	0	0	21
Apprch %	100	0		0	100		0	0		
Total %	38.1	0	38.1	0	61.9	61.9	0	0	0	

	Fowler Avenue Southbound			Fowler Avenue Northbound			Ticonderoga Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	1	0	1	0	1	1	0	0	0	2
07:30 AM	1	0	1	0	0	0	0	0	0	1
07:45 AM	**2**	0	**2**	0	1	1	0	0	0	**3**
08:00 AM	0	0	0	0	**3**	**3**	0	0	0	3
Total Volume	4	0	4	0	5	5	0	0	0	9
% App. Total	100	0		0	100		0	0		
PHF	.500	.000	.500	.000	.417	.417	.000	.000	.000	.750

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City of Clovis
N/S: Fowler Avenue
E/W: Ticonderoga
Weather: Clear

File Name : 21_CVS_Fowl_Tic AMC
Site Code : 00322473
Start Date : 5/24/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	1	0	1	0	1	1	0	0	0
+15 mins.	1	0	1	0	0	0	0	0	0
+30 mins.	**2**	0	**2**	0	1	1	0	0	0
+45 mins.	0	0	0	0	**3**	**3**	0	0	0
Total Volume	4	0	4	0	5	5	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.500	.000	.500	.000	.417	.417	.000	.000	.000

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City of Clovis
N/S: Fowler Avenue
E/W: Ticonderoga
Weather: Clear

File Name : 21_CVS_Fowl_Tic AMC
Site Code : 00322473
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Groups Printed- 4+ Axle Trucks

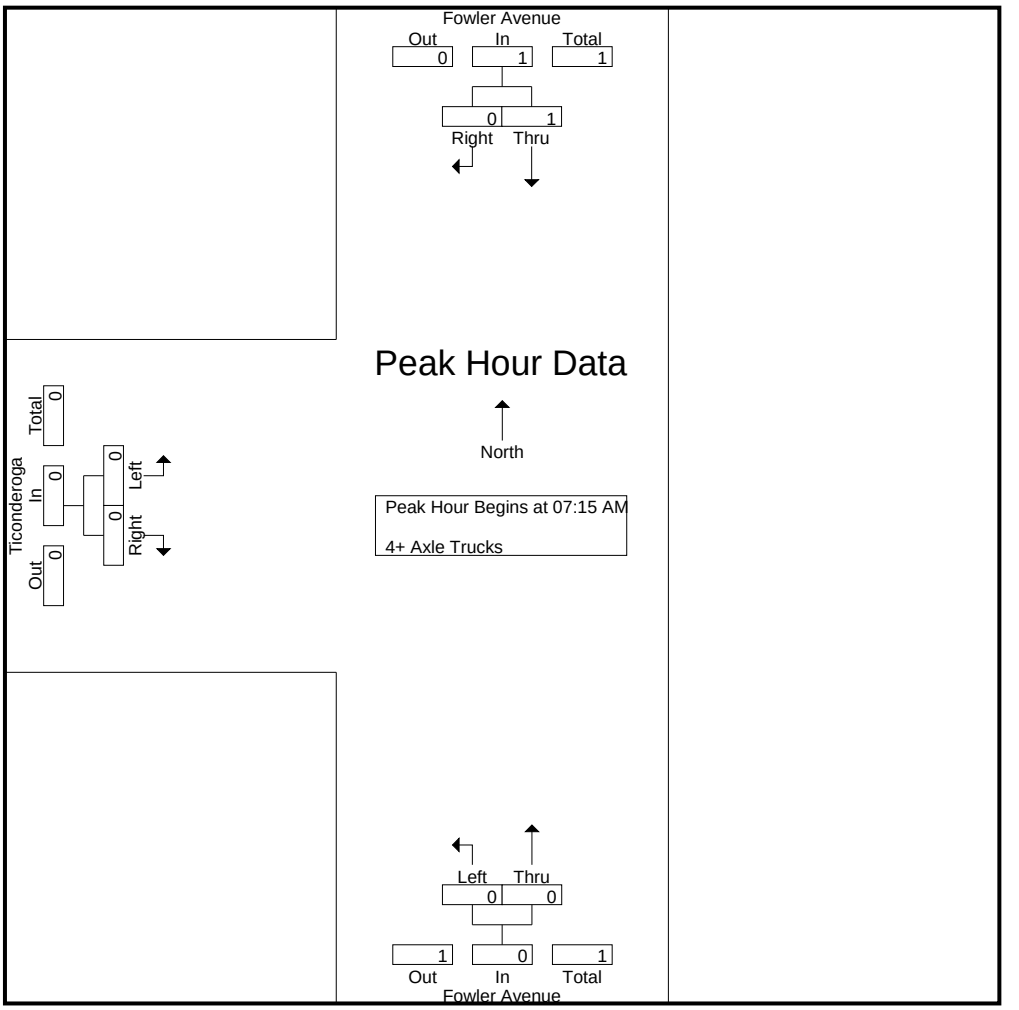
	Fowler Avenue Southbound			Fowler Avenue Northbound			Ticonderoga Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	0	1	0	0	0	0	0	0	1
Total	1	0	1	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	2	2	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	2	2	0	0	0	2
Grand Total	1	0	1	0	2	2	0	0	0	3
Apprch %	100	0		0	100		0	0		
Total %	33.3	0	33.3	0	66.7	66.7	0	0	0	

	Fowler Avenue Southbound			Fowler Avenue Northbound			Ticonderoga Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	**1**	0	**1**	0	0	0	0	0	0	**1**
08:00 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	0	0	0	0	0	1
% App. Total	100	0		0	0		0	0		
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250

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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	**1**	0	**1**	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	0	0	0	0	0
% App. Total	100	0		0	0		0	0	
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000

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File Name : 21_CVS_Fowl_Tic PMC
Site Code : 00322473
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

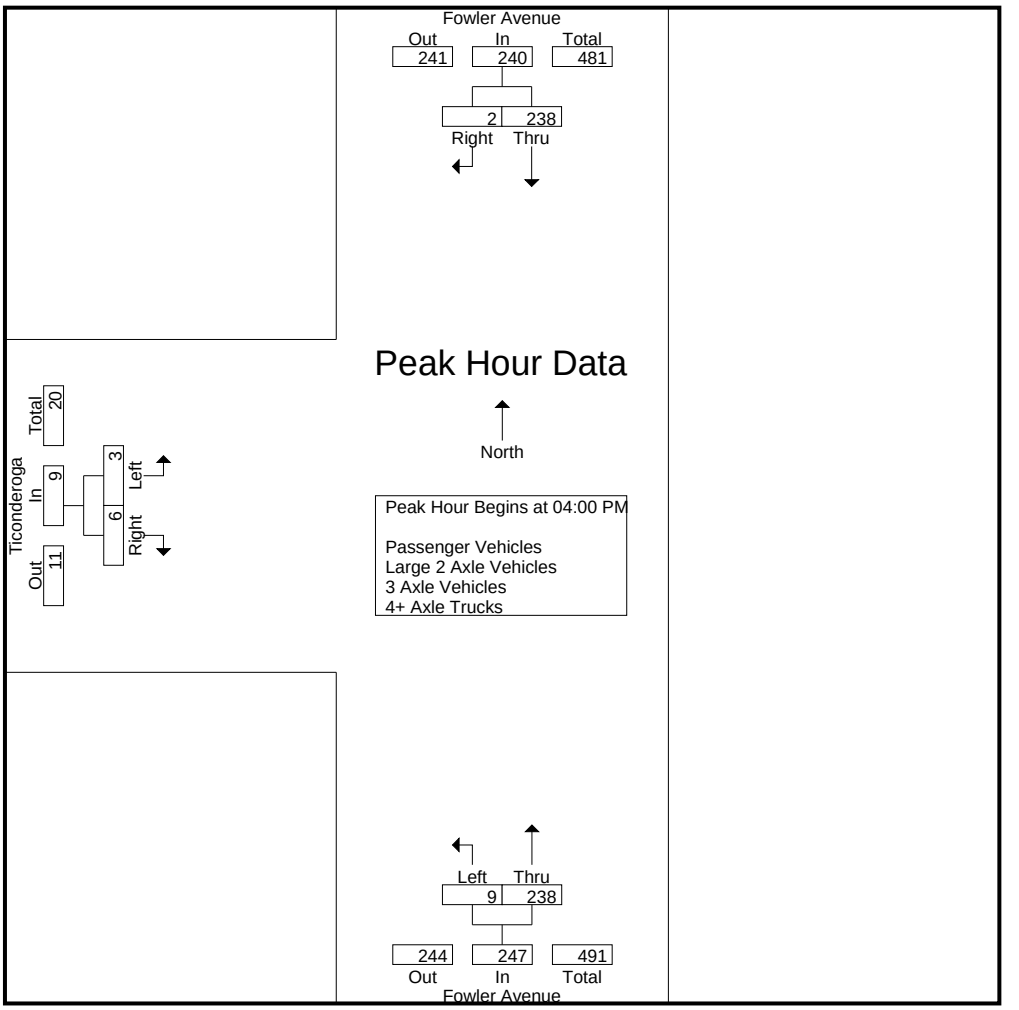
	Fowler Avenue Southbound			Fowler Avenue Northbound			Ticonderoga Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	69	0	69	2	65	67	0	2	2	138
04:15 PM	69	1	70	4	48	52	0	1	1	123
04:30 PM	46	0	46	2	63	65	2	2	4	115
04:45 PM	54	1	55	1	62	63	1	1	2	120
Total	238	2	240	9	238	247	3	6	9	496
05:00 PM	55	0	55	0	65	65	2	3	5	125
05:15 PM	53	0	53	2	69	71	3	1	4	128
05:30 PM	53	1	54	0	53	53	0	0	0	107
05:45 PM	44	0	44	2	57	59	1	1	2	105
Total	205	1	206	4	244	248	6	5	11	465
Grand Total	443	3	446	13	482	495	9	11	20	961
Apprch %	99.3	0.7		2.6	97.4		45	55		
Total %	46.1	0.3	46.4	1.4	50.2	51.5	0.9	1.1	2.1	
Passenger Vehicles	435	3	438	13	470	483	9	11	20	941
% Passenger Vehicles	98.2	100	98.2	100	97.5	97.6	100	100	100	97.9
Large 2 Axle Vehicles	6	0	6	0	9	9	0	0	0	15
% Large 2 Axle Vehicles	1.4	0	1.3	0	1.9	1.8	0	0	0	1.6
3 Axle Vehicles	2	0	2	0	3	3	0	0	0	5
% 3 Axle Vehicles	0.5	0	0.4	0	0.6	0.6	0	0	0	0.5
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0

	Fowler Avenue Southbound			Fowler Avenue Northbound			Ticonderoga Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**69**	0	69	2	**65**	**67**	0	**2**	2	**138**
04:15 PM	69	**1**	**70**	**4**	48	52	0	1	1	123
04:30 PM	46	0	46	2	63	65	**2**	2	**4**	115
04:45 PM	54	1	55	1	62	63	1	1	2	120
Total Volume	238	2	240	9	238	247	3	6	9	496
% App. Total	99.2	0.8		3.6	96.4		33.3	66.7		
PHF	.862	.500	.857	.563	.915	.922	.375	.750	.563	.899

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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:30 PM			04:30 PM		
+0 mins.	**69**	0	69	**2**	63	65	2	2	4
+15 mins.	69	**1**	**70**	1	62	63	1	1	2
+30 mins.	46	0	46	0	65	65	2	**3**	**5**
+45 mins.	54	1	55	2	**69**	**71**	**3**	1	4
Total Volume	238	2	240	5	259	264	8	7	15
% App. Total	99.2	0.8		1.9	98.1		53.3	46.7	
PHF	.862	.500	.857	.625	.938	.930	.667	.583	.750

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File Name : 21_CVS_Fowl_Tic PMC
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Groups Printed- Passenger Vehicles

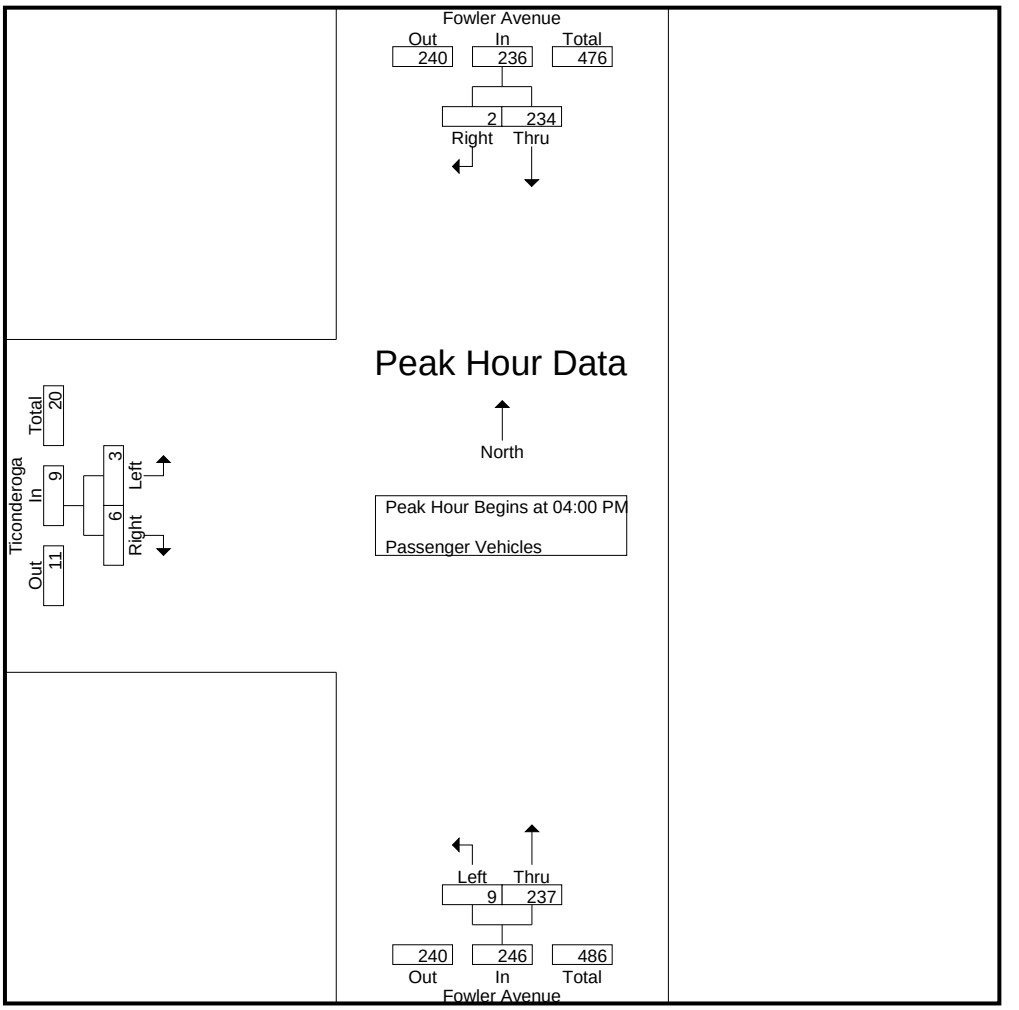
	Fowler Avenue Southbound			Fowler Avenue Northbound			Ticonderoga Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	67	0	67	2	64	66	0	2	2	135
04:15 PM	67	1	68	4	48	52	0	1	1	121
04:30 PM	46	0	46	2	63	65	2	2	4	115
04:45 PM	54	1	55	1	62	63	1	1	2	120
Total	234	2	236	9	237	246	3	6	9	491
05:00 PM	55	0	55	0	62	62	2	3	5	122
05:15 PM	50	0	50	2	65	67	3	1	4	121
05:30 PM	52	1	53	0	50	50	0	0	0	103
05:45 PM	44	0	44	2	56	58	1	1	2	104
Total	201	1	202	4	233	237	6	5	11	450
Grand Total	435	3	438	13	470	483	9	11	20	941
Apprch %	99.3	0.7		2.7	97.3		45	55		
Total %	46.2	0.3	46.5	1.4	49.9	51.3	1	1.2	2.1	

	Fowler Avenue Southbound			Fowler Avenue Northbound			Ticonderoga Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**67**	0	67	2	**64**	**66**	0	**2**	2	**135**
04:15 PM	67	**1**	**68**	**4**	48	52	0	1	1	121
04:30 PM	46	0	46	2	63	65	**2**	2	**4**	115
04:45 PM	54	1	55	1	62	63	1	1	2	120
Total Volume	234	2	236	9	237	246	3	6	9	491
% App. Total	99.2	0.8		3.7	96.3		33.3	66.7		
PHF	.873	.500	.868	.563	.926	.932	.375	.750	.563	.909

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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**67**	0	67	2	**64**	**66**	0	**2**	2
+15 mins.	67	**1**	**68**	**4**	48	52	0	1	1
+30 mins.	46	0	46	2	63	65	**2**	2	**4**
+45 mins.	54	1	55	1	62	63	1	1	2
Total Volume	234	2	236	9	237	246	3	6	9
% App. Total	99.2	0.8		3.7	96.3		33.3	66.7	
PHF	.873	.500	.868	.563	.926	.932	.375	.750	.563

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File Name : 21_CVS_Fowl_Tic PMC
Site Code : 00322473
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Groups Printed- Large 2 Axle Vehicles

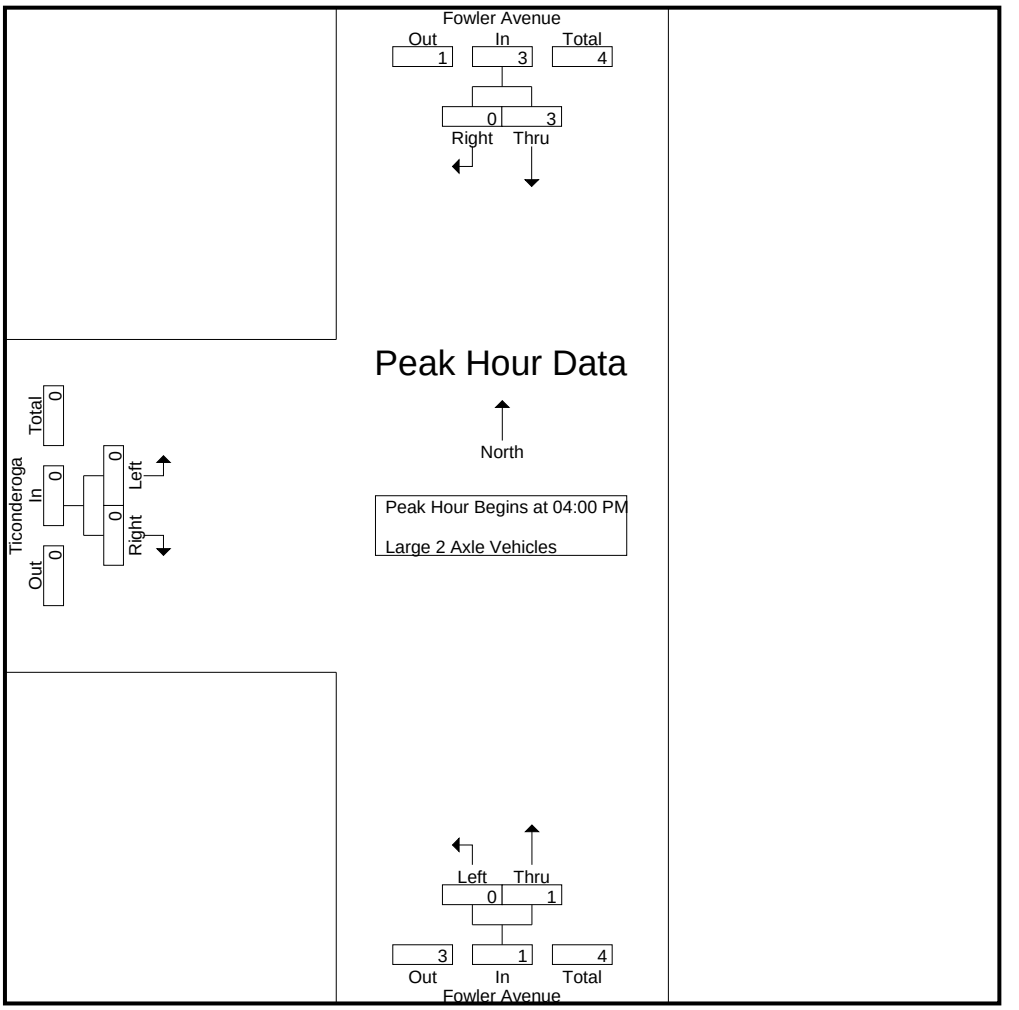
	Fowler Avenue Southbound			Fowler Avenue Northbound			Ticonderoga Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	1	0	1	0	1	1	0	0	0	2
04:15 PM	2	0	2	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	3	0	3	0	1	1	0	0	0	4
05:00 PM	0	0	0	0	2	2	0	0	0	2
05:15 PM	2	0	2	0	3	3	0	0	0	5
05:30 PM	1	0	1	0	2	2	0	0	0	3
05:45 PM	0	0	0	0	1	1	0	0	0	1
Total	3	0	3	0	8	8	0	0	0	11
Grand Total	6	0	6	0	9	9	0	0	0	15
Apprch %	100	0		0	100		0	0		
Total %	40	0	40	0	60	60	0	0	0	

	Fowler Avenue Southbound			Fowler Avenue Northbound			Ticonderoga Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	1	0	1	0	**1**	**1**	0	0	0	**2**
04:15 PM	**2**	0	**2**	0	0	0	0	0	0	2
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	3	0	3	0	1	1	0	0	0	4
% App. Total	100	0		0	100		0	0		
PHF	.375	.000	.375	.000	.250	.250	.000	.000	.000	.500

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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	1	0	1	0	**1**	**1**	0	0	0
+15 mins.	**2**	0	**2**	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	3	0	3	0	1	1	0	0	0
% App. Total	100	0		0	100		0	0	
PHF	.375	.000	.375	.000	.250	.250	.000	.000	.000

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File Name : 21_CVS_Fowl_Tic PMC
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Groups Printed- 3 Axle Vehicles

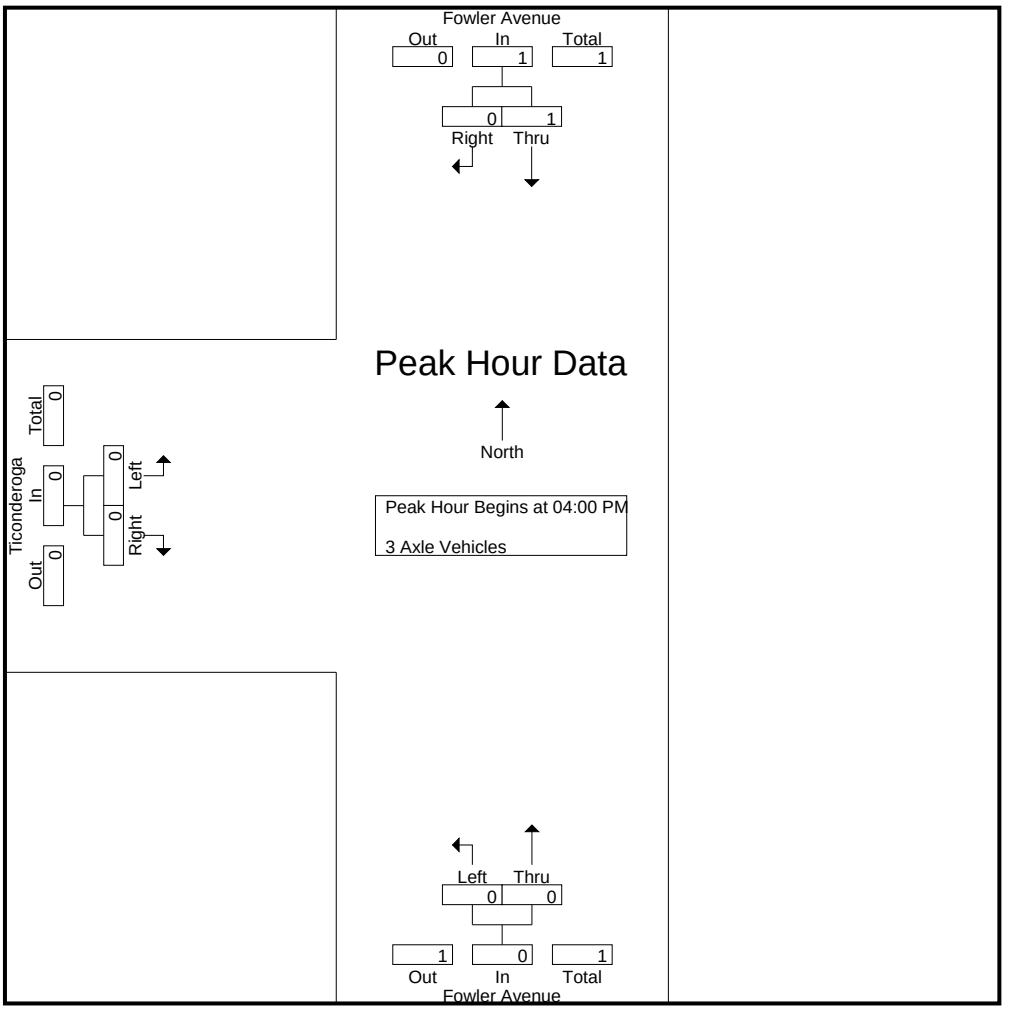
	Fowler Avenue Southbound			Fowler Avenue Northbound			Ticonderoga Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	1	0	1	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	1	1	0	0	0	1
05:15 PM	1	0	1	0	1	1	0	0	0	2
05:30 PM	0	0	0	0	1	1	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	3	3	0	0	0	4
Grand Total	2	0	2	0	3	3	0	0	0	5
Apprch %	100	0		0	100		0	0		
Total %	40	0	40	0	60	60	0	0	0	

	Fowler Avenue Southbound			Fowler Avenue Northbound			Ticonderoga Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**1**	0	**1**	0	0	0	0	0	0	**1**
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	0	0	0	0	0	1
% App. Total	100	0		0	0		0	0		
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000	.250

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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**1**	0	**1**	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	0	0	0	0	0
% App. Total	100	0		0	0		0	0	
PHF	.250	.000	.250	.000	.000	.000	.000	.000	.000

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Groups Printed- 4+ Axle Trucks

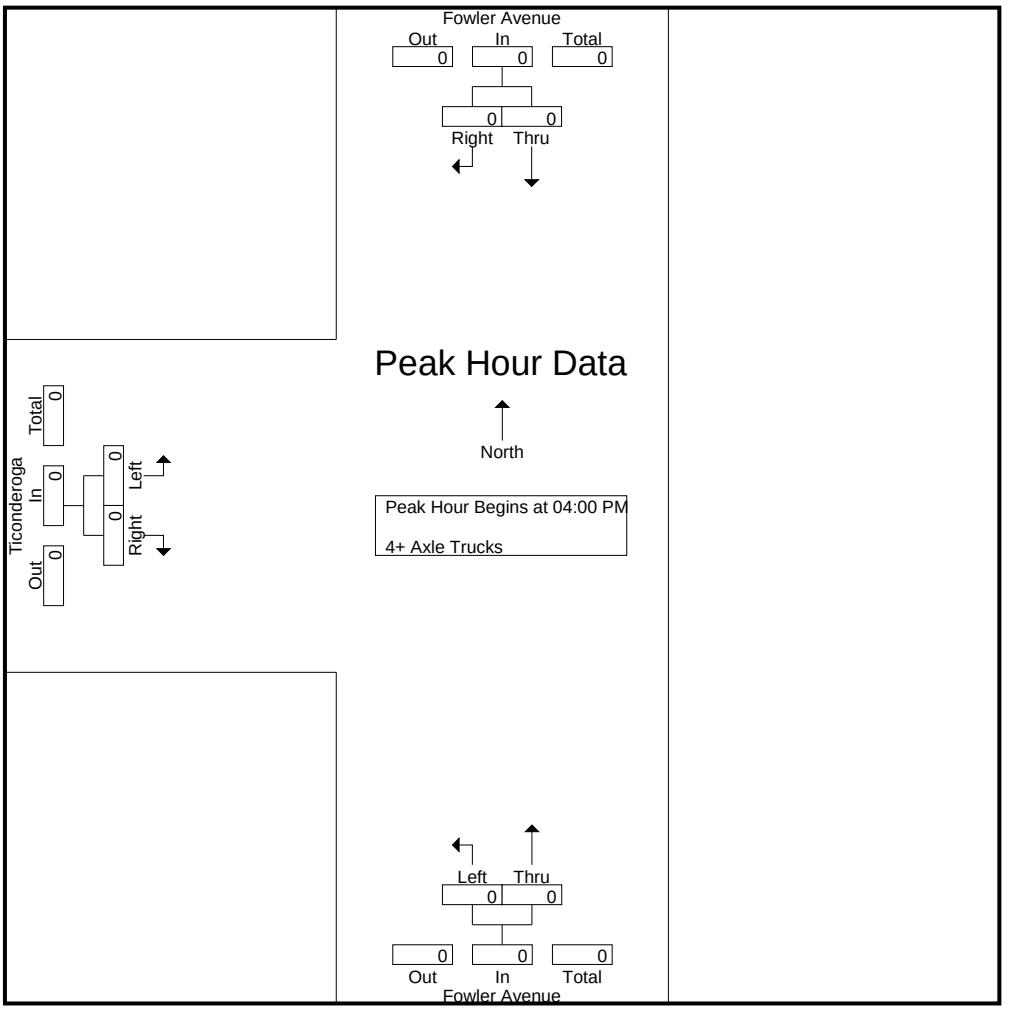
	Fowler Avenue Southbound			Fowler Avenue Northbound			Ticonderoga Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

	Fowler Avenue Southbound			Fowler Avenue Northbound			Ticonderoga Eastbound			
Start Time	Thru	Right	App. Total	Left	Thru	App. Total	Left	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Clovis
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Clovis
N/S: Fowler Avenue
E/W: Ticonderoga

Date: 5/24/2022
Day: Tuesday

PEDESTRIANS

	North Leg Fowler Avenue	East Leg Ticonderoga	South Leg Fowler Avenue	West Leg Ticonderoga	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
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	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Fowler Avenue	East Leg Ticonderoga	South Leg Fowler Avenue	West Leg Ticonderoga	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Clovis
N/S: Fowler Avenue
E/W: Ticonderoga

Date: 5/24/2022
Day: Tuesday

BICYCLES

	Southbound Fowler Avenue			Westbound Ticonderoga			Northbound Fowler Avenue			Eastbound Ticonderoga			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
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	1	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	0	1	0	0	0	0	0	1	0	0	0	0	2

	Southbound Fowler Avenue			Westbound Ticonderoga			Northbound Fowler Avenue			Eastbound Ticonderoga			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
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	2	0	0	0	0	0	0	0	0	0	2
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
TOTAL VOLUMES:	0	0	2	0	0	0	0	0	0	0	0	0	2

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City of Clovis
N/S: Fowler Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 22_CVS_Fowl_Shep AMC
Site Code : 00322473
Start Date : 5/24/2022

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

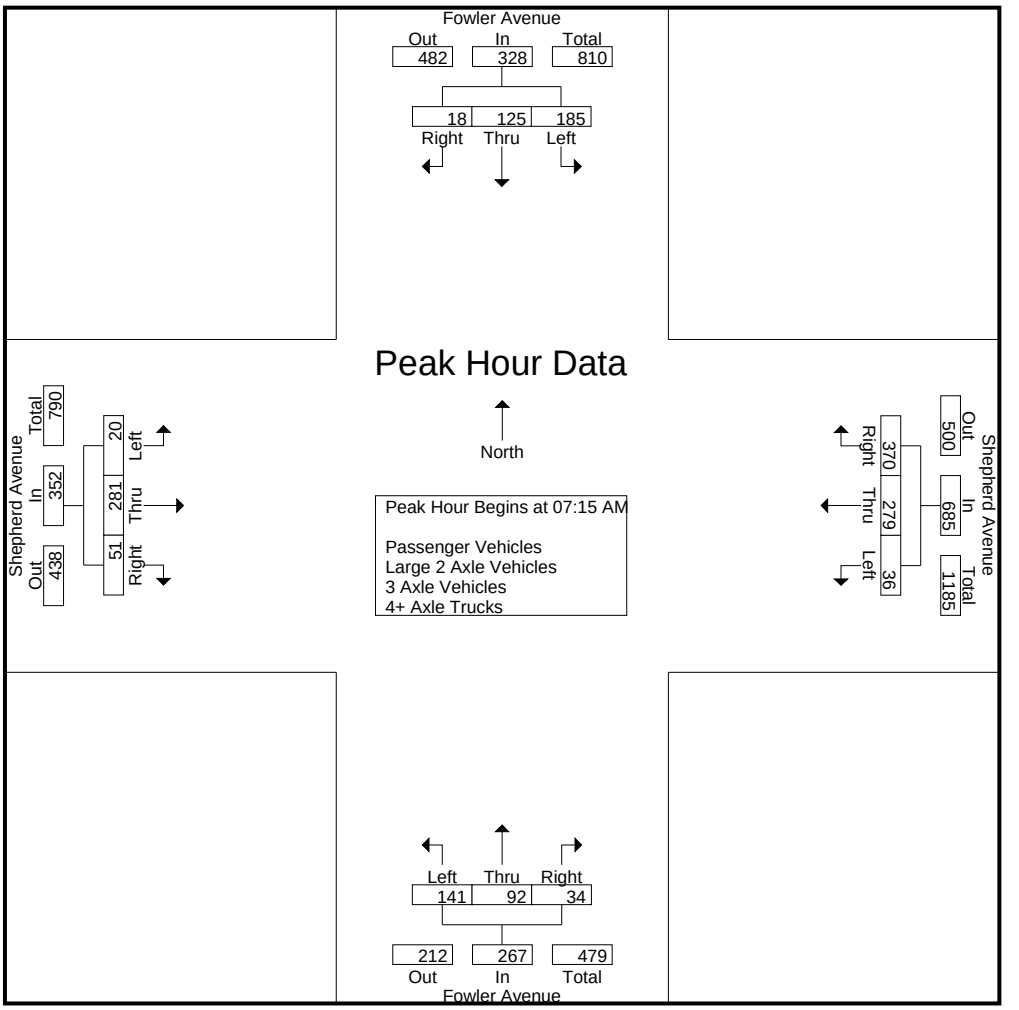
	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	34	23	5	62	3	58	62	123	23	14	2	39	1	28	2	31	255
07:15 AM	21	36	6	63	11	91	93	195	55	25	8	88	2	47	10	59	405
07:30 AM	38	30	1	69	8	81	133	222	31	17	6	54	5	63	12	80	425
07:45 AM	74	35	6	115	9	45	100	154	26	26	6	58	2	81	13	96	423
Total	167	124	18	309	31	275	388	694	135	82	22	239	10	219	37	266	1508
08:00 AM	52	24	5	81	8	62	44	114	29	24	14	67	11	90	16	117	379
08:15 AM	42	27	8	77	8	68	35	111	27	17	13	57	4	39	11	54	299
08:30 AM	23	24	2	49	7	54	33	94	26	23	5	54	3	35	11	49	246
08:45 AM	18	25	5	48	13	54	29	96	19	10	4	33	5	36	8	49	226
Total	135	100	20	255	36	238	141	415	101	74	36	211	23	200	46	269	1150
Grand Total	302	224	38	564	67	513	529	1109	236	156	58	450	33	419	83	535	2658
Apprch %	53.5	39.7	6.7		6	46.3	47.7		52.4	34.7	12.9		6.2	78.3	15.5		
Total %	11.4	8.4	1.4	21.2	2.5	19.3	19.9	41.7	8.9	5.9	2.2	16.9	1.2	15.8	3.1	20.1	
Passenger Vehicles	286	220	36	542	67	505	510	1082	234	147	57	438	32	408	82	522	2584
% Passenger Vehicles	94.7	98.2	94.7	96.1	100	98.4	96.4	97.6	99.2	94.2	98.3	97.3	97	97.4	98.8	97.6	97.2
Large 2 Axle Vehicles	9	2	2	13	0	5	7	12	2	1	1	4	1	6	1	8	37
% Large 2 Axle Vehicles	3	0.9	5.3	2.3	0	1	1.3	1.1	0.8	0.6	1.7	0.9	3	1.4	1.2	1.5	1.4
3 Axle Vehicles	3	0	0	3	0	3	8	11	0	4	0	4	0	3	0	3	21
% 3 Axle Vehicles	1	0	0	0.5	0	0.6	1.5	1	0	2.6	0	0.9	0	0.7	0	0.6	0.8
4+ Axle Trucks	4	2	0	6	0	0	4	4	0	4	0	4	0	2	0	2	16
% 4+ Axle Trucks	1.3	0.9	0	1.1	0	0	0.8	0.4	0	2.6	0	0.9	0	0.5	0	0.4	0.6

	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	21	**36**	**6**	63	**11**	**91**	93	195	**55**	25	8	**88**	2	47	10	59	405
07:30 AM	38	30	1	69	8	81	**133**	**222**	31	17	6	54	5	63	12	80	**425**
07:45 AM	**74**	35	6	**115**	9	45	100	154	26	**26**	6	58	2	81	13	96	423
08:00 AM	52	24	5	81	8	62	44	114	29	24	**14**	67	**11**	**90**	**16**	**117**	379
Total Volume	185	125	18	328	36	279	370	685	141	92	34	267	20	281	51	352	1632
% App. Total	56.4	38.1	5.5		5.3	40.7	54		52.8	34.5	12.7		5.7	79.8	14.5		
PHF	.625	.868	.750	.713	.818	.766	.695	.771	.641	.885	.607	.759	.455	.781	.797	.752	.960

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City of Clovis
N/S: Fowler Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 22_CVS_Fowl_Shep AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:00 AM				07:15 AM				07:15 AM			
+0 mins.	38	30	1	69	3	58	62	123	**55**	25	8	**88**	2	47	10	59
+15 mins.	**74**	**35**	6	**115**	**11**	**91**	93	195	31	17	6	54	5	63	12	80
+30 mins.	52	24	5	81	8	81	**133**	**222**	26	**26**	6	58	2	81	13	96
+45 mins.	42	27	**8**	77	9	45	100	154	29	24	**14**	67	**11**	**90**	**16**	**117**
Total Volume	206	116	20	342	31	275	388	694	141	92	34	267	20	281	51	352
% App. Total	60.2	33.9	5.8		4.5	39.6	55.9		52.8	34.5	12.7		5.7	79.8	14.5	
PHF	.696	.829	.625	.743	.705	.755	.729	.782	.641	.885	.607	.759	.455	.781	.797	.752

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City of Clovis
N/S: Fowler Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 22_CVS_Fowl_Shep AMC
Site Code : 00322473
Start Date : 5/24/2022

Groups Printed- Passenger Vehicles

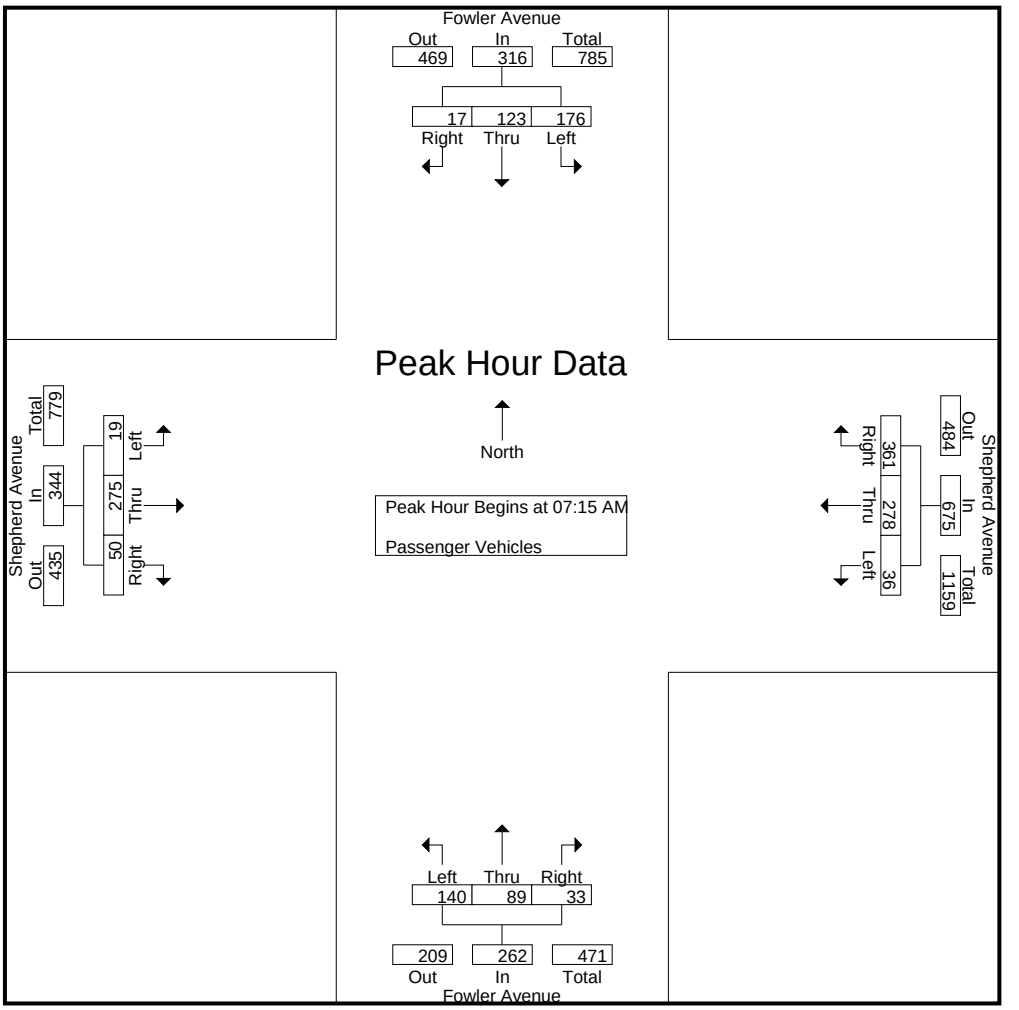
	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	34	23	4	61	3	56	59	118	22	14	2	38	1	26	2	29	246
07:15 AM	19	36	6	61	11	91	89	191	55	25	8	88	1	45	9	55	395
07:30 AM	37	28	1	66	8	81	133	222	30	17	6	53	5	62	12	79	420
07:45 AM	70	35	5	110	9	44	99	152	26	23	6	55	2	80	13	95	412
Total	160	122	16	298	31	272	380	683	133	79	22	234	9	213	36	258	1473
08:00 AM	50	24	5	79	8	62	40	110	29	24	13	66	11	88	16	115	370
08:15 AM	40	27	8	75	8	65	33	106	27	13	13	53	4	38	11	53	287
08:30 AM	22	24	2	48	7	54	32	93	26	21	5	52	3	35	11	49	242
08:45 AM	14	23	5	42	13	52	25	90	19	10	4	33	5	34	8	47	212
Total	126	98	20	244	36	233	130	399	101	68	35	204	23	195	46	264	1111
Grand Total	286	220	36	542	67	505	510	1082	234	147	57	438	32	408	82	522	2584
Apprch %	52.8	40.6	6.6		6.2	46.7	47.1		53.4	33.6	13		6.1	78.2	15.7		
Total %	11.1	8.5	1.4	21	2.6	19.5	19.7	41.9	9.1	5.7	2.2	17	1.2	15.8	3.2	20.2	

	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	19	**36**	**6**	61	**11**	**91**	89	191	**55**	**25**	8	**88**	1	45	9	55	395
07:30 AM	37	28	1	66	8	81	**133**	**222**	30	17	6	53	5	62	12	79	**420**
07:45 AM	**70**	35	5	**110**	9	44	99	152	26	23	6	55	2	80	13	95	412
08:00 AM	50	24	5	79	8	62	40	110	29	24	**13**	66	**11**	**88**	**16**	**115**	370
Total Volume	176	123	17	316	36	278	361	675	140	89	33	262	19	275	50	344	1597
% App. Total	55.7	38.9	5.4		5.3	41.2	53.5		53.4	34	12.6		5.5	79.9	14.5		
PHF	.629	.854	.708	.718	.818	.764	.679	.760	.636	.890	.635	.744	.432	.781	.781	.748	.951

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City of Clovis
N/S: Fowler Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 22_CVS_Fowl_Shep AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	19	**36**	**6**	61	**11**	**91**	89	191	**55**	**25**	8	**88**	1	45	9	55
+15 mins.	37	28	1	66	8	81	**133**	**222**	30	17	6	53	5	62	12	79
+30 mins.	**70**	35	5	**110**	9	44	99	152	26	23	6	55	2	80	13	95
+45 mins.	50	24	5	79	8	62	40	110	29	24	**13**	66	**11**	**88**	**16**	**115**
Total Volume	176	123	17	316	36	278	361	675	140	89	33	262	19	275	50	344
% App. Total	55.7	38.9	5.4		5.3	41.2	53.5		53.4	34	12.6		5.5	79.9	14.5	
PHF	.629	.854	.708	.718	.818	.764	.679	.760	.636	.890	.635	.744	.432	.781	.781	.748

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City of Clovis
N/S: Fowler Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 22_CVS_Fowl_Shep AMC
Site Code : 00322473
Start Date : 5/24/2022

Groups Printed- Large 2 Axle Vehicles

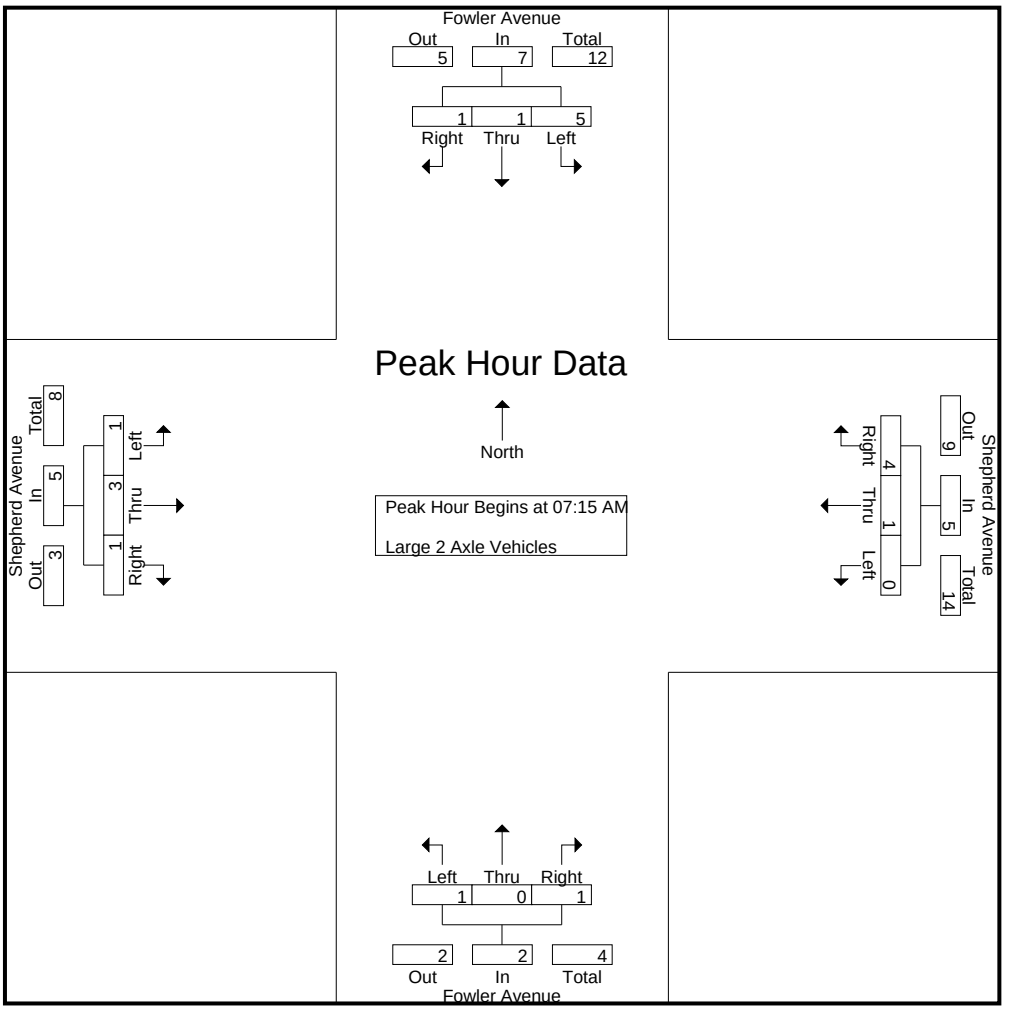
	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	1	1	0	1	1	2	1	0	0	1	0	1	0	1	5
07:15 AM	2	0	0	2	0	0	3	3	0	0	0	0	1	2	1	4	9
07:30 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	1	0	1	3
07:45 AM	1	0	1	2	0	1	0	1	0	0	0	0	0	0	0	0	3
Total	3	1	2	6	0	2	4	6	2	0	0	2	1	4	1	6	20
08:00 AM	2	0	0	2	0	0	1	1	0	0	1	1	0	0	0	0	4
08:15 AM	2	0	0	2	0	1	1	2	0	0	0	0	0	1	0	1	5
08:30 AM	1	0	0	1	0	0	1	1	0	1	0	1	0	0	0	0	3
08:45 AM	1	1	0	2	0	2	0	2	0	0	0	0	0	1	0	1	5
Total	6	1	0	7	0	3	3	6	0	1	1	2	0	2	0	2	17
Grand Total	9	2	2	13	0	5	7	12	2	1	1	4	1	6	1	8	37
Apprch %	69.2	15.4	15.4		0	41.7	58.3		50	25	25		12.5	75	12.5		
Total %	24.3	5.4	5.4	35.1	0	13.5	18.9	32.4	5.4	2.7	2.7	10.8	2.7	16.2	2.7	21.6	

	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	**2**	0	0	**2**	0	0	**3**	**3**	0	0	0	0	**1**	**2**	**1**	**4**	**9**
07:30 AM	0	**1**	0	1	0	0	0	0	**1**	0	0	**1**	0	1	0	1	3
07:45 AM	1	0	**1**	2	0	**1**	0	1	0	0	0	0	0	0	0	0	3
08:00 AM	2	0	0	2	0	0	1	1	0	0	**1**	1	0	0	0	0	4
Total Volume	5	1	1	7	0	1	4	5	1	0	1	2	1	3	1	5	19
% App. Total	71.4	14.3	14.3		0	20	80		50	0	50		20	60	20		
PHF	.625	.250	.250	.875	.000	.250	.333	.417	.250	.000	.250	.500	.250	.375	.250	.313	.528

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City of Clovis
N/S: Fowler Avenue
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File Name : 22_CVS_Fowl_Shep AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	**2**	0	0	**2**	0	0	**3**	**3**	0	0	0	0	**1**	**2**	**1**	**4**
+15 mins.	0	**1**	0	1	0	0	0	0	**1**	0	0	**1**	0	1	0	1
+30 mins.	1	0	**1**	2	0	**1**	0	1	0	0	0	0	0	0	0	0
+45 mins.	2	0	0	2	0	0	1	1	0	0	**1**	1	0	0	0	0
Total Volume	5	1	1	7	0	1	4	5	1	0	1	2	1	3	1	5
% App. Total	71.4	14.3	14.3		0	20	80		50	0	50		20	60	20	
PHF	.625	.250	.250	.875	.000	.250	.333	.417	.250	.000	.250	.500	.250	.375	.250	.313

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City of Clovis
N/S: Fowler Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 22_CVS_Fowl_Shep AMC
Site Code : 00322473
Start Date : 5/24/2022

Groups Printed- 3 Axle Vehicles

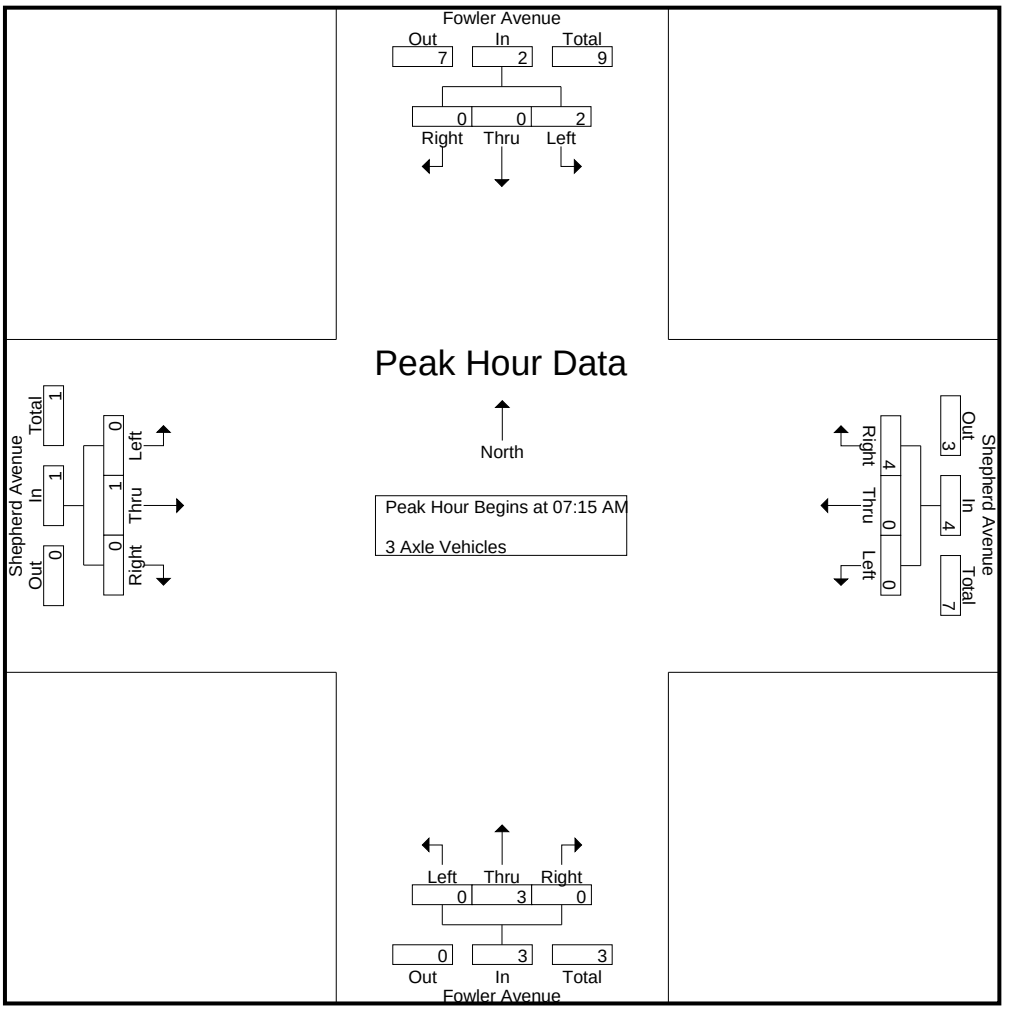
	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	3
07:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	2	0	0	2	0	0	1	1	0	3	0	3	0	0	0	0	6
Total	2	0	0	2	0	1	3	4	0	3	0	3	0	1	0	1	10
08:00 AM	0	0	0	0	0	0	2	2	0	0	0	0	0	1	0	1	3
08:15 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	1	0	0	1	0	0	2	2	0	0	0	0	0	1	0	1	4
Total	1	0	0	1	0	2	5	7	0	1	0	1	0	2	0	2	11
Grand Total	3	0	0	3	0	3	8	11	0	4	0	4	0	3	0	3	21
Apprch %	100	0	0		0	27.3	72.7		0	100	0		0	100	0		
Total %	14.3	0	0	14.3	0	14.3	38.1	52.4	0	19	0	19	0	14.3	0	14.3	

	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	**2**	0	0	**2**	0	0	1	1	0	**3**	0	**3**	0	0	0	0	**6**
08:00 AM	0	0	0	0	0	0	**2**	**2**	0	0	0	0	0	**1**	0	**1**	3
Total Volume	2	0	0	2	0	0	4	4	0	3	0	3	0	1	0	1	10
% App. Total	100	0	0		0	0	100		0	100	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.000	.500	.500	.000	.250	.000	.250	.000	.250	.000	.250	.417

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City of Clovis
N/S: Fowler Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 22_CVS_Fowl_Shep AMC
Site Code : 00322473
Start Date : 5/24/2022



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	**2**	0	0	**2**	0	0	1	1	0	**3**	0	**3**	0	0	0	0
+45 mins.	0	0	0	0	0	0	**2**	**2**	0	0	0	0	0	**1**	0	**1**
Total Volume	2	0	0	2	0	0	4	4	0	3	0	3	0	1	0	1
% App. Total	100	0	0		0	0	100		0	100	0		0	100	0	
PHF	.250	.000	.000	.250	.000	.000	.500	.500	.000	.250	.000	.250	.000	.250	.000	.250

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City of Clovis
N/S: Fowler Avenue
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Weather: Clear

File Name : 22_CVS_Fowl_Shep AMC
Site Code : 00322473
Start Date : 5/24/2022

Groups Printed- 4+ Axle Trucks

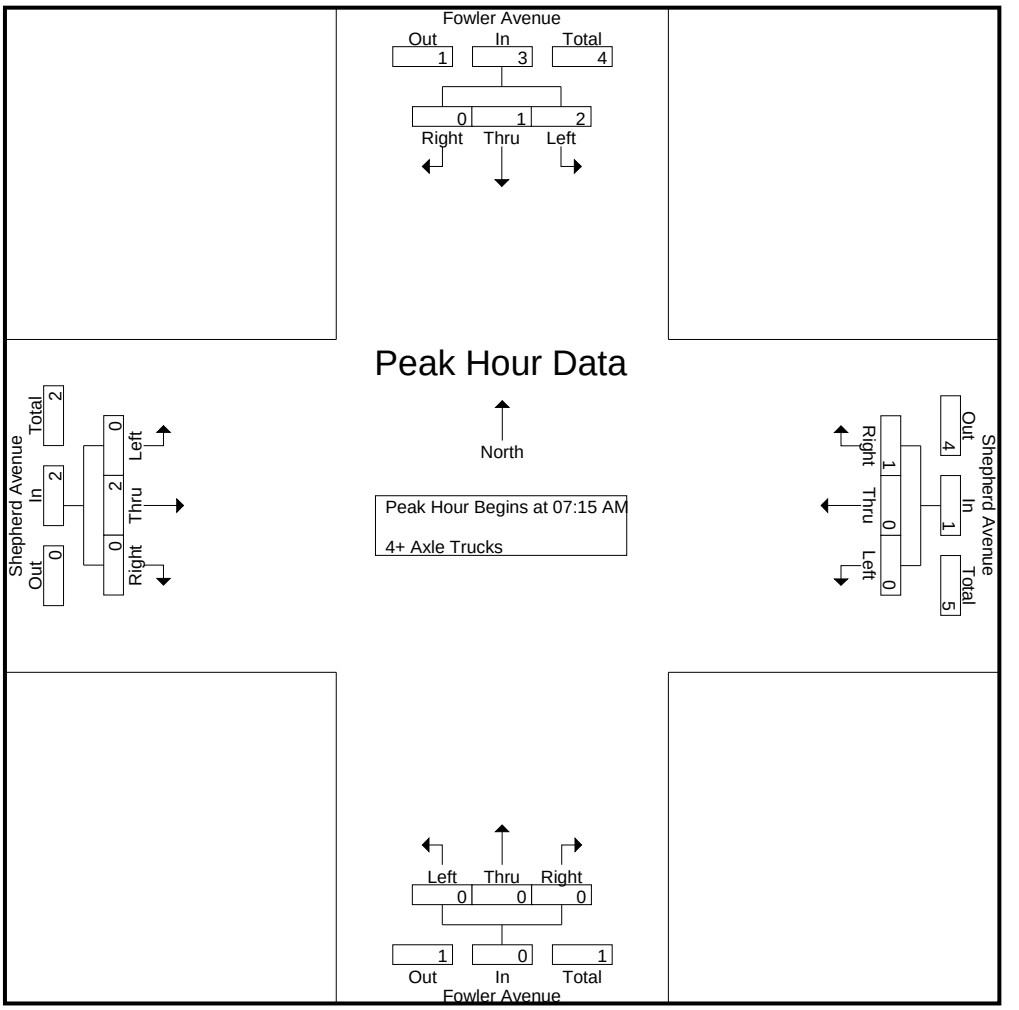
	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
Total	2	1	0	3	0	0	1	1	0	0	0	0	0	1	0	1	5
08:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	0	4
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	2	1	0	3	0	0	2	2	0	0	0	0	0	0	0	0	5
Total	2	1	0	3	0	0	3	3	0	4	0	4	0	1	0	1	11
Grand Total	4	2	0	6	0	0	4	4	0	4	0	4	0	2	0	2	16
Apprch %	66.7	33.3	0		0	0	100		0	100	0		0	100	0		
Total %	25	12.5	0	37.5	0	0	25	25	0	25	0	25	0	12.5	0	12.5	

	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	**1**	**1**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	**1**	2
08:00 AM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	1	0	1	2
Total Volume	2	1	0	3	0	0	1	1	0	0	0	0	0	2	0	2	6
% App. Total	66.7	33.3	0		0	0	100		0	0	0		0	100	0		
PHF	.500	.250	.000	.375	.000	.000	.250	.250	.000	.000	.000	.000	.000	.500	.000	.500	.750

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City of Clovis
N/S: Fowler Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 22_CVS_Fowl_Shep AMC
Site Code : 00322473
Start Date : 5/24/2022



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	**1**	**1**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	1	0	0	1	0	0	0	0	0	0	0	0	0	**1**	0	**1**
+45 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	1	0	1
Total Volume	2	1	0	3	0	0	1	1	0	0	0	0	0	2	0	2
% App. Total	66.7	33.3	0		0	0	100		0	0	0		0	100	0	
PHF	.500	.250	.000	.375	.000	.000	.250	.250	.000	.000	.000	.000	.000	.500	.000	.500

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City of Clovis
N/S: Fowler Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 22_CVS_Fowl_Shep PMC
Site Code : 00322473
Start Date : 5/24/2022

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

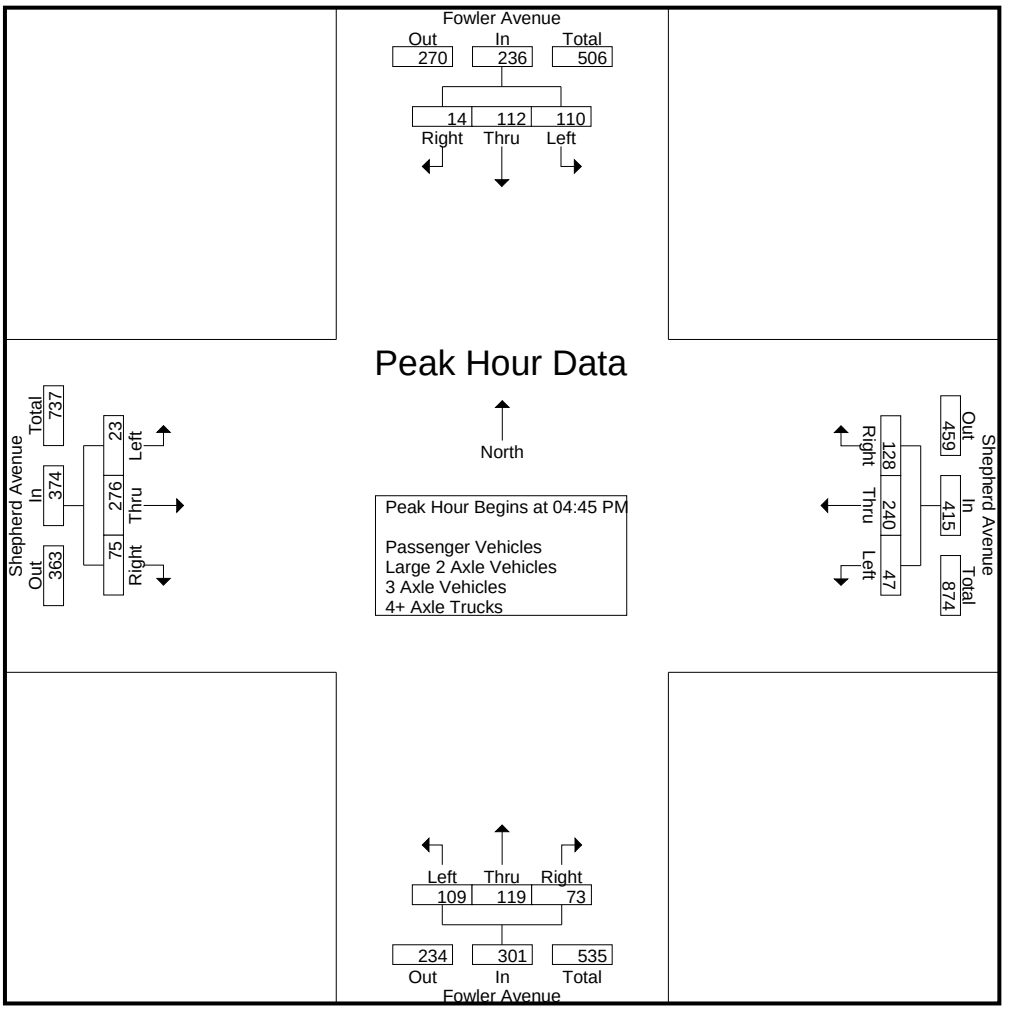
	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	32	36	8	76	5	55	33	93	27	36	18	81	8	63	23	94	344
04:15 PM	37	36	1	74	15	60	21	96	25	32	13	70	1	56	16	73	313
04:30 PM	24	31	6	61	13	58	38	109	14	27	18	59	3	54	16	73	302
04:45 PM	26	22	6	54	15	54	33	102	22	26	16	64	5	62	20	87	307
Total	119	125	21	265	48	227	125	400	88	121	65	274	17	235	75	327	1266
05:00 PM	26	29	2	57	9	62	30	101	25	38	19	82	7	71	26	104	344
05:15 PM	29	31	5	65	18	64	37	119	22	29	20	71	4	73	15	92	347
05:30 PM	29	30	1	60	5	60	28	93	40	26	18	84	7	70	14	91	328
05:45 PM	27	18	2	47	17	60	27	104	18	37	11	66	7	59	18	84	301
Total	111	108	10	229	49	246	122	417	105	130	68	303	25	273	73	371	1320
Grand Total	230	233	31	494	97	473	247	817	193	251	133	577	42	508	148	698	2586
Apprch %	46.6	47.2	6.3		11.9	57.9	30.2		33.4	43.5	23.1		6	72.8	21.2		
Total %	8.9	9	1.2	19.1	3.8	18.3	9.6	31.6	7.5	9.7	5.1	22.3	1.6	19.6	5.7	27	
Passenger Vehicles	226	228	30	484	96	470	243	809	192	246	133	571	41	504	144	689	2553
% Passenger Vehicles	98.3	97.9	96.8	98	99	99.4	98.4	99	99.5	98	100	99	97.6	99.2	97.3	98.7	98.7
Large 2 Axle Vehicles	4	3	1	8	1	3	2	6	1	4	0	5	1	3	4	8	27
% Large 2 Axle Vehicles	1.7	1.3	3.2	1.6	1	0.6	0.8	0.7	0.5	1.6	0	0.9	2.4	0.6	2.7	1.1	1
3 Axle Vehicles	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
% 3 Axle Vehicles	0	0.9	0	0.4	0	0	0	0	0	0	0	0	0	0.2	0	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	0	2	2	0	1	0	1	0	0	0	0	3
% 4+ Axle Trucks	0	0	0	0	0	0	0.8	0.2	0	0.4	0	0.2	0	0	0	0	0.1

	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	26	22	**6**	54	15	54	33	102	22	26	16	64	5	62	20	87	307
05:00 PM	26	29	2	57	9	62	30	101	25	**38**	19	82	**7**	71	**26**	**104**	344
05:15 PM	**29**	**31**	5	**65**	**18**	**64**	**37**	**119**	22	29	**20**	71	4	**73**	15	92	**347**
05:30 PM	29	30	1	60	5	60	28	93	**40**	26	18	**84**	7	70	14	91	328
Total Volume	110	112	14	236	47	240	128	415	109	119	73	301	23	276	75	374	1326
% App. Total	46.6	47.5	5.9		11.3	57.8	30.8		36.2	39.5	24.3		6.1	73.8	20.1		
PHF	.948	.903	.583	.908	.653	.938	.865	.872	.681	.783	.913	.896	.821	.945	.721	.899	.955

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City of Clovis
N/S: Fowler Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 22_CVS_Fowl_Shep PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:30 PM				05:00 PM				04:45 PM			
+0 mins.	32	**36**	**8**	**76**	13	58	**38**	109	25	**38**	19	82	5	62	20	87
+15 mins.	**37**	36	1	74	15	54	33	102	22	29	**20**	71	**7**	71	**26**	**104**
+30 mins.	24	31	6	61	9	62	30	101	**40**	26	18	**84**	4	**73**	15	92
+45 mins.	26	22	6	54	**18**	**64**	37	**119**	18	37	11	66	7	70	14	91
Total Volume	119	125	21	265	55	238	138	431	105	130	68	303	23	276	75	374
% App. Total	44.9	47.2	7.9		12.8	55.2	32		34.7	42.9	22.4		6.1	73.8	20.1	
PHF	.804	.868	.656	.872	.764	.930	.908	.905	.656	.855	.850	.902	.821	.945	.721	.899

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City of Clovis
N/S: Fowler Avenue
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File Name : 22_CVS_Fowl_Shep PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

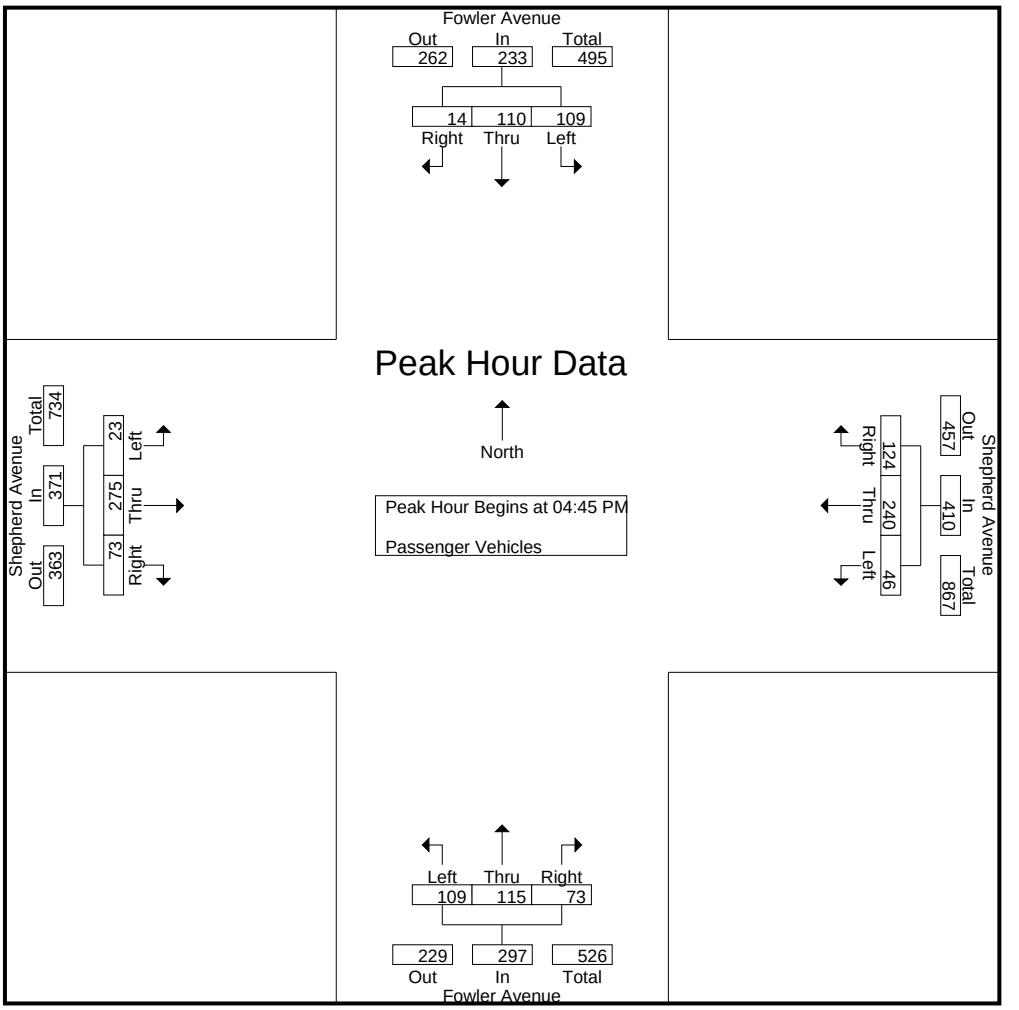
	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	31	35	7	73	5	53	33	91	26	35	18	79	8	60	23	91	334
04:15 PM	35	35	1	71	15	59	21	95	25	32	13	70	1	56	15	72	308
04:30 PM	24	31	6	61	13	58	38	109	14	27	18	59	3	54	15	72	301
04:45 PM	26	22	6	54	15	54	33	102	22	26	16	64	5	61	19	85	305
Total	116	123	20	259	48	224	125	397	87	120	65	272	17	231	72	320	1248
05:00 PM	26	29	2	57	9	62	29	100	25	36	19	80	7	71	26	104	341
05:15 PM	28	30	5	63	17	64	35	116	22	27	20	69	4	73	14	91	339
05:30 PM	29	29	1	59	5	60	27	92	40	26	18	84	7	70	14	91	326
05:45 PM	27	17	2	46	17	60	27	104	18	37	11	66	6	59	18	83	299
Total	110	105	10	225	48	246	118	412	105	126	68	299	24	273	72	369	1305
Grand Total	226	228	30	484	96	470	243	809	192	246	133	571	41	504	144	689	2553
Apprch %	46.7	47.1	6.2		11.9	58.1	30		33.6	43.1	23.3		6	73.1	20.9		
Total %	8.9	8.9	1.2	19	3.8	18.4	9.5	31.7	7.5	9.6	5.2	22.4	1.6	19.7	5.6	27	

	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	26	22	**6**	54	15	54	33	102	22	26	16	64	5	61	19	85	305
05:00 PM	26	29	2	57	9	62	29	100	25	**36**	19	80	**7**	71	**26**	**104**	**341**
05:15 PM	28	**30**	5	**63**	**17**	**64**	**35**	**116**	22	27	**20**	69	4	**73**	14	91	339
05:30 PM	**29**	29	1	59	5	60	27	92	**40**	26	18	**84**	7	70	14	91	326
Total Volume	109	110	14	233	46	240	124	410	109	115	73	297	23	275	73	371	1311
% App. Total	46.8	47.2	6		11.2	58.5	30.2		36.7	38.7	24.6		6.2	74.1	19.7		
PHF	.940	.917	.583	.925	.676	.938	.886	.884	.681	.799	.913	.884	.821	.942	.702	.892	.961

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City of Clovis
N/S: Fowler Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 22_CVS_Fowl_Shep PMC
Site Code : 00322473
Start Date : 5/24/2022



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	26	22	**6**	54	15	54	33	102	22	26	16	64	5	61	19	85
+15 mins.	26	29	2	57	9	62	29	100	25	**36**	19	80	**7**	71	**26**	**104**
+30 mins.	28	**30**	5	**63**	**17**	**64**	**35**	**116**	22	27	**20**	69	4	**73**	14	91
+45 mins.	**29**	29	1	59	5	60	27	92	**40**	26	18	**84**	7	70	14	91
Total Volume	109	110	14	233	46	240	124	410	109	115	73	297	23	275	73	371
% App. Total	46.8	47.2	6		11.2	58.5	30.2		36.7	38.7	24.6		6.2	74.1	19.7	
PHF	.940	.917	.583	.925	.676	.938	.886	.884	.681	.799	.913	.884	.821	.942	.702	.892

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City of Clovis
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File Name : 22_CVS_Fowl_Shep PMC
Site Code : 00322473
Start Date : 5/24/2022

Groups Printed- Large 2 Axle Vehicles

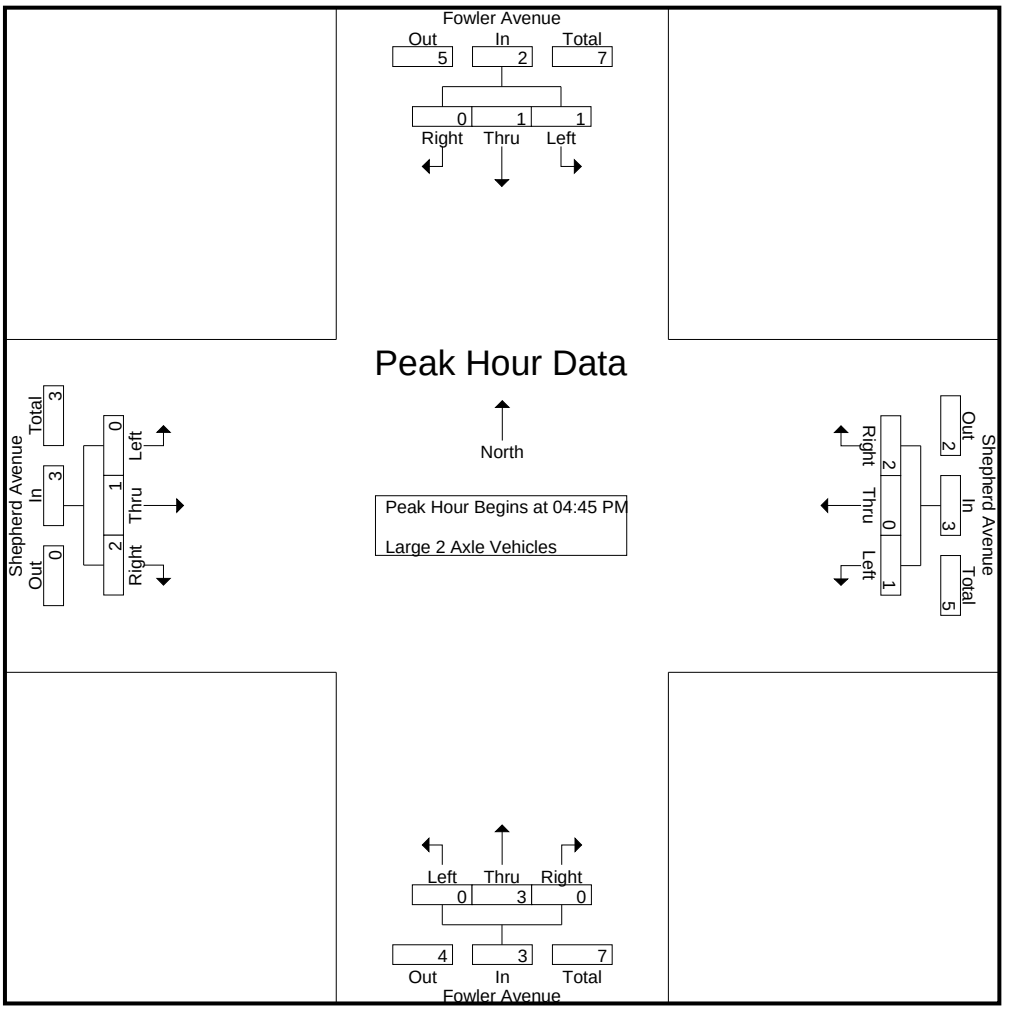
	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	1	2	0	2	0	2	1	1	0	2	0	2	0	2	8
04:15 PM	2	1	0	3	0	1	0	1	0	0	0	0	0	0	1	1	5
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
Total	3	1	1	5	0	3	0	3	1	1	0	2	0	3	3	6	16
05:00 PM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
05:15 PM	1	0	0	1	1	0	1	2	0	2	0	2	0	0	1	1	6
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	1	2	0	3	1	0	2	3	0	3	0	3	1	0	1	2	11
Grand Total	4	3	1	8	1	3	2	6	1	4	0	5	1	3	4	8	27
Apprch %	50	37.5	12.5		16.7	50	33.3		20	80	0		12.5	37.5	50		
Total %	14.8	11.1	3.7	29.6	3.7	11.1	7.4	22.2	3.7	14.8	0	18.5	3.7	11.1	14.8	29.6	

	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**	2
05:00 PM	0	0	0	0	0	0	**1**	1	0	1	0	1	0	0	0	0	2
05:15 PM	**1**	0	0	**1**	**1**	0	1	**2**	0	**2**	0	**2**	0	0	1	1	**6**
05:30 PM	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	1	0	2	1	0	2	3	0	3	0	3	0	1	2	3	11
% App. Total	50	50	0		33.3	0	66.7		0	100	0		0	33.3	66.7		
PHF	.250	.250	.000	.500	.250	.000	.500	.375	.000	.375	.000	.375	.000	.250	.500	.375	.458

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City of Clovis
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File Name : 22_CVS_Fowl_Shep PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	**1**	**2**
+15 mins.	0	0	0	0	0	0	**1**	1	0	1	0	1	0	0	0	0
+30 mins.	**1**	0	0	**1**	**1**	0	1	**2**	0	**2**	0	**2**	0	0	1	1
+45 mins.	0	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	1	0	2	1	0	2	3	0	3	0	3	0	1	2	3
% App. Total	50	50	0		33.3	0	66.7		0	100	0		0	33.3	66.7	
PHF	.250	.250	.000	.500	.250	.000	.500	.375	.000	.375	.000	.375	.000	.250	.500	.375

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City of Clovis
N/S: Fowler Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 22_CVS_Fowl_Shep PMC
Site Code : 00322473
Start Date : 5/24/2022

Groups Printed- 3 Axle Vehicles

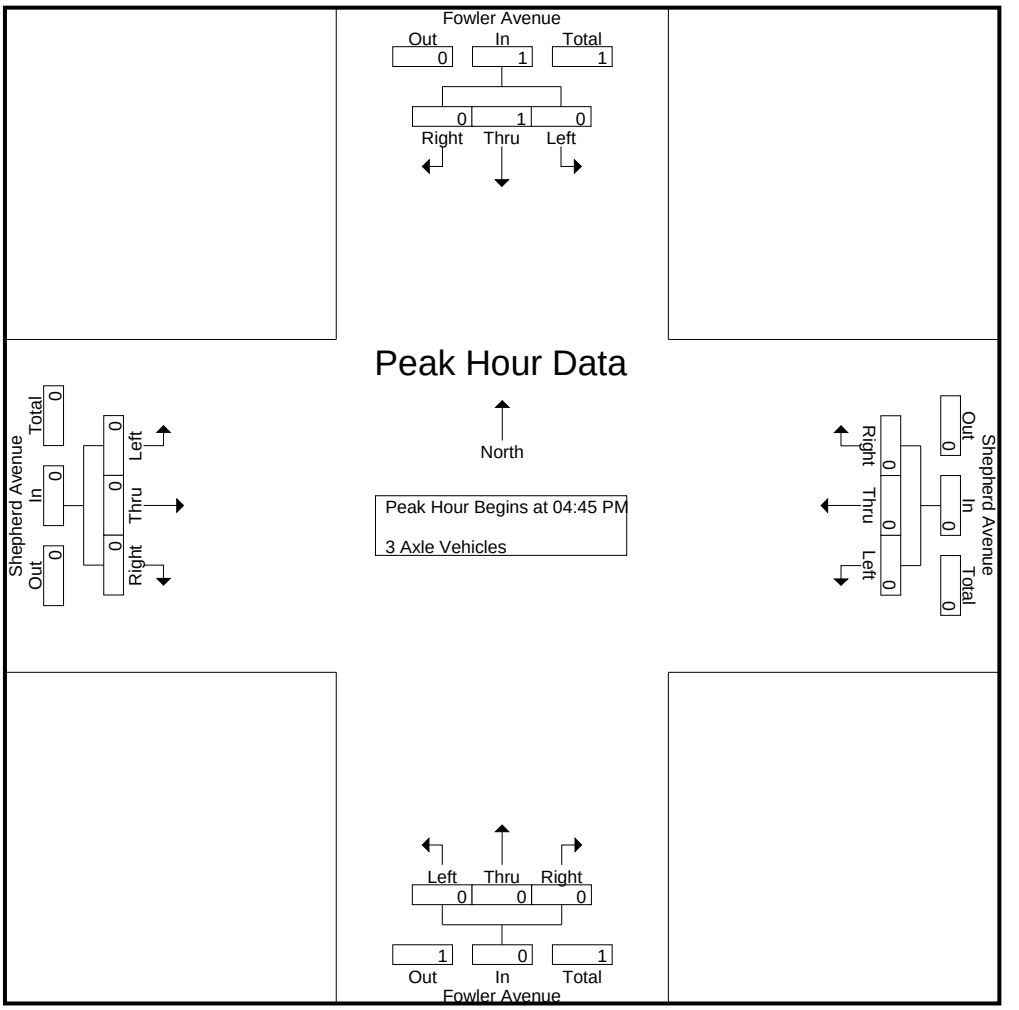
	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	2	0	2	0	0	0	0	0	0	0	0	0	1	0	1	3
Apprch %	0	100	0		0	0	0		0	0	0		0	100	0		
Total %	0	66.7	0	66.7	0	0	0	0	0	0	0	0	0	33.3	0	33.3	

	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250

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City of Clovis
N/S: Fowler Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 22_CVS_Fowl_Shep PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	100	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Clovis
N/S: Fowler Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 22_CVS_Fowl_Shep PMC
Site Code : 00322473
Start Date : 5/24/2022

Groups Printed- 4+ Axle Trucks

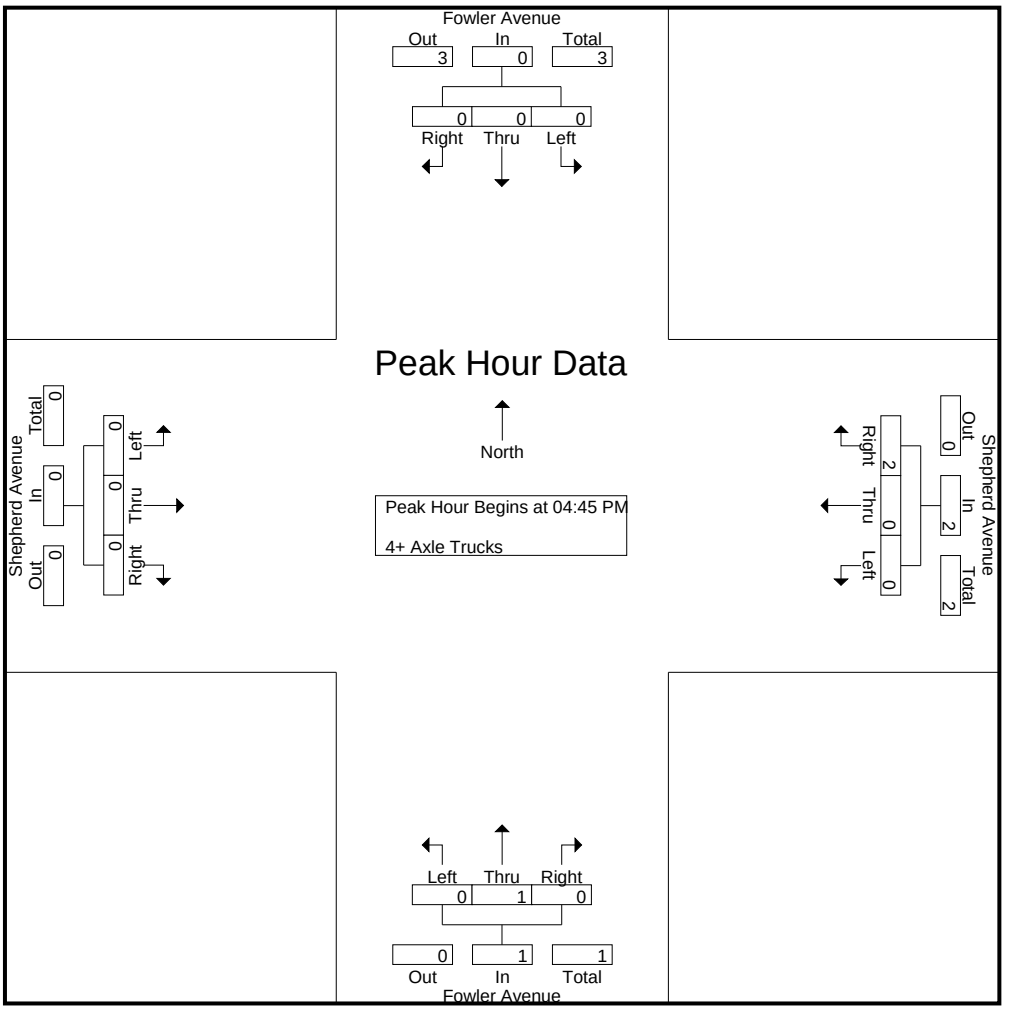
	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	2	0	1	0	1	0	0	0	0	3
Grand Total	0	0	0	0	0	0	2	2	0	1	0	1	0	0	0	0	3
Apprch %	0	0	0		0	0	100		0	100	0		0	0	0		
Total %	0	0	0	0	0	0	66.7	66.7	0	33.3	0	33.3	0	0	0	0	

	Fowler Avenue Southbound				Shepherd Avenue Westbound				Fowler Avenue Northbound				Shepherd Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
05:15 PM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	2	2	0	1	0	1	0	0	0	0	3
% App. Total	0	0	0		0	0	100		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.500	.000	.250	.000	.250	.000	.000	.000	.000	.750

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City of Clovis
N/S: Fowler Avenue
E/W: Shepherd Avenue
Weather: Clear

File Name : 22_CVS_Fowl_Shep PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+30 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	2	0	1	0	1	0	0	0	0
% App. Total	0	0	0		0	0	100		0	100	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.500	.500	.000	.250	.000	.250	.000	.000	.000	.000

Location: Clovis
N/S: Fowler Avenue
E/W: Shepherd Avenue

Date: 5/24/2022
Day: Tuesday

PEDESTRIANS

	North Leg Fowler Avenue	East Leg Shepherd Avenue	South Leg Fowler Avenue	West Leg Shepherd Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
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	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Fowler Avenue	East Leg Shepherd Avenue	South Leg Fowler Avenue	West Leg Shepherd Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	1	1
5:30 PM	0	0	0	0	0
5:45 PM	1	0	0	1	2
TOTAL VOLUMES:	1	0	0	2	3

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Location: Clovis
N/S: Fowler Avenue
E/W: Shepherd Avenue

Date: 5/24/2022
Day: Tuesday

BICYCLES

	Southbound Fowler Avenue			Westbound Shepherd Avenue			Northbound Fowler Avenue			Eastbound Shepherd Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
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	1	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	0	0	0	0	0	0	1	0	2
TOTAL VOLUMES:	0	1	0	1	1	0	0	0	0	0	2	0	5

	Southbound Fowler Avenue			Westbound Shepherd Avenue			Northbound Fowler Avenue			Eastbound Shepherd Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
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	1	0	1
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
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

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City of Clovis
N/S: Fowler Avenue
E/W: Teague Avenue
Weather: Clear

File Name : 23_CVS_Fowl_Tea AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

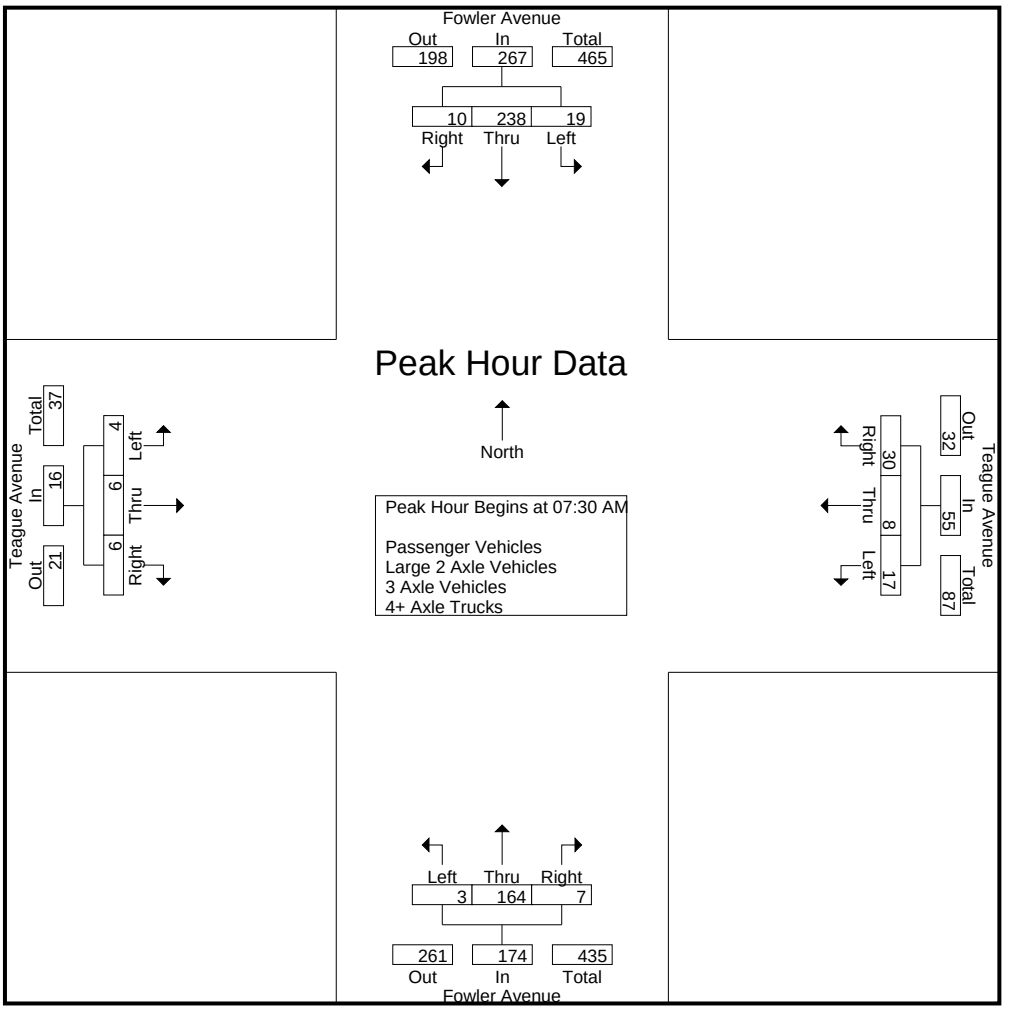
	Fowler Avenue Southbound				Teague Avenue Westbound				Fowler Avenue Northbound				Teague Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	45	1	46	2	2	1	5	4	29	2	35	1	0	2	3	89
07:15 AM	6	60	1	67	8	5	1	14	1	29	1	31	1	2	1	4	116
07:30 AM	2	60	6	68	4	6	0	10	0	39	1	40	1	1	3	5	123
07:45 AM	9	50	1	60	0	0	5	5	1	41	2	44	0	4	3	7	116
Total	17	215	9	241	14	13	7	34	6	138	6	150	3	7	9	19	444
08:00 AM	4	56	2	62	9	1	12	22	1	43	2	46	2	1	0	3	133
08:15 AM	4	72	1	77	4	1	13	18	1	41	2	44	1	0	0	1	140
08:30 AM	1	58	2	61	3	0	5	8	2	38	1	41	0	0	0	0	110
08:45 AM	2	48	1	51	2	2	4	8	2	33	0	35	0	2	2	4	98
Total	11	234	6	251	18	4	34	56	6	155	5	166	3	3	2	8	481
Grand Total	28	449	15	492	32	17	41	90	12	293	11	316	6	10	11	27	925
Apprch %	5.7	91.3	3		35.6	18.9	45.6		3.8	92.7	3.5		22.2	37	40.7		
Total %	3	48.5	1.6	53.2	3.5	1.8	4.4	9.7	1.3	31.7	1.2	34.2	0.6	1.1	1.2	2.9	
Passenger Vehicles	27	441	15	483	32	17	40	89	12	286	11	309	6	10	11	27	908
% Passenger Vehicles	96.4	98.2	100	98.2	100	100	97.6	98.9	100	97.6	100	97.8	100	100	100	100	98.2
Large 2 Axle Vehicles	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0	7
% Large 2 Axle Vehicles	0	0.7	0	0.6	0	0	0	0	0	1.4	0	1.3	0	0	0	0	0.8
3 Axle Vehicles	1	2	0	3	0	0	1	1	0	2	0	2	0	0	0	0	6
% 3 Axle Vehicles	3.6	0.4	0	0.6	0	0	2.4	1.1	0	0.7	0	0.6	0	0	0	0	0.6
4+ Axle Trucks	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
% 4+ Axle Trucks	0	0.7	0	0.6	0	0	0	0	0	0.3	0	0.3	0	0	0	0	0.4

	Fowler Avenue Southbound				Teague Avenue Westbound				Fowler Avenue Northbound				Teague Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	60	**6**	68	4	**6**	0	10	0	39	1	40	1	1	**3**	5	123
07:45 AM	**9**	50	1	60	0	0	5	5	**1**	41	**2**	44	0	**4**	3	**7**	116
08:00 AM	4	56	2	62	**9**	1	12	**22**	1	**43**	2	**46**	**2**	1	0	3	133
08:15 AM	4	**72**	1	**77**	4	1	**13**	18	1	41	2	44	1	0	0	1	**140**
Total Volume	19	238	10	267	17	8	30	55	3	164	7	174	4	6	6	16	512
% App. Total	7.1	89.1	3.7		30.9	14.5	54.5		1.7	94.3	4		25	37.5	37.5		
PHF	.528	.826	.417	.867	.472	.333	.577	.625	.750	.953	.875	.946	.500	.375	.500	.571	.914

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City of Clovis
N/S: Fowler Avenue
E/W: Teague Avenue
Weather: Clear

File Name : 23_CVS_Fowl_Tea AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				08:00 AM				07:45 AM				07:00 AM			
+0 mins.	2	60	**6**	68	**9**	1	12	**22**	1	41	**2**	44	**1**	0	2	3
+15 mins.	**9**	50	1	60	4	1	**13**	18	1	**43**	2	**46**	1	2	1	4
+30 mins.	4	56	2	62	3	0	5	8	1	41	2	44	1	1	**3**	5
+45 mins.	4	**72**	1	**77**	2	**2**	4	8	**2**	38	1	41	0	**4**	3	**7**
Total Volume	19	238	10	267	18	4	34	56	5	163	7	175	3	7	9	19
% App. Total	7.1	89.1	3.7		32.1	7.1	60.7		2.9	93.1	4		15.8	36.8	47.4	
PHF	.528	.826	.417	.867	.500	.500	.654	.636	.625	.948	.875	.951	.750	.438	.750	.679

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City of Clovis
N/S: Fowler Avenue
E/W: Teague Avenue
Weather: Clear

File Name : 23_CVS_Fowl_Tea AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

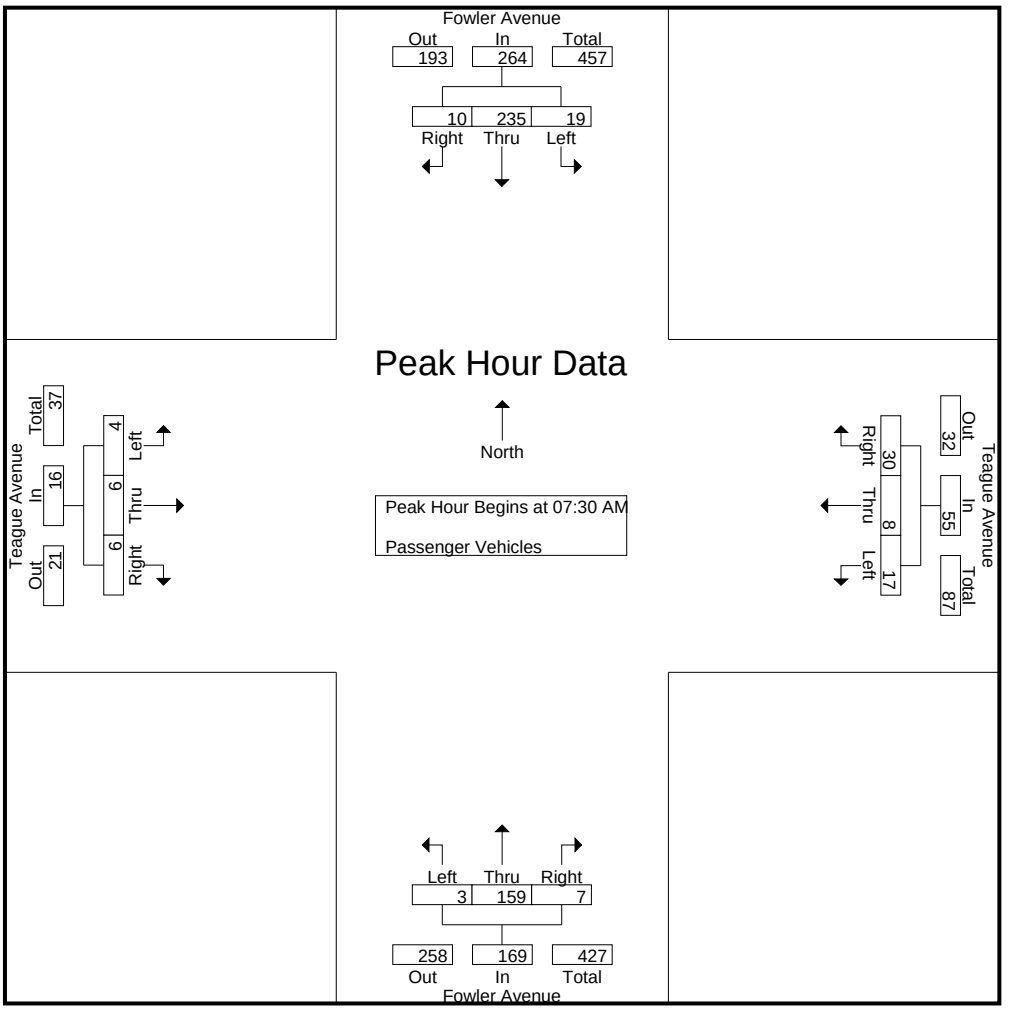
	Fowler Avenue Southbound				Teague Avenue Westbound				Fowler Avenue Northbound				Teague Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	44	1	45	2	2	1	5	4	27	2	33	1	0	2	3	86
07:15 AM	6	60	1	67	8	5	1	14	1	29	1	31	1	2	1	4	116
07:30 AM	2	59	6	67	4	6	0	10	0	37	1	38	1	1	3	5	120
07:45 AM	9	50	1	60	0	0	5	5	1	41	2	44	0	4	3	7	116
Total	17	213	9	239	14	13	7	34	6	134	6	146	3	7	9	19	438
08:00 AM	4	55	2	61	9	1	12	22	1	43	2	46	2	1	0	3	132
08:15 AM	4	71	1	76	4	1	13	18	1	38	2	41	1	0	0	1	136
08:30 AM	0	55	2	57	3	0	4	7	2	38	1	41	0	0	0	0	105
08:45 AM	2	47	1	50	2	2	4	8	2	33	0	35	0	2	2	4	97
Total	10	228	6	244	18	4	33	55	6	152	5	163	3	3	2	8	470
Grand Total	27	441	15	483	32	17	40	89	12	286	11	309	6	10	11	27	908
Apprch %	5.6	91.3	3.1		36	19.1	44.9		3.9	92.6	3.6		22.2	37	40.7		
Total %	3	48.6	1.7	53.2	3.5	1.9	4.4	9.8	1.3	31.5	1.2	34	0.7	1.1	1.2	3	

	Fowler Avenue Southbound				Teague Avenue Westbound				Fowler Avenue Northbound				Teague Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	2	59	**6**	67	4	**6**	0	10	0	37	1	38	1	1	**3**	5	120
07:45 AM	**9**	50	1	60	0	0	5	5	**1**	41	**2**	44	0	**4**	3	**7**	116
08:00 AM	4	55	2	61	**9**	1	12	**22**	1	**43**	2	**46**	**2**	1	0	3	132
08:15 AM	4	**71**	1	**76**	4	1	**13**	18	1	38	2	41	1	0	0	1	**136**
Total Volume	19	235	10	264	17	8	30	55	3	159	7	169	4	6	6	16	504
% App. Total	7.2	89	3.8		30.9	14.5	54.5		1.8	94.1	4.1		25	37.5	37.5		
PHF	.528	.827	.417	.868	.472	.333	.577	.625	.750	.924	.875	.918	.500	.375	.500	.571	.926

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City of Clovis
N/S: Fowler Avenue
E/W: Teague Avenue
Weather: Clear

File Name : 23_CVS_Fowl_Tea AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	2	59	**6**	67	4	**6**	0	10	0	37	1	38	1	1	**3**	5
+15 mins.	**9**	50	1	60	0	0	5	5	**1**	41	**2**	44	0	**4**	3	**7**
+30 mins.	4	55	2	61	**9**	1	12	**22**	1	**43**	2	**46**	**2**	1	0	3
+45 mins.	4	**71**	1	**76**	4	1	**13**	18	1	38	2	41	1	0	0	1
Total Volume	19	235	10	264	17	8	30	55	3	159	7	169	4	6	6	16
% App. Total	7.2	89	3.8		30.9	14.5	54.5		1.8	94.1	4.1		25	37.5	37.5	
PHF	.528	.827	.417	.868	.472	.333	.577	.625	.750	.924	.875	.918	.500	.375	.500	.571

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City of Clovis
N/S: Fowler Avenue
E/W: Teague Avenue
Weather: Clear

File Name : 23_CVS_Fowl_Tea AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

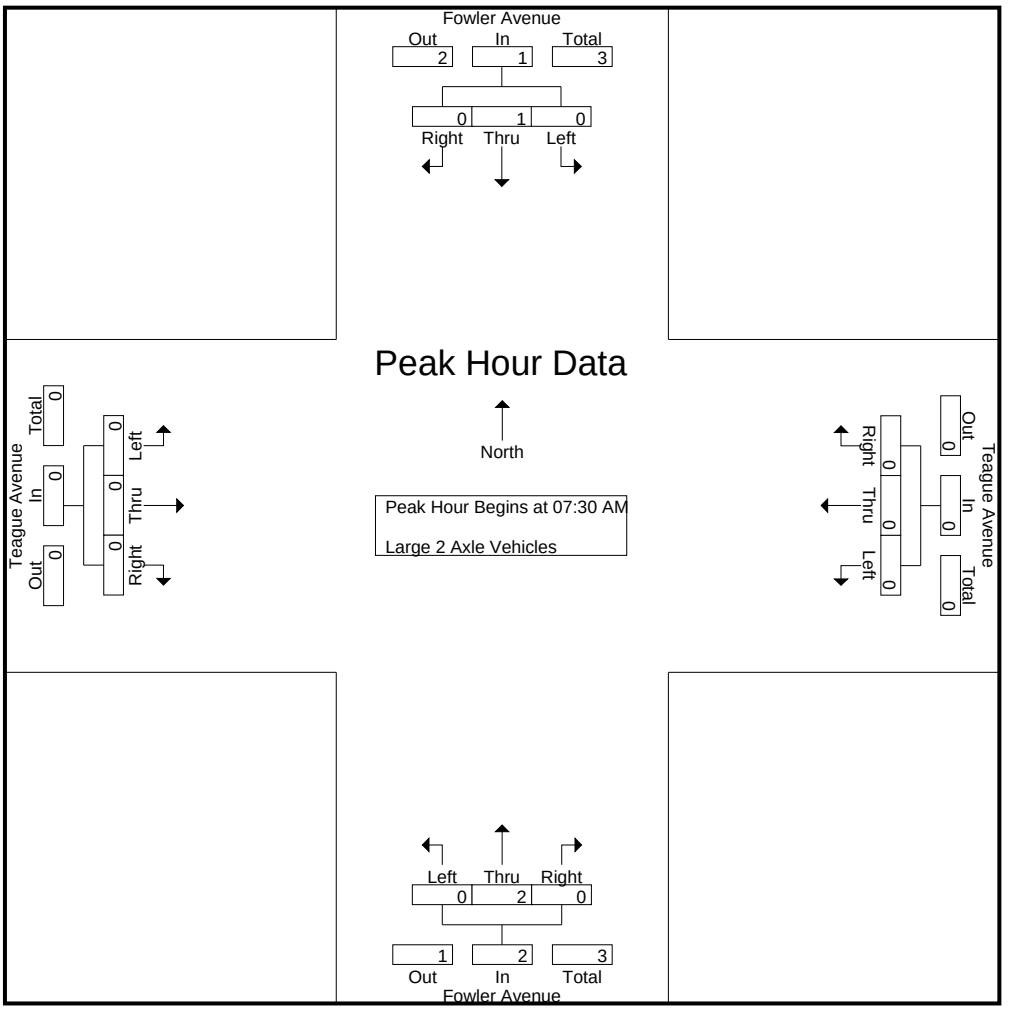
	Fowler Avenue Southbound				Teague Avenue Westbound				Fowler Avenue Northbound				Teague Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
Grand Total	0	3	0	3	0	0	0	0	0	4	0	4	0	0	0	0	7
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	42.9	0	42.9	0	0	0	0	0	57.1	0	57.1	0	0	0	0	

	Fowler Avenue Southbound				Teague Avenue Westbound				Fowler Avenue Northbound				Teague Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**2**
Total Volume	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.375

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City of Clovis
N/S: Fowler Avenue
E/W: Teague Avenue
Weather: Clear

File Name : 23_CVS_Fowl_Tea AMC
Site Code : 00322473
Start Date : 5/24/2022
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

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City of Clovis
N/S: Fowler Avenue
E/W: Teague Avenue
Weather: Clear

File Name : 23_CVS_Fowl_Tea AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

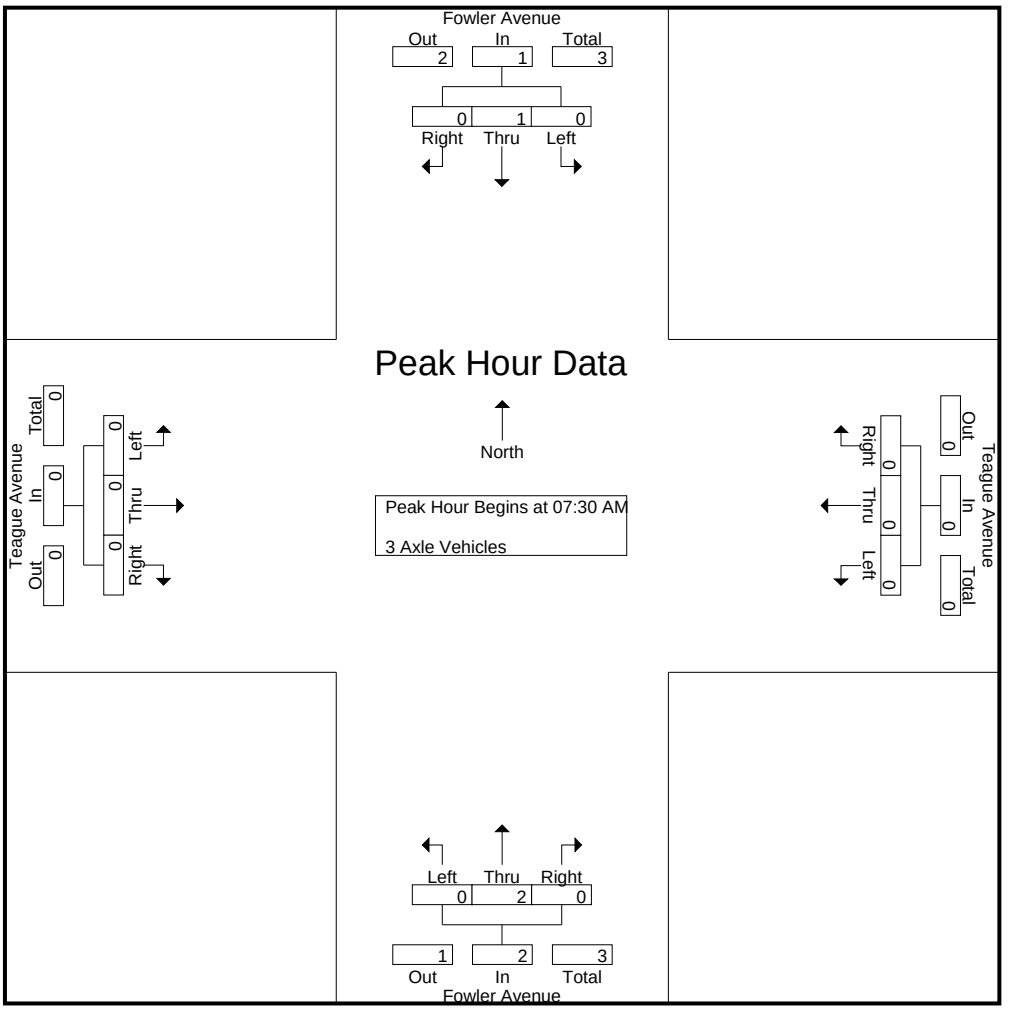
	Fowler Avenue Southbound				Teague Avenue Westbound				Fowler Avenue Northbound				Teague Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	1	1	0	2	0	0	1	1	0	0	0	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	2	0	3	0	0	1	1	0	0	0	0	0	0	0	0	4
Grand Total	1	2	0	3	0	0	1	1	0	2	0	2	0	0	0	0	6
Apprch %	33.3	66.7	0		0	0	100		0	100	0		0	0	0		
Total %	16.7	33.3	0	50	0	0	16.7	16.7	0	33.3	0	33.3	0	0	0	0	

	Fowler Avenue Southbound				Teague Avenue Westbound				Fowler Avenue Northbound				Teague Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	**2**
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.375

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City of Clovis
N/S: Fowler Avenue
E/W: Teague Avenue
Weather: Clear

File Name : 23_CVS_Fowl_Tea AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

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City of Clovis
N/S: Fowler Avenue
E/W: Teague Avenue
Weather: Clear

File Name : 23_CVS_Fowl_Tea AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

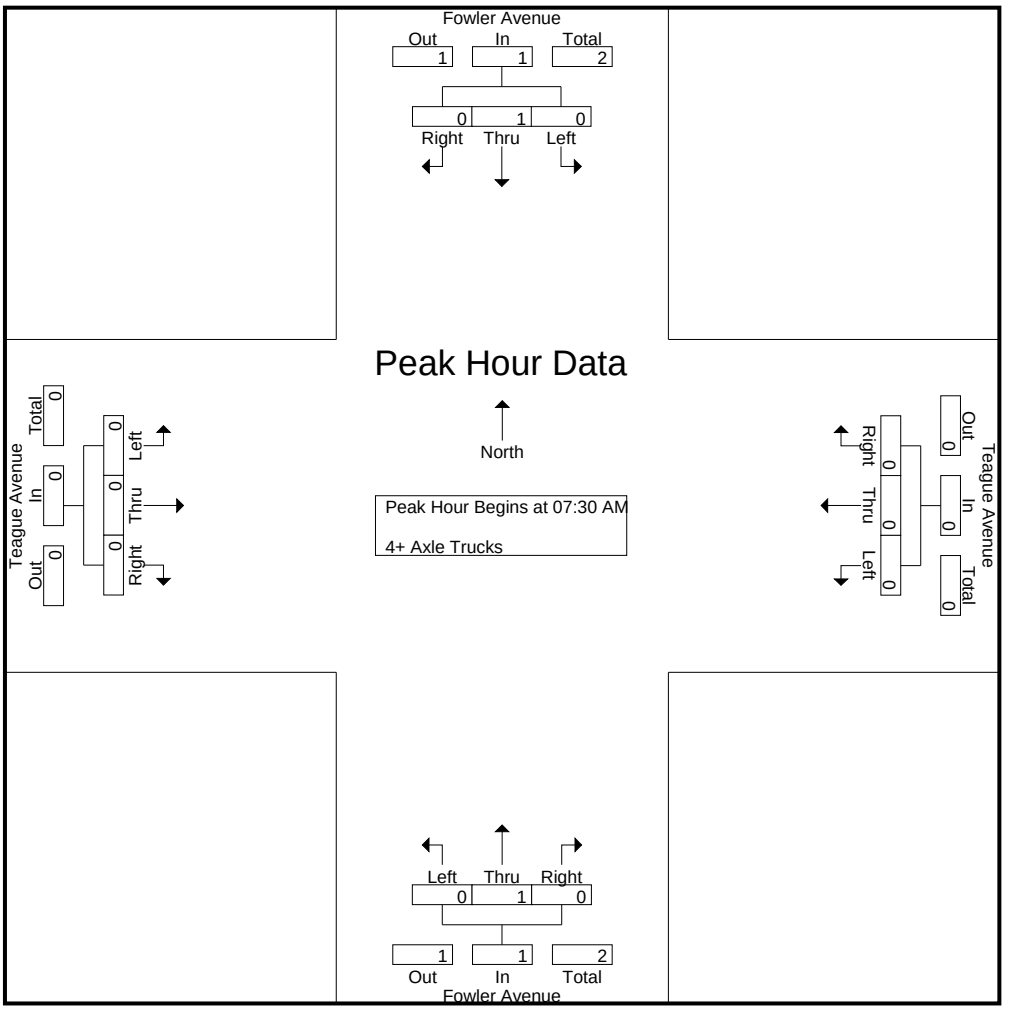
	Fowler Avenue Southbound				Teague Avenue Westbound				Fowler Avenue Northbound				Teague Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	3
Grand Total	0	3	0	3	0	0	0	0	0	1	0	1	0	0	0	0	4
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0		
Total %	0	75	0	75	0	0	0	0	0	25	0	25	0	0	0	0	

	Fowler Avenue Southbound				Teague Avenue Westbound				Fowler Avenue Northbound				Teague Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**2**
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.250

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City of Clovis
N/S: Fowler Avenue
E/W: Teague Avenue
Weather: Clear

File Name : 23_CVS_Fowl_Tea AMC
Site Code : 00322473
Start Date : 5/24/2022



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	**1**	0	**1**	0	0	0	0	0	**1**	0	**1**	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

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City of Clovis
N/S: Fowler Avenue
E/W: Teague Avenue
Weather: Clear

File Name : 23_CVS_Fowl_Tea PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

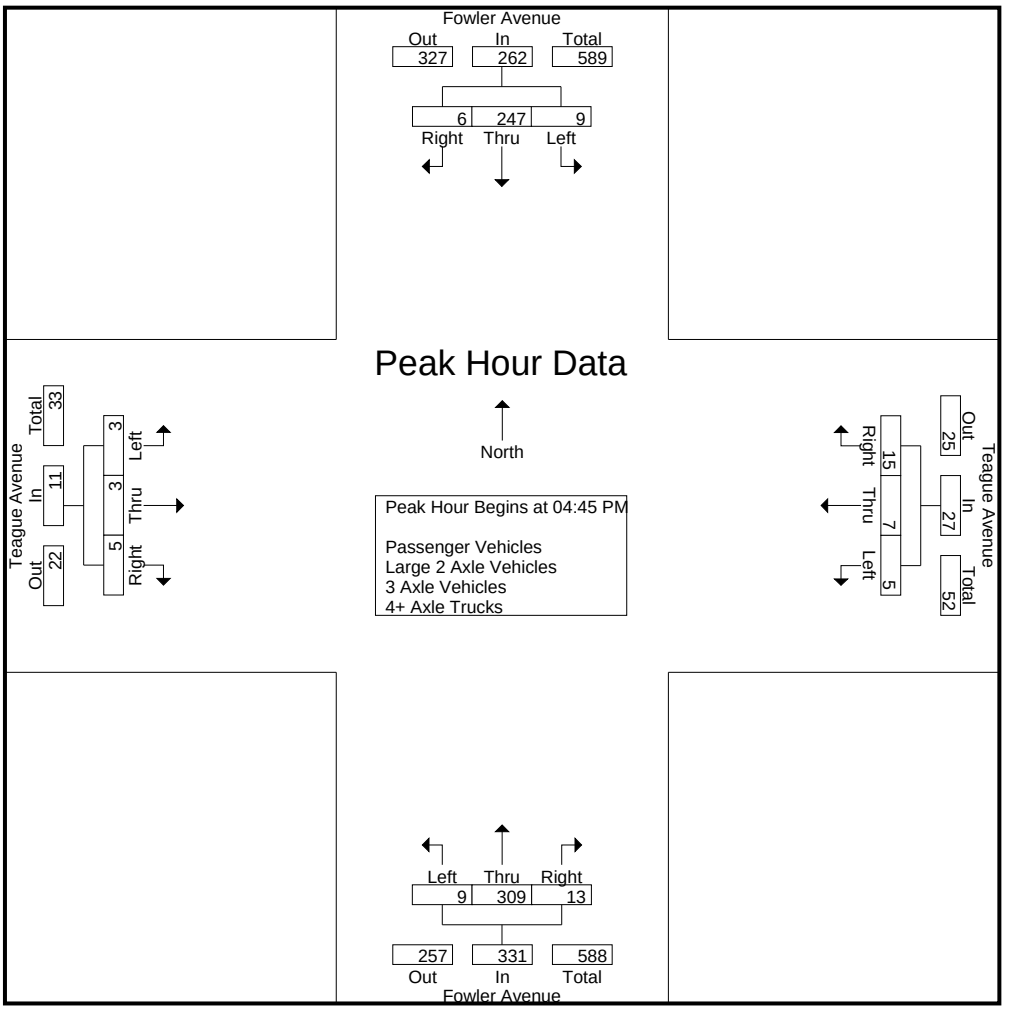
	Fowler Avenue Southbound				Teague Avenue Westbound				Fowler Avenue Northbound				Teague Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	84	0	84	1	2	4	7	2	71	4	77	1	1	0	2	170
04:15 PM	1	59	4	64	1	0	3	4	1	83	5	89	1	0	0	1	158
04:30 PM	1	67	5	73	1	0	4	5	0	56	2	58	1	2	0	3	139
04:45 PM	1	57	1	59	1	2	2	5	4	78	2	84	1	1	2	4	152
Total	3	267	10	280	4	4	13	21	7	288	13	308	4	4	2	10	619
05:00 PM	2	62	2	66	0	2	4	6	3	86	1	90	0	1	0	1	163
05:15 PM	1	66	2	69	2	3	3	8	2	66	4	72	2	1	0	3	152
05:30 PM	5	62	1	68	2	0	6	8	0	79	6	85	0	0	3	3	164
05:45 PM	2	45	4	51	1	1	3	5	2	54	1	57	3	2	0	5	118
Total	10	235	9	254	5	6	16	27	7	285	12	304	5	4	3	12	597
Grand Total	13	502	19	534	9	10	29	48	14	573	25	612	9	8	5	22	1216
Apprch %	2.4	94	3.6		18.8	20.8	60.4		2.3	93.6	4.1		40.9	36.4	22.7		
Total %	1.1	41.3	1.6	43.9	0.7	0.8	2.4	3.9	1.2	47.1	2.1	50.3	0.7	0.7	0.4	1.8	
Passenger Vehicles	13	494	17	524	9	10	28	47	14	567	25	606	8	8	4	20	1197
% Passenger Vehicles	100	98.4	89.5	98.1	100	100	96.6	97.9	100	99	100	99	88.9	100	80	90.9	98.4
Large 2 Axle Vehicles	0	5	2	7	0	0	0	0	0	6	0	6	1	0	1	2	15
% Large 2 Axle Vehicles	0	1	10.5	1.3	0	0	0	0	0	1	0	1	11.1	0	20	9.1	1.2
3 Axle Vehicles	0	3	0	3	0	0	1	1	0	0	0	0	0	0	0	0	4
% 3 Axle Vehicles	0	0.6	0	0.6	0	0	3.4	2.1	0	0	0	0	0	0	0	0	0.3
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Fowler Avenue Southbound				Teague Avenue Westbound				Fowler Avenue Northbound				Teague Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	57	1	59	1	2	2	5	**4**	78	2	84	1	**1**	2	**4**	152
05:00 PM	2	62	**2**	66	0	2	4	6	3	**86**	1	**90**	0	1	0	1	163
05:15 PM	1	**66**	2	**69**	**2**	**3**	3	**8**	2	66	4	72	**2**	1	0	3	152
05:30 PM	**5**	62	1	68	2	0	**6**	8	0	79	**6**	85	0	0	**3**	3	**164**
Total Volume	9	247	6	262	5	7	15	27	9	309	13	331	3	3	5	11	631
% App. Total	3.4	94.3	2.3		18.5	25.9	55.6		2.7	93.4	3.9		27.3	27.3	45.5		
PHF	.450	.936	.750	.949	.625	.583	.625	.844	.563	.898	.542	.919	.375	.750	.417	.688	.962

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City of Clovis
N/S: Fowler Avenue
E/W: Teague Avenue
Weather: Clear

File Name : 23_CVS_Fowl_Tea PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:45 PM				04:45 PM				05:00 PM			
+0 mins.	0	**84**	0	**84**	1	2	2	5	**4**	78	2	84	0	1	0	1
+15 mins.	**1**	59	4	64	0	2	4	6	3	**86**	1	**90**	2	1	0	3
+30 mins.	1	67	**5**	73	**2**	**3**	3	**8**	2	66	4	72	0	0	**3**	3
+45 mins.	1	57	1	59	2	0	**6**	8	0	79	**6**	85	**3**	**2**	0	**5**
Total Volume	3	267	10	280	5	7	15	27	9	309	13	331	5	4	3	12
% App. Total	1.1	95.4	3.6		18.5	25.9	55.6		2.7	93.4	3.9		41.7	33.3	25	
PHF	.750	.795	.500	.833	.625	.583	.625	.844	.563	.898	.542	.919	.417	.500	.250	.600

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City of Clovis
N/S: Fowler Avenue
E/W: Teague Avenue
Weather: Clear

File Name : 23_CVS_Fowl_Tea PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

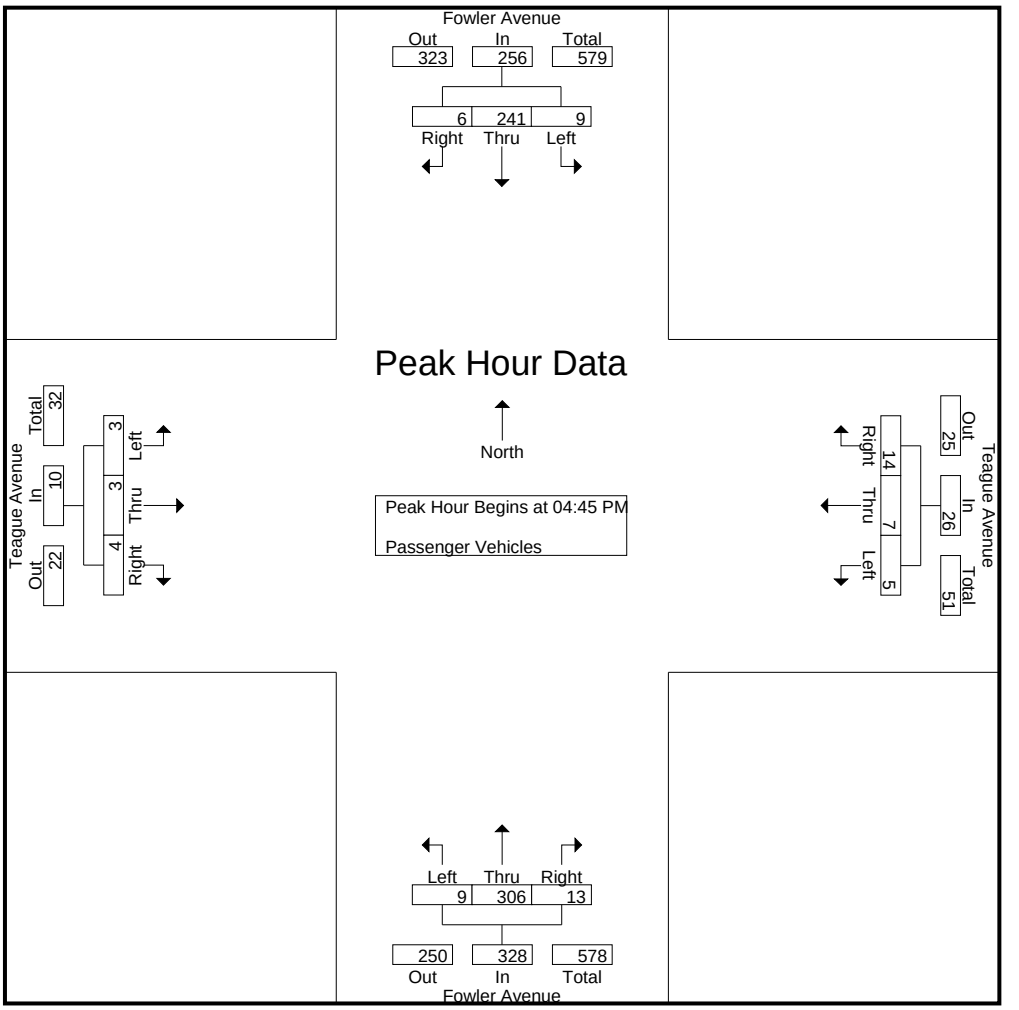
	Fowler Avenue Southbound				Teague Avenue Westbound				Fowler Avenue Northbound				Teague Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	83	0	83	1	2	4	7	2	69	4	75	1	1	0	2	167
04:15 PM	1	58	4	63	1	0	3	4	1	82	5	88	1	0	0	1	156
04:30 PM	1	67	4	72	1	0	4	5	0	56	2	58	1	2	0	3	138
04:45 PM	1	54	1	56	1	2	2	5	4	77	2	83	1	1	1	3	147
Total	3	262	9	274	4	4	13	21	7	284	13	304	4	4	1	9	608
05:00 PM	2	62	2	66	0	2	3	5	3	85	1	89	0	1	0	1	161
05:15 PM	1	64	2	67	2	3	3	8	2	65	4	71	2	1	0	3	149
05:30 PM	5	61	1	67	2	0	6	8	0	79	6	85	0	0	3	3	163
05:45 PM	2	45	3	50	1	1	3	5	2	54	1	57	2	2	0	4	116
Total	10	232	8	250	5	6	15	26	7	283	12	302	4	4	3	11	589
Grand Total	13	494	17	524	9	10	28	47	14	567	25	606	8	8	4	20	1197
Apprch %	2.5	94.3	3.2		19.1	21.3	59.6		2.3	93.6	4.1		40	40	20		
Total %	1.1	41.3	1.4	43.8	0.8	0.8	2.3	3.9	1.2	47.4	2.1	50.6	0.7	0.7	0.3	1.7	

	Fowler Avenue Southbound				Teague Avenue Westbound				Fowler Avenue Northbound				Teague Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	54	1	56	1	2	2	5	**4**	77	2	83	1	**1**	1	**3**	147
05:00 PM	2	62	**2**	66	0	2	3	5	3	**85**	1	**89**	0	1	0	1	161
05:15 PM	1	**64**	2	**67**	**2**	**3**	3	**8**	2	65	4	71	**2**	1	0	3	149
05:30 PM	**5**	61	1	67	2	0	**6**	8	0	79	**6**	85	0	0	**3**	3	**163**
Total Volume	9	241	6	256	5	7	14	26	9	306	13	328	3	3	4	10	620
% App. Total	3.5	94.1	2.3		19.2	26.9	53.8		2.7	93.3	4		30	30	40		
PHF	.450	.941	.750	.955	.625	.583	.583	.813	.563	.900	.542	.921	.375	.750	.333	.833	.951

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City of Clovis
N/S: Fowler Avenue
E/W: Teague Avenue
Weather: Clear

File Name : 23_CVS_Fowl_Tea PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	1	54	1	56	1	2	2	5	**4**	77	2	83	1	**1**	1	**3**
+15 mins.	2	62	**2**	66	0	2	3	5	3	**85**	1	**89**	0	1	0	1
+30 mins.	1	**64**	2	**67**	**2**	**3**	3	**8**	2	65	4	71	**2**	1	0	3
+45 mins.	**5**	61	1	67	2	0	**6**	8	0	79	**6**	85	0	0	**3**	3
Total Volume	9	241	6	256	5	7	14	26	9	306	13	328	3	3	4	10
% App. Total	3.5	94.1	2.3		19.2	26.9	53.8		2.7	93.3	4		30	30	40	
PHF	.450	.941	.750	.955	.625	.583	.583	.813	.563	.900	.542	.921	.375	.750	.333	.833

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City of Clovis
N/S: Fowler Avenue
E/W: Teague Avenue
Weather: Clear

File Name : 23_CVS_Fowl_Tea PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

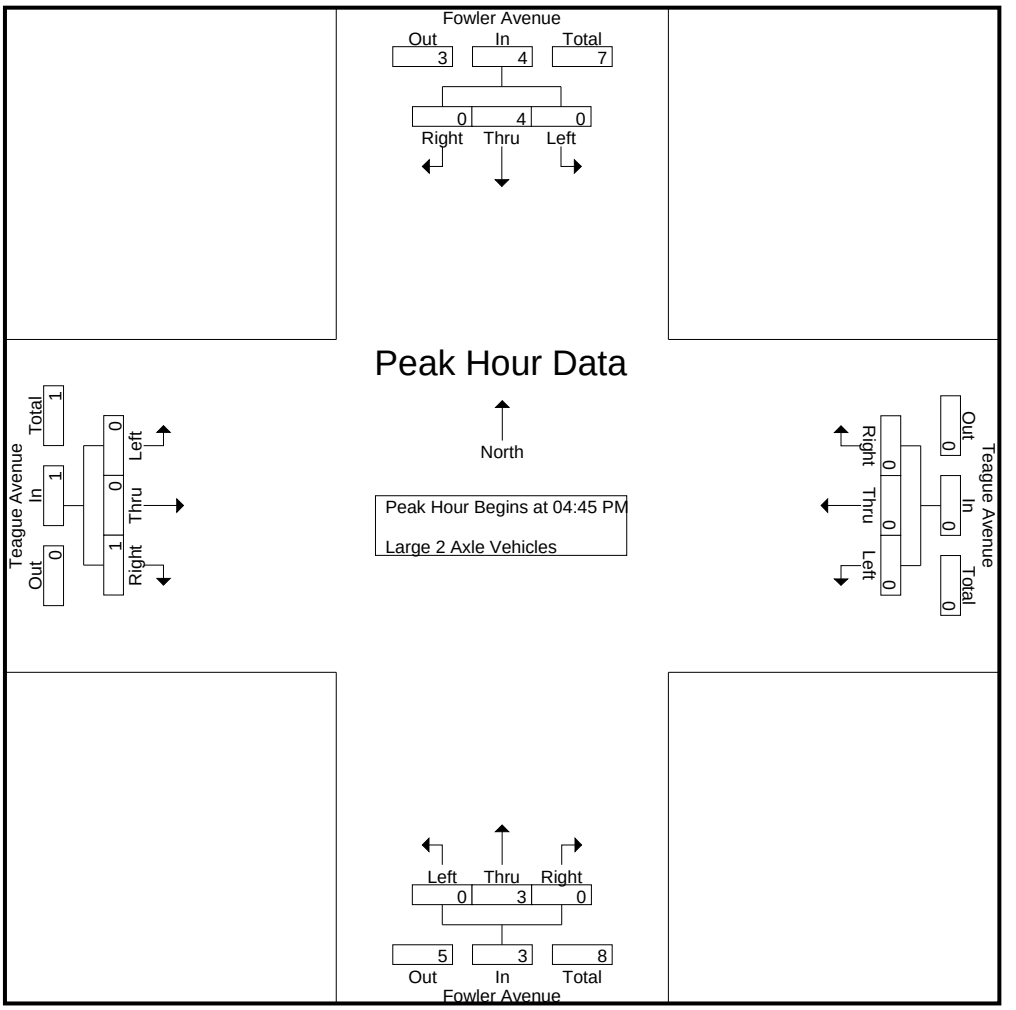
	Fowler Avenue Southbound				Teague Avenue Westbound				Fowler Avenue Northbound				Teague Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
04:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
04:30 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:45 PM	0	2	0	2	0	0	0	0	0	1	0	1	0	0	1	1	4
Total	0	3	1	4	0	0	0	0	0	4	0	4	0	0	1	1	9
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	2	1	3	0	0	0	0	0	2	0	2	1	0	0	1	6
Grand Total	0	5	2	7	0	0	0	0	0	6	0	6	1	0	1	2	15
Apprch %	0	71.4	28.6		0	0	0		0	100	0		50	0	50		
Total %	0	33.3	13.3	46.7	0	0	0	0	0	40	0	40	6.7	0	6.7	13.3	

	Fowler Avenue Southbound				Teague Avenue Westbound				Fowler Avenue Northbound				Teague Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**2**	0	**2**	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**	**4**
05:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	4	0	4	0	0	0	0	0	3	0	3	0	0	1	1	8
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.250	.250	.500

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City of Clovis
N/S: Fowler Avenue
E/W: Teague Avenue
Weather: Clear

File Name : 23_CVS_Fowl_Tea PMC
Site Code : 00322473
Start Date : 5/24/2022



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	**2**	0	**2**	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	4	0	4	0	0	0	0	0	3	0	3	0	0	1	1
% App. Total	0	100	0		0	0	0		0	100	0		0	0	100	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.250	.250

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City of Clovis
N/S: Fowler Avenue
E/W: Teague Avenue
Weather: Clear

File Name : 23_CVS_Fowl_Tea PMC
Site Code : 00322473
Start Date : 5/24/2022

Groups Printed- 3 Axle Vehicles

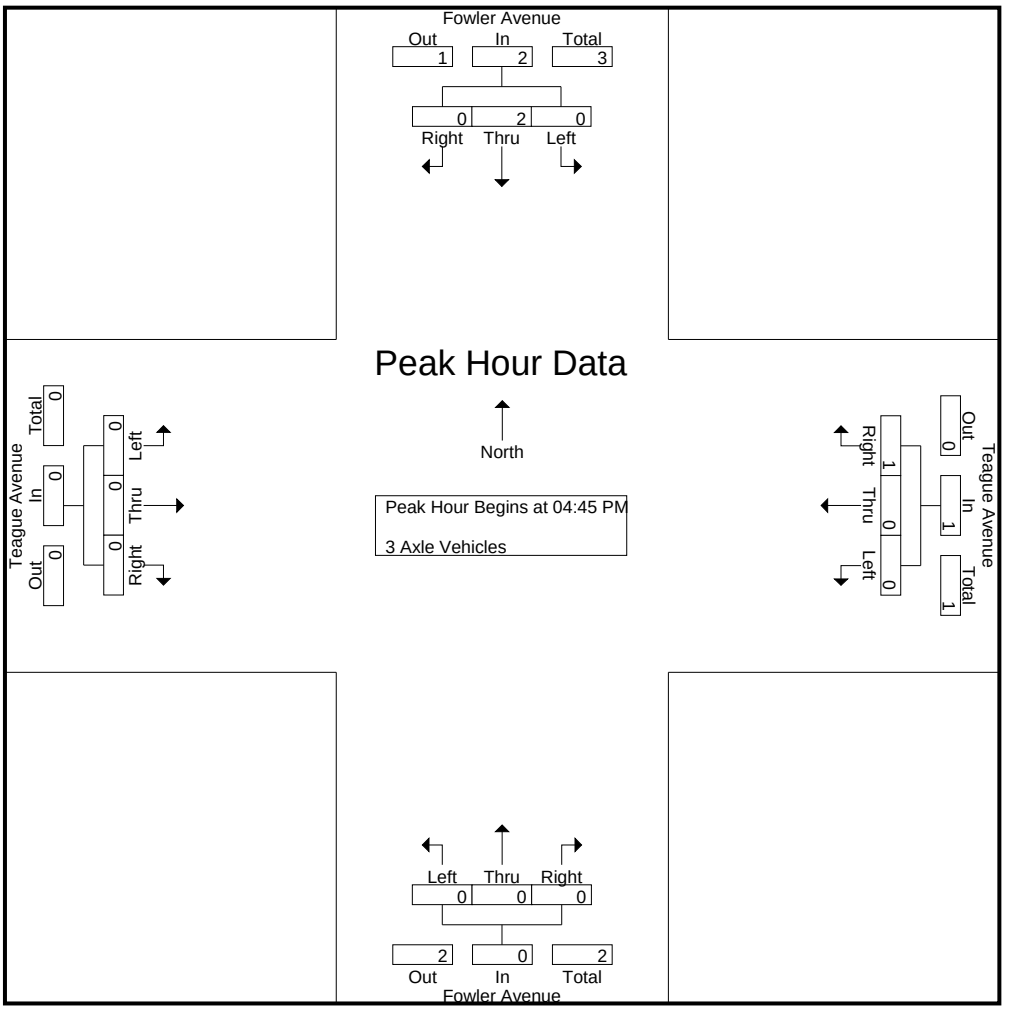
	Fowler Avenue Southbound				Teague Avenue Westbound				Fowler Avenue Northbound				Teague Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	1	1	0	0	0	0	0	0	0	0	2
Grand Total	0	3	0	3	0	0	1	1	0	0	0	0	0	0	0	0	4
Apprch %	0	100	0		0	0	100		0	0	0		0	0	0		
Total %	0	75	0	75	0	0	25	25	0	0	0	0	0	0	0	0	

	Fowler Avenue Southbound				Teague Avenue Westbound				Fowler Avenue Northbound				Teague Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
05:00 PM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	1
05:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	1	1	0	0	0	0	0	0	0	0	3
% App. Total	0	100	0		0	0	100		0	0	0		0	0	0		
PHF	.000	.500	.000	.500	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.750

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City of Clovis
N/S: Fowler Avenue
E/W: Teague Avenue
Weather: Clear

File Name : 23_CVS_Fowl_Tea PMC
Site Code : 00322473
Start Date : 5/24/2022



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	1	1	0	0	0	0	0	0	0	0
% App. Total	0	100	0		0	0	100		0	0	0		0	0	0	
PHF	.000	.500	.000	.500	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000

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City of Clovis
N/S: Fowler Avenue
E/W: Teague Avenue
Weather: Clear

File Name : 23_CVS_Fowl_Tea PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

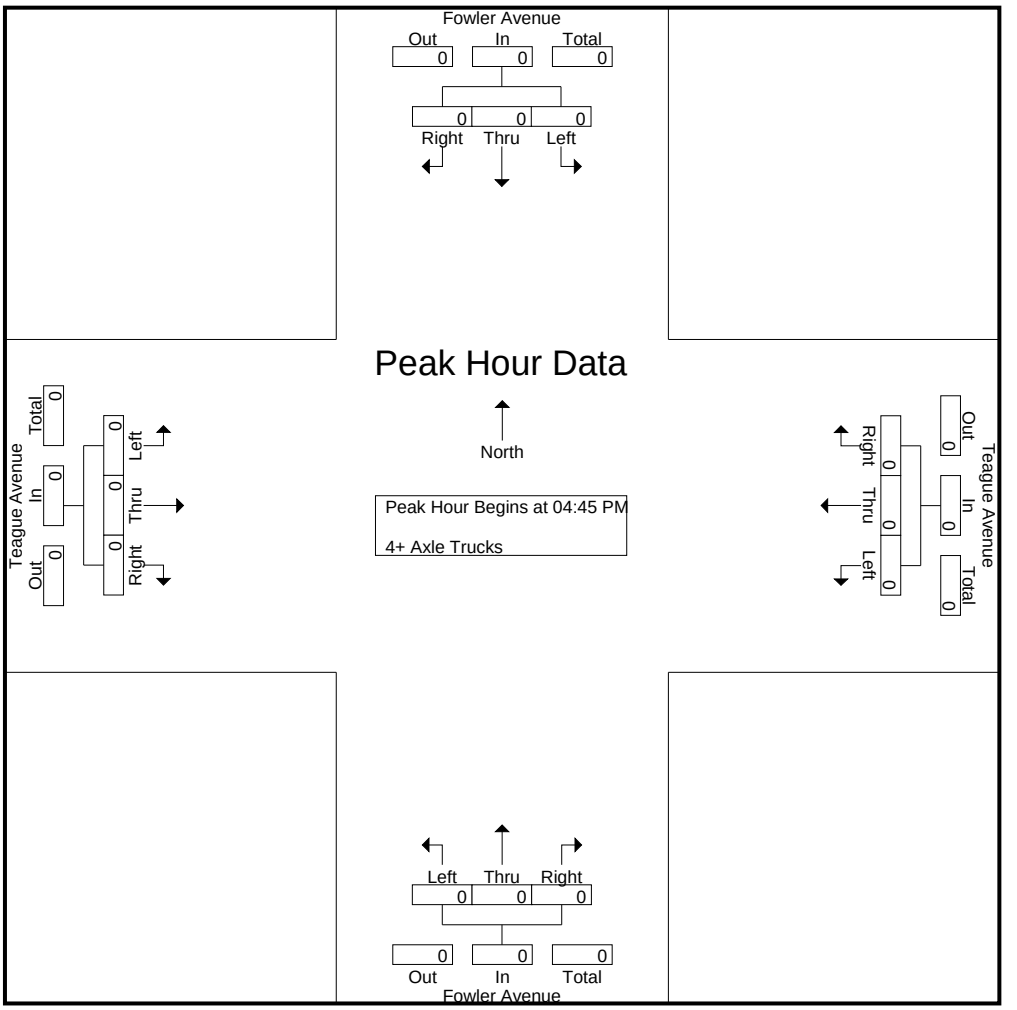
	Fowler Avenue Southbound				Teague Avenue Westbound				Fowler Avenue Northbound				Teague Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Fowler Avenue Southbound				Teague Avenue Westbound				Fowler Avenue Northbound				Teague Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Clovis
N/S: Fowler Avenue
E/W: Teague Avenue
Weather: Clear

File Name : 23_CVS_Fowl_Tea PMC
Site Code : 00322473
Start Date : 5/24/2022



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Clovis
N/S: Fowler Avenue
E/W: Teague Avenue

Date: 5/24/2022
Day: Tuesday

PEDESTRIANS

	North Leg Fowler Avenue	East Leg Teague Avenue	South Leg Fowler Avenue	West Leg Teague Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	2	0	0	0	2
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	2	0	0	0	2

	North Leg Fowler Avenue	East Leg Teague Avenue	South Leg Fowler Avenue	West Leg Teague Avenue	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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951-268-6268

Location: Clovis
N/S: Fowler Avenue
E/W: Teague Avenue

Date: 5/24/2022
Day: Tuesday

BICYCLES

	Southbound Fowler Avenue			Westbound Teague Avenue			Northbound Fowler Avenue			Eastbound Teague Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
7:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	1
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	1	0	0	0	0	0	0	0	0	0	1
8:30 AM	1	0	1	0	0	0	0	0	0	2	0	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	1	0	2	1	1	0	0	0	0	2	0	0	7

	Southbound Fowler Avenue			Westbound Teague Avenue			Northbound Fowler Avenue			Eastbound Teague Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
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	1	0	0	0	0	1
TOTAL VOLUMES:	0	0	0	0	0	0	0	1	0	0	0	0	1

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City of Clovis
N/S: Fowler Avenue
E/W: Nees Avenue
Weather: Clear

File Name : 24_CVS_Fowl_Nees AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

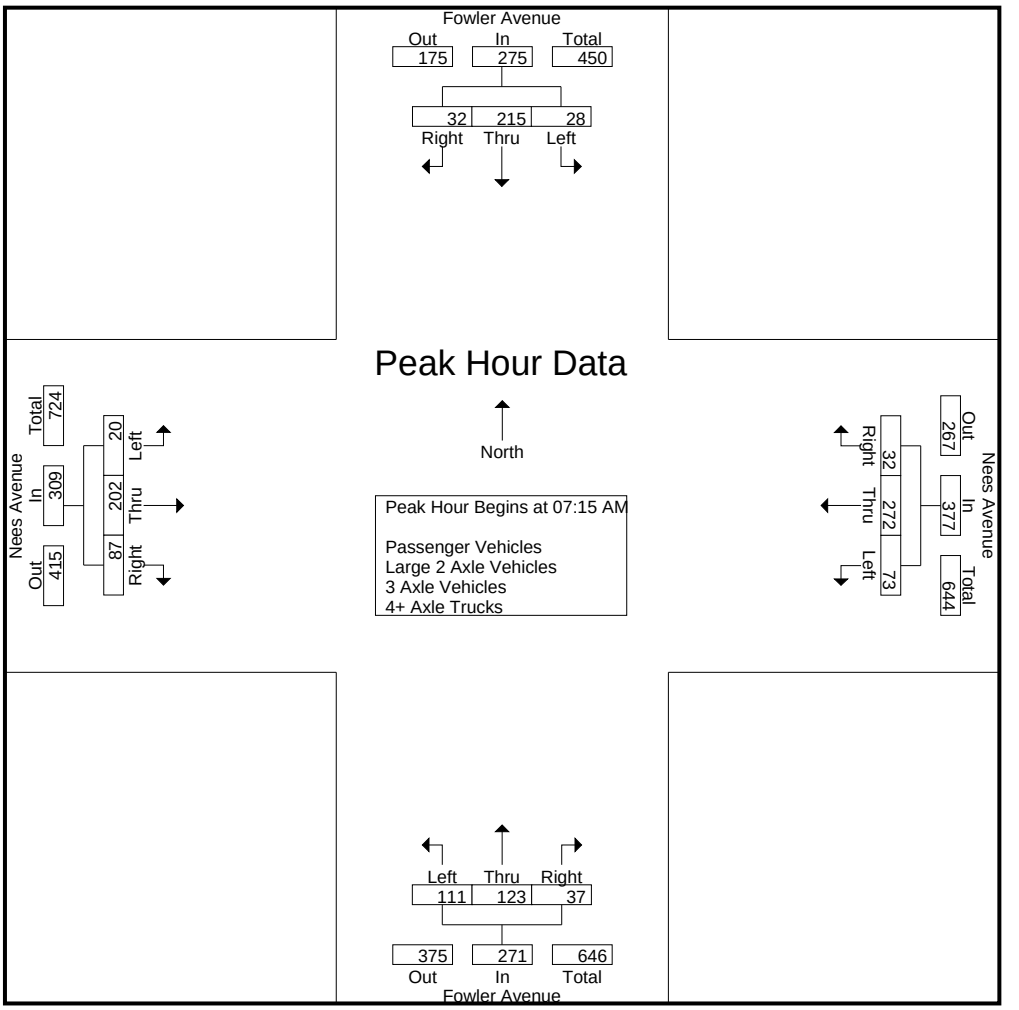
	Fowler Avenue Southbound				Nees Avenue Westbound				Fowler Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	36	3	47	15	48	5	68	25	28	2	55	2	24	18	44	214
07:15 AM	5	62	11	78	11	112	3	126	45	26	3	74	5	33	20	58	336
07:30 AM	6	59	9	74	9	76	6	91	19	29	9	57	4	47	16	67	289
07:45 AM	9	41	5	55	12	39	6	57	28	29	12	69	10	69	29	108	289
Total	28	198	28	254	47	275	20	342	117	112	26	255	21	173	83	277	1128
08:00 AM	8	53	7	68	41	45	17	103	19	39	13	71	1	53	22	76	318
08:15 AM	15	61	5	81	45	42	12	99	36	28	9	73	5	32	19	56	309
08:30 AM	10	47	6	63	18	33	6	57	29	36	5	70	1	40	17	58	248
08:45 AM	6	48	4	58	9	40	8	57	25	26	7	58	3	23	13	39	212
Total	39	209	22	270	113	160	43	316	109	129	34	272	10	148	71	229	1087
Grand Total	67	407	50	524	160	435	63	658	226	241	60	527	31	321	154	506	2215
Apprch %	12.8	77.7	9.5		24.3	66.1	9.6		42.9	45.7	11.4		6.1	63.4	30.4		
Total %	3	18.4	2.3	23.7	7.2	19.6	2.8	29.7	10.2	10.9	2.7	23.8	1.4	14.5	7	22.8	
Passenger Vehicles	67	402	48	517	159	429	63	651	225	235	59	519	30	315	152	497	2184
% Passenger Vehicles	100	98.8	96	98.7	99.4	98.6	100	98.9	99.6	97.5	98.3	98.5	96.8	98.1	98.7	98.2	98.6
Large 2 Axle Vehicles	0	1	1	2	1	5	0	6	1	3	0	4	1	5	2	8	20
% Large 2 Axle Vehicles	0	0.2	2	0.4	0.6	1.1	0	0.9	0.4	1.2	0	0.8	3.2	1.6	1.3	1.6	0.9
3 Axle Vehicles	0	1	1	2	0	1	0	1	0	3	0	3	0	1	0	1	7
% 3 Axle Vehicles	0	0.2	2	0.4	0	0.2	0	0.2	0	1.2	0	0.6	0	0.3	0	0.2	0.3
4+ Axle Trucks	0	3	0	3	0	0	0	0	0	0	1	1	0	0	0	0	4
% 4+ Axle Trucks	0	0.7	0	0.6	0	0	0	0	0	0	1.7	0.2	0	0	0	0	0.2

	Fowler Avenue Southbound				Nees Avenue Westbound				Fowler Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	5	**62**	**11**	**78**	11	**112**	3	**126**	**45**	26	3	**74**	5	33	20	58	**336**
07:30 AM	6	59	9	74	9	76	6	91	19	29	9	57	4	47	16	67	289
07:45 AM	**9**	41	5	55	12	39	6	57	28	29	12	69	**10**	**69**	**29**	**108**	289
08:00 AM	8	53	7	68	**41**	45	**17**	103	19	**39**	**13**	71	1	53	22	76	318
Total Volume	28	215	32	275	73	272	32	377	111	123	37	271	20	202	87	309	1232
% App. Total	10.2	78.2	11.6		19.4	72.1	8.5		41	45.4	13.7		6.5	65.4	28.2		
PHF	.778	.867	.727	.881	.445	.607	.471	.748	.617	.788	.712	.916	.500	.732	.750	.715	.917

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City of Clovis
N/S: Fowler Avenue
E/W: Nees Avenue
Weather: Clear

File Name : 24_CVS_Fowl_Nees AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:15 AM				07:45 AM				07:15 AM			
+0 mins.	6	59	**9**	74	11	**112**	3	**126**	28	29	12	69	5	33	20	58
+15 mins.	9	41	5	55	9	76	6	91	19	**39**	**13**	71	4	47	16	67
+30 mins.	8	53	7	68	12	39	6	57	**36**	28	9	**73**	**10**	**69**	**29**	**108**
+45 mins.	**15**	**61**	5	**81**	**41**	45	**17**	103	29	36	5	70	1	53	22	76
Total Volume	38	214	26	278	73	272	32	377	112	132	39	283	20	202	87	309
% App. Total	13.7	77	9.4		19.4	72.1	8.5		39.6	46.6	13.8		6.5	65.4	28.2	
PHF	.633	.877	.722	.858	.445	.607	.471	.748	.778	.846	.750	.969	.500	.732	.750	.715

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City of Clovis
N/S: Fowler Avenue
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Weather: Clear

File Name : 24_CVS_Fowl_Nees AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

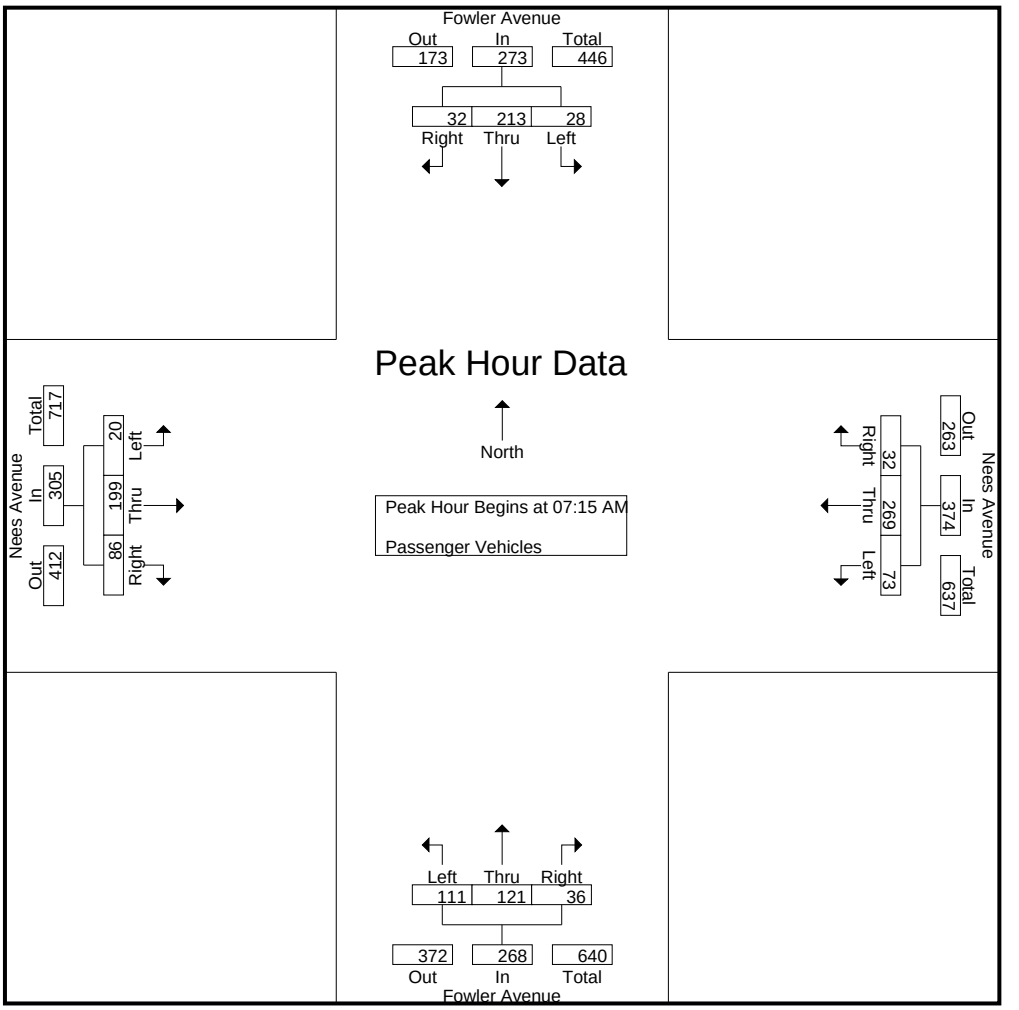
	Fowler Avenue Southbound				Nees Avenue Westbound				Fowler Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	8	35	3	46	15	47	5	67	25	26	2	53	2	23	18	43	209
07:15 AM	5	62	11	78	11	111	3	125	45	25	3	73	5	31	20	56	332
07:30 AM	6	58	9	73	9	76	6	91	19	28	9	56	4	47	16	67	287
07:45 AM	9	41	5	55	12	37	6	55	28	29	11	68	10	69	29	108	286
Total	28	196	28	252	47	271	20	338	117	108	25	250	21	170	83	274	1114
08:00 AM	8	52	7	67	41	45	17	103	19	39	13	71	1	52	21	74	315
08:15 AM	15	61	5	81	45	42	12	99	36	26	9	71	4	30	19	53	304
08:30 AM	10	46	4	60	17	32	6	55	28	36	5	69	1	40	17	58	242
08:45 AM	6	47	4	57	9	39	8	56	25	26	7	58	3	23	12	38	209
Total	39	206	20	265	112	158	43	313	108	127	34	269	9	145	69	223	1070
Grand Total	67	402	48	517	159	429	63	651	225	235	59	519	30	315	152	497	2184
Apprch %	13	77.8	9.3		24.4	65.9	9.7		43.4	45.3	11.4		6	63.4	30.6		
Total %	3.1	18.4	2.2	23.7	7.3	19.6	2.9	29.8	10.3	10.8	2.7	23.8	1.4	14.4	7	22.8	

	Fowler Avenue Southbound				Nees Avenue Westbound				Fowler Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	5	**62**	**11**	**78**	11	**111**	3	**125**	**45**	25	3	**73**	5	31	20	56	**332**
07:30 AM	6	58	9	73	9	76	6	91	19	28	9	56	4	47	16	67	287
07:45 AM	**9**	41	5	55	12	37	6	55	28	29	11	68	**10**	**69**	**29**	**108**	286
08:00 AM	8	52	7	67	**41**	45	**17**	103	19	**39**	**13**	71	1	52	21	74	315
Total Volume	28	213	32	273	73	269	32	374	111	121	36	268	20	199	86	305	1220
% App. Total	10.3	78	11.7		19.5	71.9	8.6		41.4	45.1	13.4		6.6	65.2	28.2		
PHF	.778	.859	.727	.875	.445	.606	.471	.748	.617	.776	.692	.918	.500	.721	.741	.706	.919

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City of Clovis
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File Name : 24_CVS_Fowl_Nees AMC
Site Code : 00322473
Start Date : 5/24/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	5	**62**	**11**	**78**	11	**111**	3	**125**	**45**	25	3	**73**	5	31	20	56
+15 mins.	6	58	9	73	9	76	6	91	19	28	9	56	4	47	16	67
+30 mins.	**9**	41	5	55	12	37	6	55	28	29	11	68	**10**	**69**	**29**	**108**
+45 mins.	8	52	7	67	**41**	45	**17**	103	19	**39**	**13**	71	1	52	21	74
Total Volume	28	213	32	273	73	269	32	374	111	121	36	268	20	199	86	305
% App. Total	10.3	78	11.7		19.5	71.9	8.6		41.4	45.1	13.4		6.6	65.2	28.2	
PHF	.778	.859	.727	.875	.445	.606	.471	.748	.617	.776	.692	.918	.500	.721	.741	.706

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City of Clovis
N/S: Fowler Avenue
E/W: Nees Avenue
Weather: Clear

File Name : 24_CVS_Fowl_Nees AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

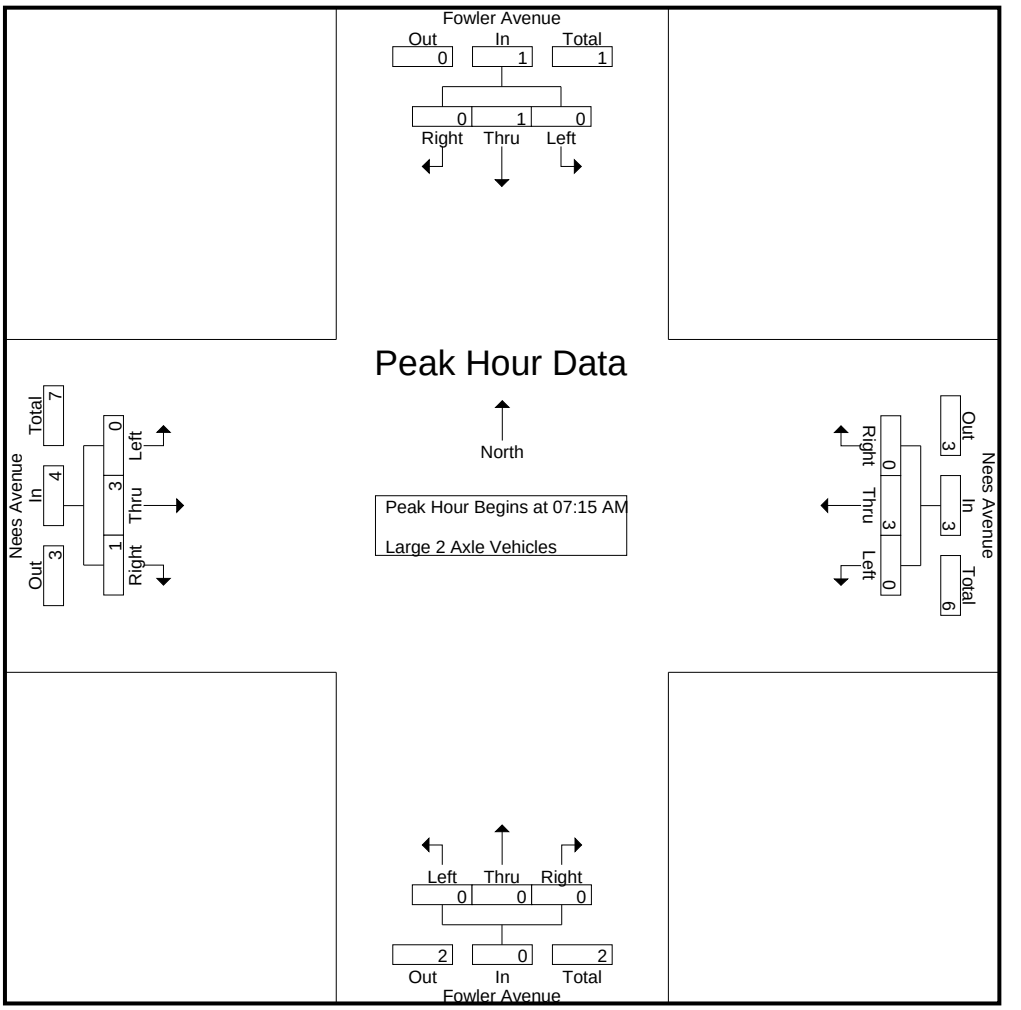
	Fowler Avenue Southbound				Nees Avenue Westbound				Fowler Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	0	3
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
07:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Total	0	1	0	1	0	4	0	4	0	2	0	2	0	2	0	2	9
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	2	0	3	4
08:30 AM	0	0	1	1	1	0	0	1	1	0	0	1	0	0	0	0	3
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	2
Total	0	0	1	1	1	1	0	2	1	1	0	2	1	3	2	6	11
Grand Total	0	1	1	2	1	5	0	6	1	3	0	4	1	5	2	8	20
Apprch %	0	50	50		16.7	83.3	0		25	75	0		12.5	62.5	25		
Total %	0	5	5	10	5	25	0	30	5	15	0	20	5	25	10	40	

	Fowler Avenue Southbound				Nees Avenue Westbound				Fowler Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	**2**	0	**2**	**3**
07:30 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	**1**	2	2
Total Volume	0	1	0	1	0	3	0	3	0	0	0	0	0	3	1	4	8
% App. Total	0	100	0		0	100	0		0	0	0		0	75	25		
PHF	.000	.250	.000	.250	.000	.375	.000	.375	.000	.000	.000	.000	.000	.375	.250	.500	.667

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City of Clovis
N/S: Fowler Avenue
E/W: Nees Avenue
Weather: Clear

File Name : 24_CVS_Fowl_Nees AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**2**	0	**2**
+15 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	**2**	0	**2**	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	**1**	2
Total Volume	0	1	0	1	0	3	0	3	0	0	0	0	0	3	1	4
% App. Total	0	100	0		0	100	0		0	0	0		0	75	25	
PHF	.000	.250	.000	.250	.000	.375	.000	.375	.000	.000	.000	.000	.000	.375	.250	.500

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City of Clovis
N/S: Fowler Avenue
E/W: Nees Avenue
Weather: Clear

File Name : 24_CVS_Fowl_Nees AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

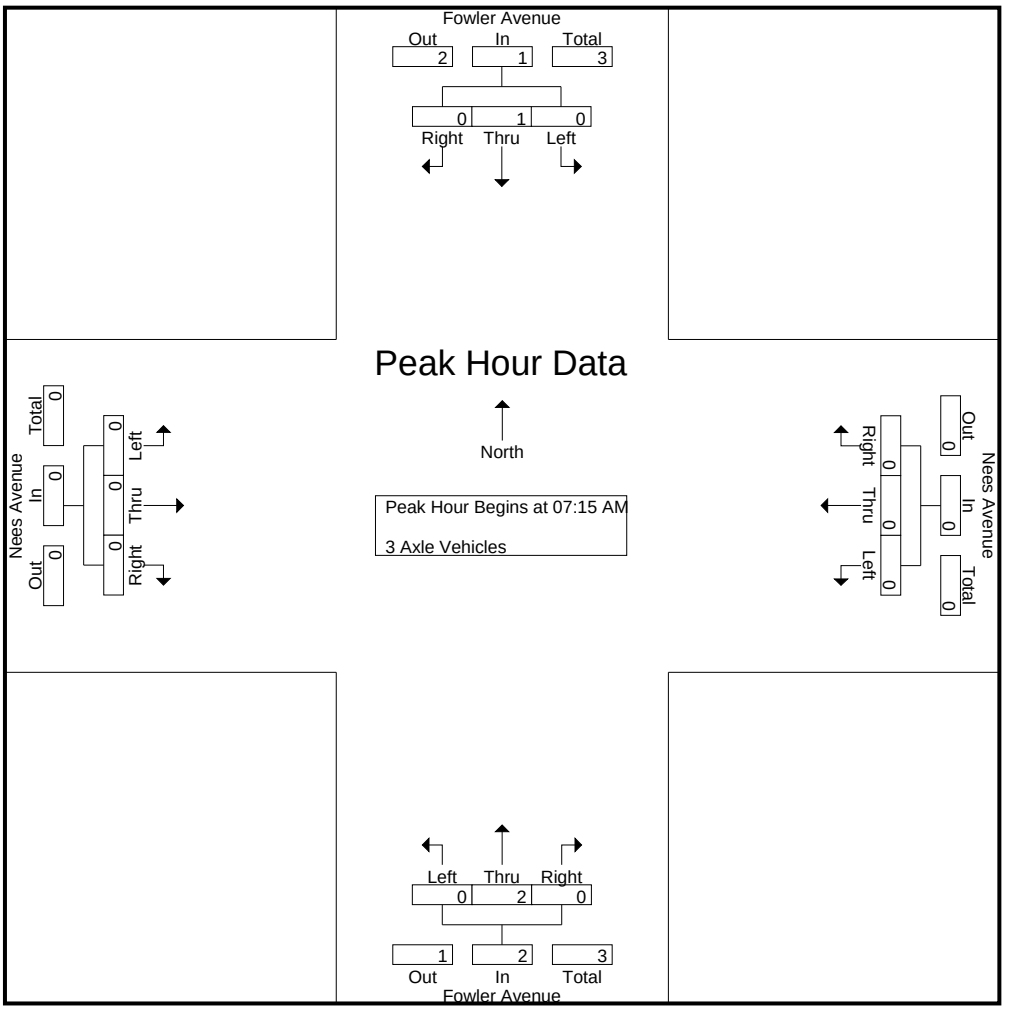
	Fowler Avenue Southbound				Nees Avenue Westbound				Fowler Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1	3
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:30 AM	0	0	1	1	0	1	0	1	0	0	0	0	0	0	0	0	2
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	2	0	1	0	1	0	1	0	1	0	0	0	0	4
Grand Total	0	1	1	2	0	1	0	1	0	3	0	3	0	1	0	1	7
Apprch %	0	50	50		0	100	0		0	100	0		0	100	0		
Total %	0	14.3	14.3	28.6	0	14.3	0	14.3	0	42.9	0	42.9	0	14.3	0	14.3	

	Fowler Avenue Southbound				Nees Avenue Westbound				Fowler Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	**1**
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.750

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City of Clovis
N/S: Fowler Avenue
E/W: Nees Avenue
Weather: Clear

File Name : 24_CVS_Fowl_Nees AMC
Site Code : 00322473
Start Date : 5/24/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0	
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000

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City of Clovis
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E/W: Nees Avenue
Weather: Clear

File Name : 24_CVS_Fowl_Nees AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

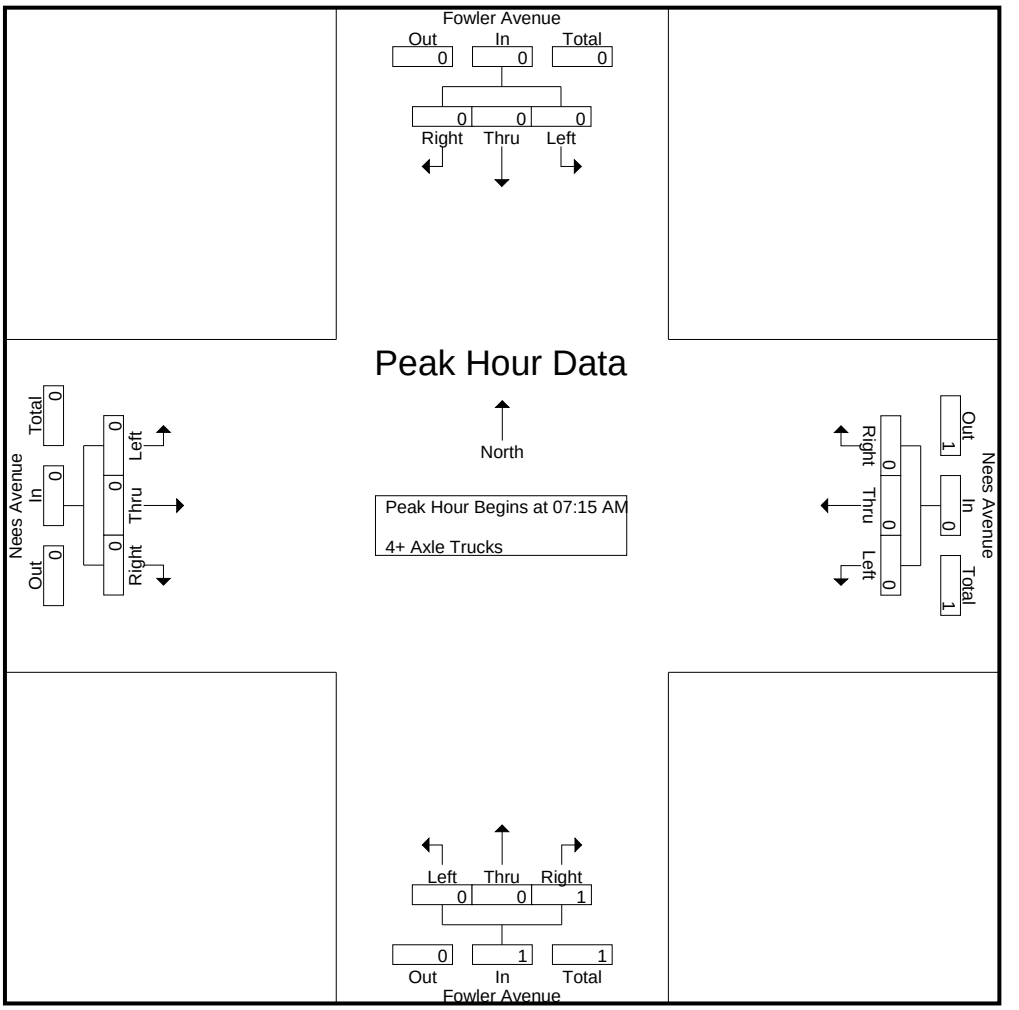
	Fowler Avenue Southbound				Nees Avenue Westbound				Fowler Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	3	0	3	0	0	0	0	0	0	1	1	0	0	0	0	4
Apprch %	0	100	0		0	0	0		0	0	100		0	0	0		
Total %	0	75	0	75	0	0	0	0	0	0	25	25	0	0	0	0	

	Fowler Avenue Southbound				Nees Avenue Westbound				Fowler Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0	**1**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
% App. Total	0	0	0		0	0	0		0	0	100		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.250

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City of Clovis
N/S: Fowler Avenue
E/W: Nees Avenue
Weather: Clear

File Name : 24_CVS_Fowl_Nees AMC
Site Code : 00322473
Start Date : 5/24/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	**1**	**1**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	100		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000

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City of Clovis
N/S: Fowler Avenue
E/W: Nees Avenue
Weather: Clear

File Name : 24_CVS_Fowl_Nees PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

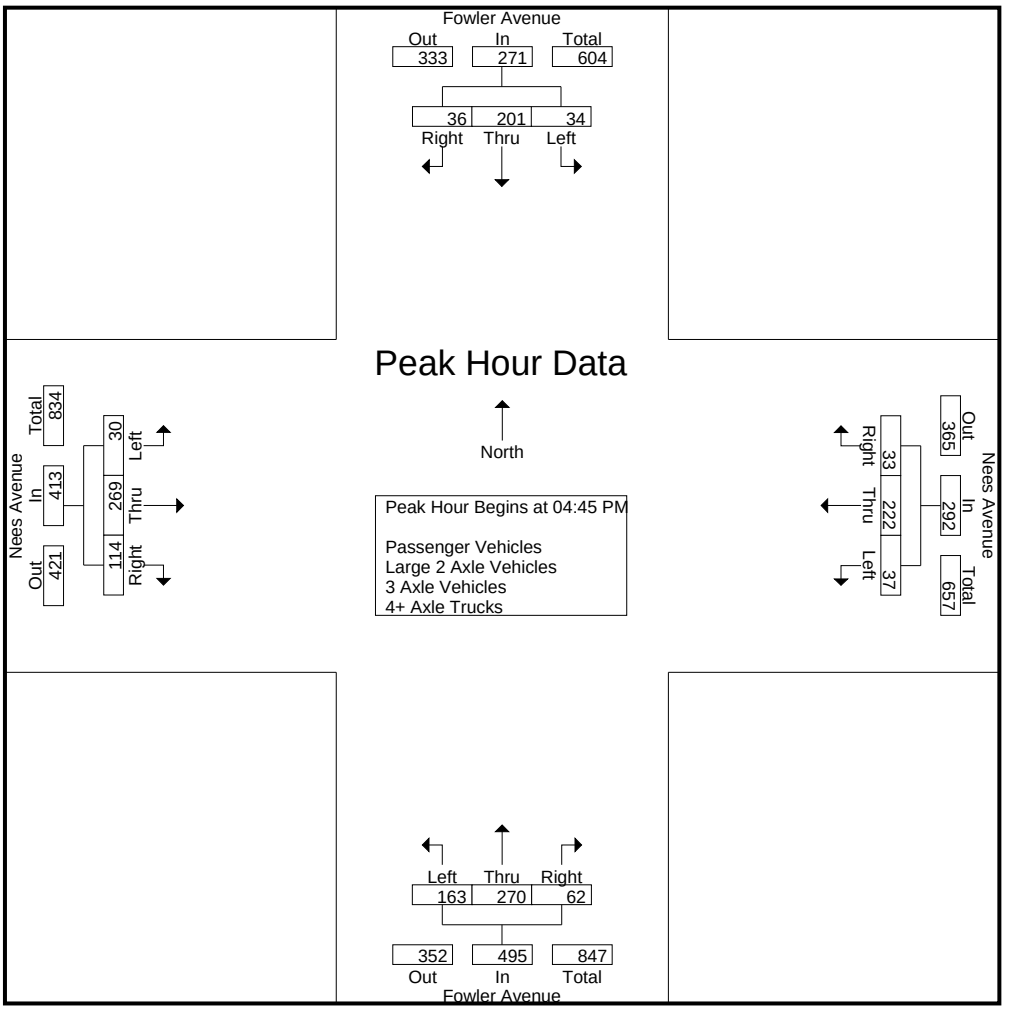
	Fowler Avenue Southbound				Nees Avenue Westbound				Fowler Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	7	73	4	84	7	45	8	60	33	71	18	122	11	61	17	89	355
04:15 PM	9	52	7	68	19	44	10	73	25	68	15	108	5	64	26	95	344
04:30 PM	11	52	4	67	16	35	7	58	38	53	6	97	9	53	25	87	309
04:45 PM	8	53	9	70	6	42	8	56	37	72	15	124	7	57	23	87	337
Total	35	230	24	289	48	166	33	247	133	264	54	451	32	235	91	358	1345
05:00 PM	6	48	9	63	10	57	15	82	51	65	21	137	5	54	33	92	374
05:15 PM	9	48	12	69	16	64	1	81	44	74	10	128	6	85	34	125	403
05:30 PM	11	52	6	69	5	59	9	73	31	59	16	106	12	73	24	109	357
05:45 PM	7	35	8	50	15	37	7	59	29	48	21	98	4	69	34	107	314
Total	33	183	35	251	46	217	32	295	155	246	68	469	27	281	125	433	1448
Grand Total	68	413	59	540	94	383	65	542	288	510	122	920	59	516	216	791	2793
Apprch %	12.6	76.5	10.9		17.3	70.7	12		31.3	55.4	13.3		7.5	65.2	27.3		
Total %	2.4	14.8	2.1	19.3	3.4	13.7	2.3	19.4	10.3	18.3	4.4	32.9	2.1	18.5	7.7	28.3	
Passenger Vehicles	67	406	58	531	94	380	64	538	286	506	121	913	59	516	215	790	2772
% Passenger Vehicles	98.5	98.3	98.3	98.3	100	99.2	98.5	99.3	99.3	99.2	99.2	99.2	100	100	99.5	99.9	99.2
Large 2 Axle Vehicles	0	6	0	6	0	3	1	4	2	4	1	7	0	0	1	1	18
% Large 2 Axle Vehicles	0	1.5	0	1.1	0	0.8	1.5	0.7	0.7	0.8	0.8	0.8	0	0	0.5	0.1	0.6
3 Axle Vehicles	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
% 3 Axle Vehicles	1.5	0.2	1.7	0.6	0	0	0	0	0	0	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Fowler Avenue Southbound				Nees Avenue Westbound				Fowler Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	8	**53**	9	**70**	6	42	8	56	37	72	15	124	7	57	23	87	337
05:00 PM	6	48	9	63	10	57	**15**	**82**	**51**	65	**21**	**137**	5	54	33	92	374
05:15 PM	9	48	**12**	69	**16**	**64**	1	81	44	**74**	10	128	6	**85**	**34**	**125**	**403**
05:30 PM	**11**	52	6	69	5	59	9	73	31	59	16	106	**12**	73	24	109	357
Total Volume	34	201	36	271	37	222	33	292	163	270	62	495	30	269	114	413	1471
% App. Total	12.5	74.2	13.3		12.7	76	11.3		32.9	54.5	12.5		7.3	65.1	27.6		
PHF	.773	.948	.750	.968	.578	.867	.550	.890	.799	.912	.738	.903	.625	.791	.838	.826	.913

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City of Clovis
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Weather: Clear

File Name : 24_CVS_Fowl_Nees PMC
Site Code : 00322473
Start Date : 5/24/2022
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:45 PM				05:00 PM			
+0 mins.	7	**73**	4	**84**	10	57	**15**	**82**	37	72	15	124	5	54	33	92
+15 mins.	9	52	7	68	**16**	**64**	1	81	**51**	65	**21**	**137**	6	**85**	**34**	**125**
+30 mins.	**11**	52	4	67	5	59	9	73	44	**74**	10	128	**12**	73	24	109
+45 mins.	8	53	**9**	70	15	37	7	59	31	59	16	106	4	69	34	107
Total Volume	35	230	24	289	46	217	32	295	163	270	62	495	27	281	125	433
% App. Total	12.1	79.6	8.3		15.6	73.6	10.8		32.9	54.5	12.5		6.2	64.9	28.9	
PHF	.795	.788	.667	.860	.719	.848	.533	.899	.799	.912	.738	.903	.563	.826	.919	.866

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City of Clovis
N/S: Fowler Avenue
E/W: Nees Avenue
Weather: Clear

File Name : 24_CVS_Fowl_Nees PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

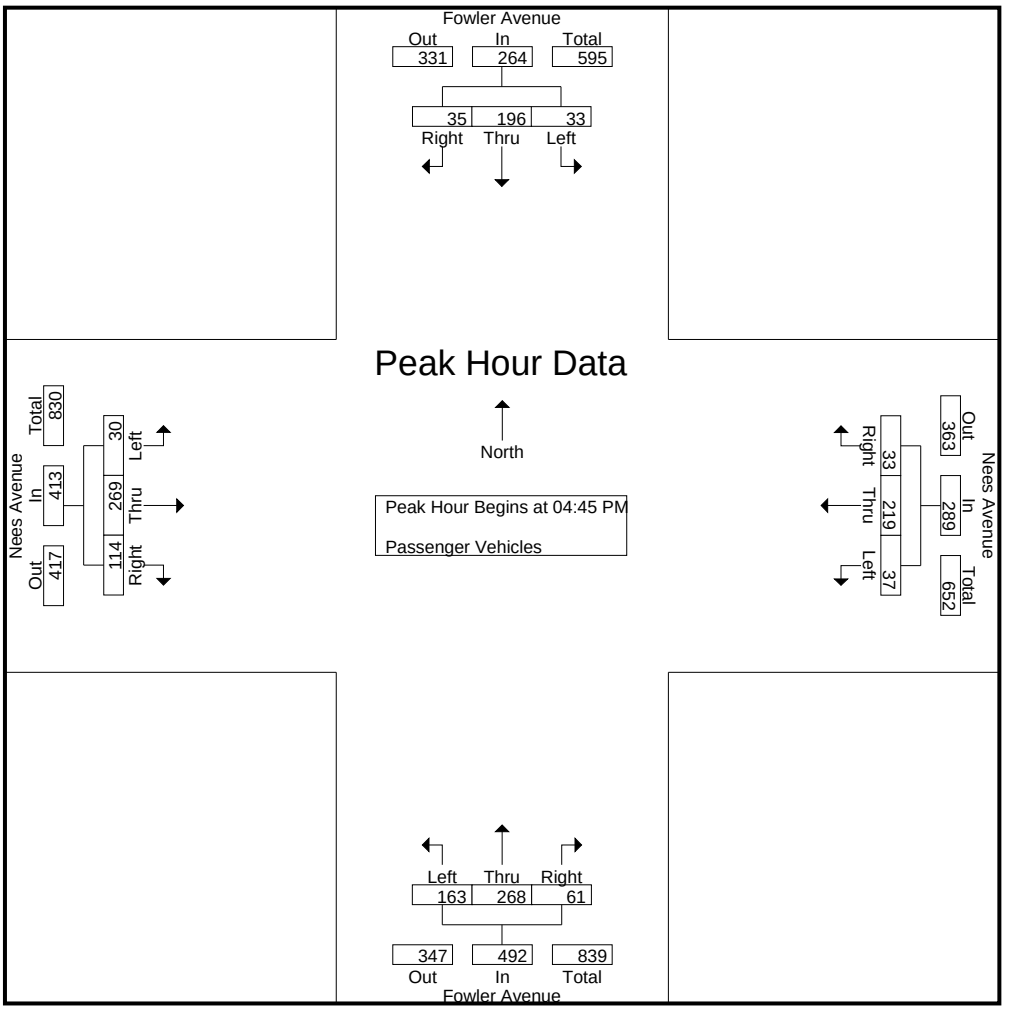
	Fowler Avenue Southbound				Nees Avenue Westbound				Fowler Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	7	72	4	83	7	45	7	59	33	69	18	120	11	61	17	89	351
04:15 PM	9	51	7	67	19	44	10	73	25	68	15	108	5	64	26	95	343
04:30 PM	11	52	4	67	16	35	7	58	38	53	6	97	9	53	24	86	308
04:45 PM	8	50	8	66	6	42	8	56	37	71	14	122	7	57	23	87	331
Total	35	225	23	283	48	166	32	246	133	261	53	447	32	235	90	357	1333
05:00 PM	6	48	9	63	10	56	15	81	51	64	21	136	5	54	33	92	372
05:15 PM	8	47	12	67	16	63	1	80	44	74	10	128	6	85	34	125	400
05:30 PM	11	51	6	68	5	58	9	72	31	59	16	106	12	73	24	109	355
05:45 PM	7	35	8	50	15	37	7	59	27	48	21	96	4	69	34	107	312
Total	32	181	35	248	46	214	32	292	153	245	68	466	27	281	125	433	1439
Grand Total	67	406	58	531	94	380	64	538	286	506	121	913	59	516	215	790	2772
Apprch %	12.6	76.5	10.9		17.5	70.6	11.9		31.3	55.4	13.3		7.5	65.3	27.2		
Total %	2.4	14.6	2.1	19.2	3.4	13.7	2.3	19.4	10.3	18.3	4.4	32.9	2.1	18.6	7.8	28.5	

	Fowler Avenue Southbound				Nees Avenue Westbound				Fowler Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	8	50	8	66	6	42	8	56	37	71	14	122	7	57	23	87	331
05:00 PM	6	48	9	63	10	56	**15**	**81**	**51**	64	**21**	**136**	5	54	33	92	372
05:15 PM	8	47	**12**	67	**16**	**63**	1	80	44	**74**	10	128	6	**85**	**34**	**125**	**400**
05:30 PM	**11**	**51**	6	**68**	5	58	9	72	31	59	16	106	**12**	73	24	109	355
Total Volume	33	196	35	264	37	219	33	289	163	268	61	492	30	269	114	413	1458
% App. Total	12.5	74.2	13.3		12.8	75.8	11.4		33.1	54.5	12.4		7.3	65.1	27.6		
PHF	.750	.961	.729	.971	.578	.869	.550	.892	.799	.905	.726	.904	.625	.791	.838	.826	.911

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City of Clovis
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Weather: Clear

File Name : 24_CVS_Fowl_Nees PMC
Site Code : 00322473
Start Date : 5/24/2022
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	8	50	8	66	6	42	8	56	37	71	14	122	7	57	23	87
+15 mins.	6	48	9	63	10	56	**15**	**81**	**51**	64	**21**	**136**	5	54	33	92
+30 mins.	8	47	**12**	67	**16**	**63**	1	80	44	**74**	10	128	6	**85**	**34**	**125**
+45 mins.	**11**	**51**	6	**68**	5	58	9	72	31	59	16	106	**12**	73	24	109
Total Volume	33	196	35	264	37	219	33	289	163	268	61	492	30	269	114	413
% App. Total	12.5	74.2	13.3		12.8	75.8	11.4		33.1	54.5	12.4		7.3	65.1	27.6	
PHF	.750	.961	.729	.971	.578	.869	.550	.892	.799	.905	.726	.904	.625	.791	.838	.826

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City of Clovis
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E/W: Nees Avenue
Weather: Clear

File Name : 24_CVS_Fowl_Nees PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

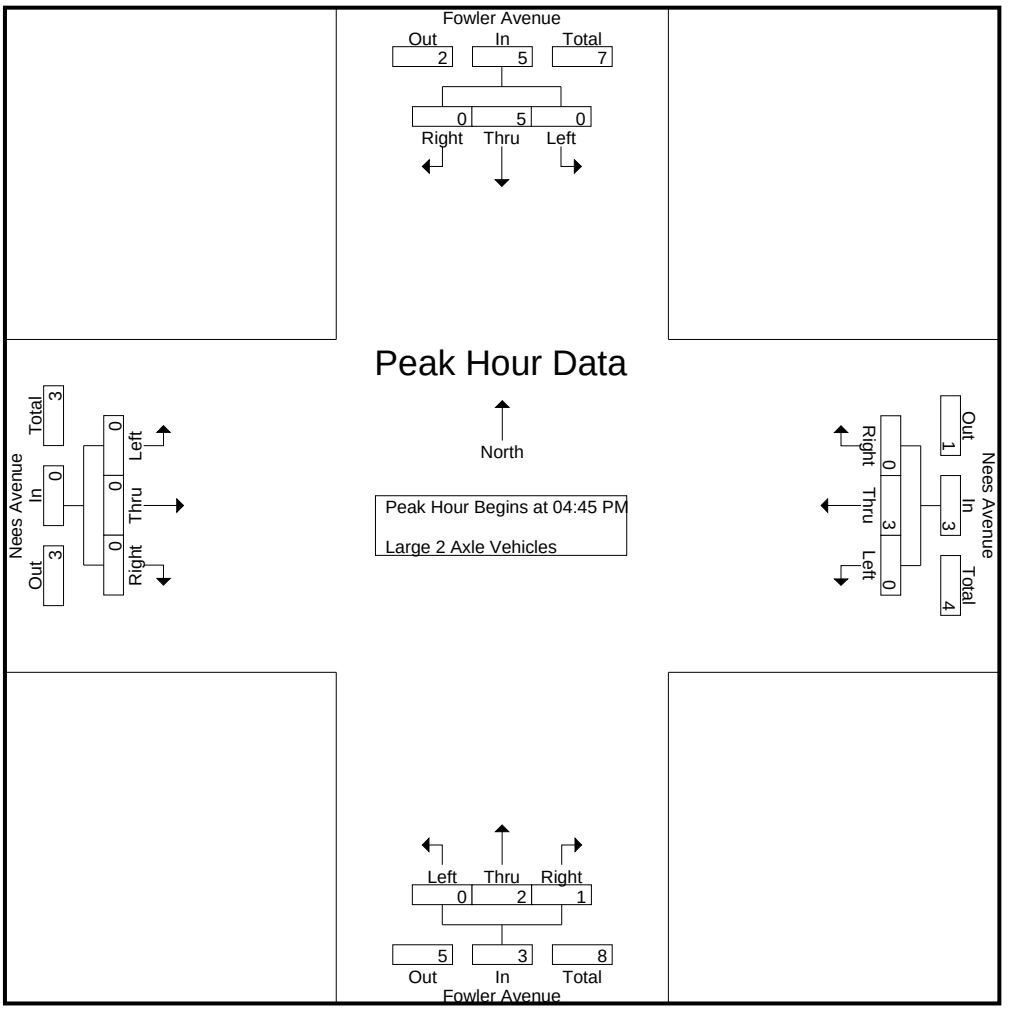
	Fowler Avenue Southbound				Nees Avenue Westbound				Fowler Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	1	1	0	2	0	2	0	0	0	0	3
04:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	3	0	3	0	0	0	0	0	1	1	2	0	0	0	0	5
Total	0	4	0	4	0	0	1	1	0	3	1	4	0	0	1	1	10
05:00 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0	2
05:15 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
05:30 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
Total	0	2	0	2	0	3	0	3	2	1	0	3	0	0	0	0	8
Grand Total	0	6	0	6	0	3	1	4	2	4	1	7	0	0	1	1	18
Apprch %	0	100	0		0	75	25		28.6	57.1	14.3		0	0	100		
Total %	0	33.3	0	33.3	0	16.7	5.6	22.2	11.1	22.2	5.6	38.9	0	0	5.6	5.6	

	Fowler Avenue Southbound				Nees Avenue Westbound				Fowler Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**3**	0	**3**	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	**5**
05:00 PM	0	0	0	0	0	**1**	0	**1**	0	1	0	1	0	0	0	0	2
05:15 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
05:30 PM	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
Total Volume	0	5	0	5	0	3	0	3	0	2	1	3	0	0	0	0	11
% App. Total	0	100	0		0	100	0		0	66.7	33.3		0	0	0		
PHF	.000	.417	.000	.417	.000	.750	.000	.750	.000	.500	.250	.375	.000	.000	.000	.000	.550

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Weather: Clear

File Name : 24_CVS_Fowl_Nees PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	**3**	0	**3**	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	1	0	1	0	0	0	0
+30 mins.	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	1	0	1	0	0	0	0	0	0	0	0
Total Volume	0	5	0	5	0	3	0	3	0	2	1	3	0	0	0	0
% App. Total	0	100	0		0	100	0		0	66.7	33.3		0	0	0	
PHF	.000	.417	.000	.417	.000	.750	.000	.750	.000	.500	.250	.375	.000	.000	.000	.000

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City of Clovis
N/S: Fowler Avenue
E/W: Nees Avenue
Weather: Clear

File Name : 24_CVS_Fowl_Nees PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

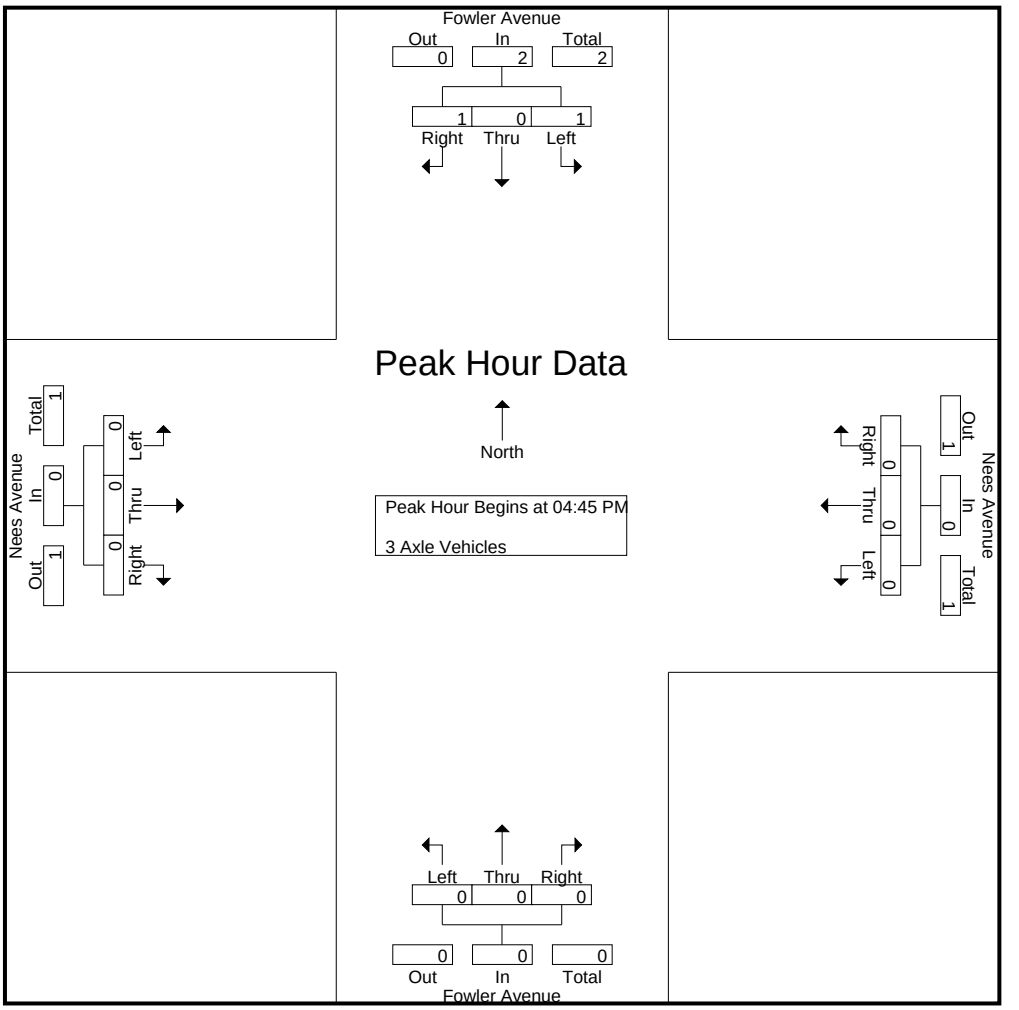
	Fowler Avenue Southbound				Nees Avenue Westbound				Fowler Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	1	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Apprch %	33.3	33.3	33.3		0	0	0		0	0	0		0	0	0		
Total %	33.3	33.3	33.3	100	0	0	0	0	0	0	0	0	0	0	0	0	

	Fowler Avenue Southbound				Nees Avenue Westbound				Fowler Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	2
% App. Total	50	0	50		0	0	0		0	0	0		0	0	0		
PHF	.250	.000	.250	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500

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City of Clovis
N/S: Fowler Avenue
E/W: Nees Avenue
Weather: Clear

File Name : 24_CVS_Fowl_Nees PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	50	0	50		0	0	0		0	0	0		0	0	0	
PHF	.250	.000	.250	.500	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Clovis
N/S: Fowler Avenue
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File Name : 24_CVS_Fowl_Nees PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

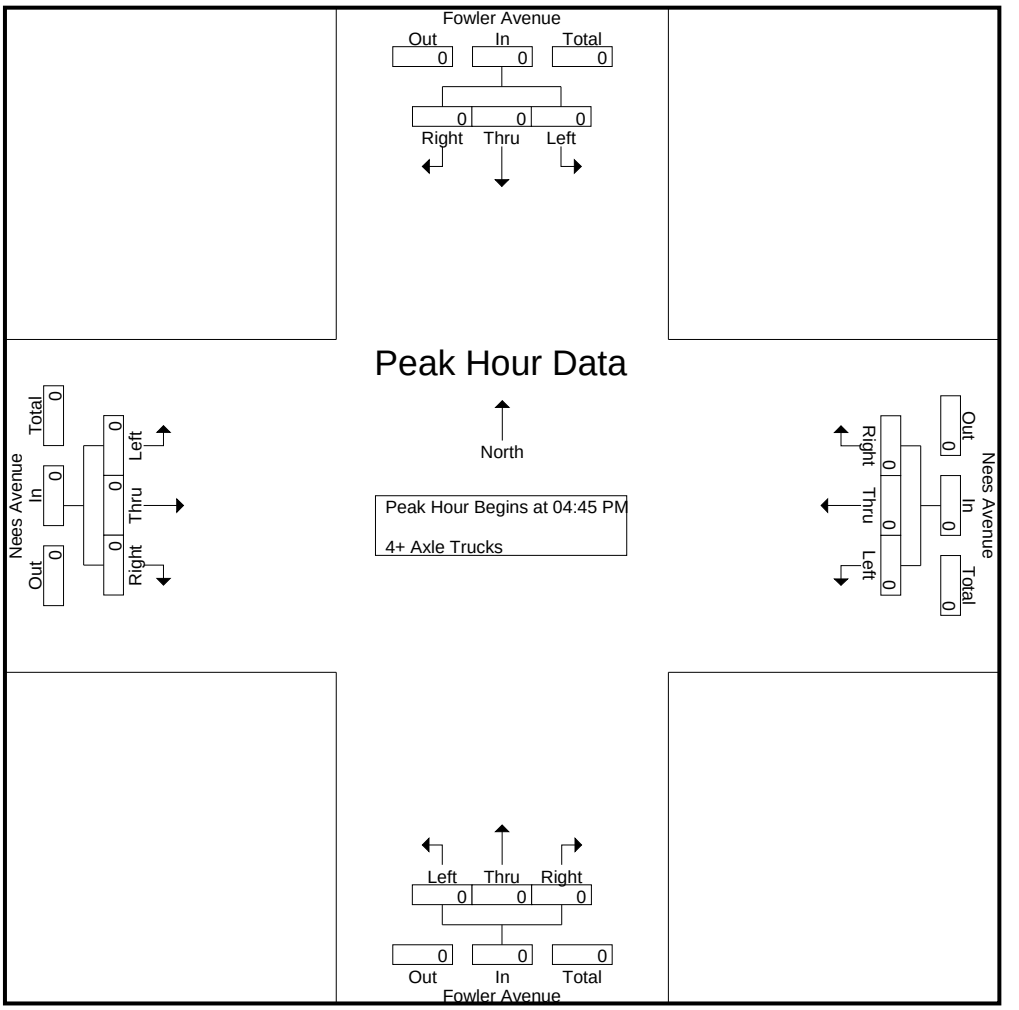
	Fowler Avenue Southbound				Nees Avenue Westbound				Fowler Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Fowler Avenue Southbound				Nees Avenue Westbound				Fowler Avenue Northbound				Nees Avenue Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Clovis
N/S: Fowler Avenue
E/W: Nees Avenue
Weather: Clear

File Name : 24_CVS_Fowl_Nees PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Clovis
N/S: Fowler Avenue
E/W: Nees Avenue

Date: 5/24/2022
Day: Tuesday

PEDESTRIANS

	North Leg Fowler Avenue Pedestrians	East Leg Nees Avenue Pedestrians	South Leg Fowler Avenue Pedestrians	West Leg Nees Avenue Pedestrians	
7:00 AM	0	0	0	0	0
7:15 AM	0	0	1	0	1
7:30 AM	0	0	0	0	0
7:45 AM	0	0	2	0	2
8:00 AM	0	0	0	0	0
8:15 AM	0	0	1	0	1
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	4	0	4

	North Leg Fowler Avenue Pedestrians	East Leg Nees Avenue Pedestrians	South Leg Fowler Avenue Pedestrians	West Leg Nees Avenue Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Clovis
N/S: Fowler Avenue
E/W: Nees Avenue

Date: 5/24/2022
Day: Tuesday

BICYCLES

	Southbound Fowler Avenue			Westbound Nees Avenue			Northbound Fowler Avenue			Eastbound Nees Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
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	1	0	1
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
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	1	0	1

	Southbound Fowler Avenue			Westbound Nees Avenue			Northbound Fowler Avenue			Eastbound Nees Avenue			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
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	1	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	1	0	0	1

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City of Clovis
N/S: Fowler Avenue
E/W: SR-168 Westbound Ramps
Weather: Clear

File Name : 25_CVS_Fowl_168W AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

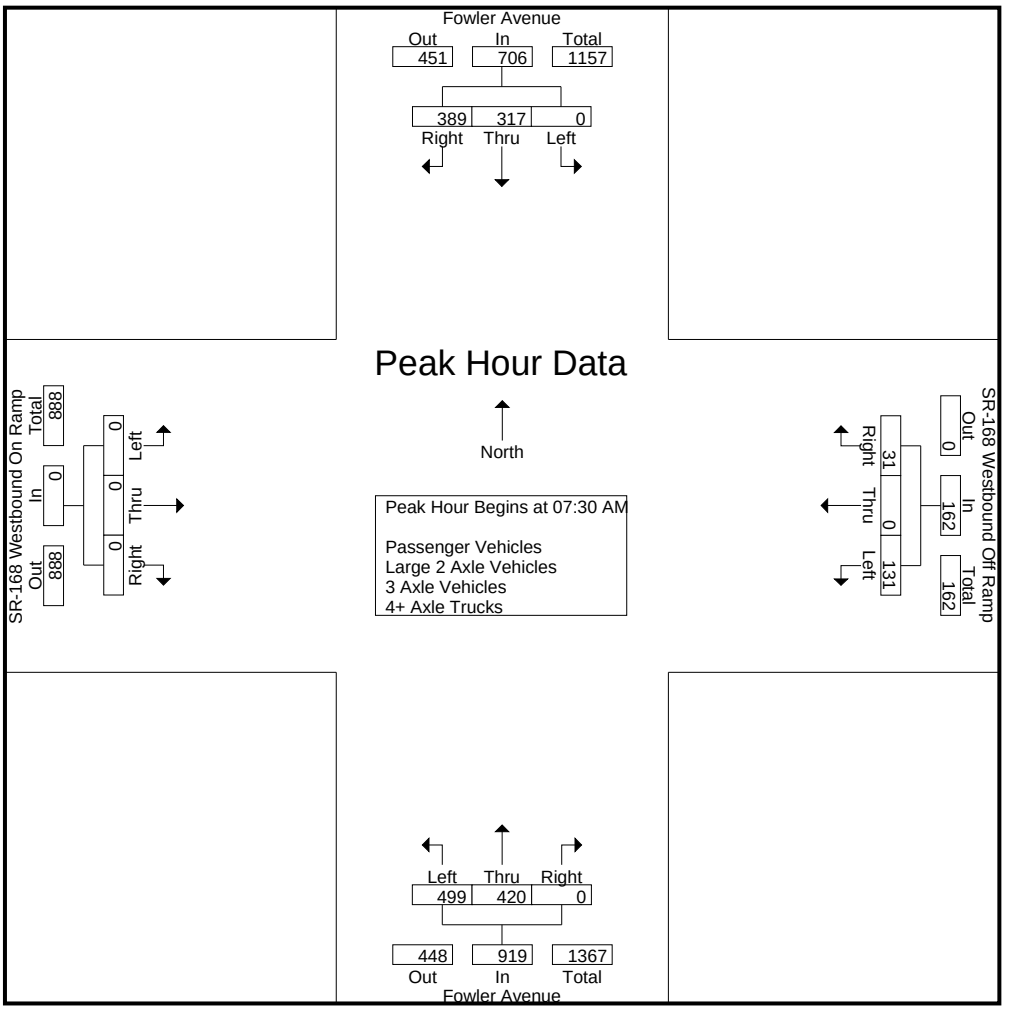
	Fowler Avenue Southbound				SR-168 Westbound Off Ramp Westbound				Fowler Avenue Northbound				SR-168 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	61	99	160	36	0	7	43	97	68	0	165	0	0	0	0	368
07:15 AM	0	62	101	163	44	0	3	47	122	90	0	212	0	0	0	0	422
07:30 AM	0	75	111	186	29	0	4	33	146	90	0	236	0	0	0	0	455
07:45 AM	0	67	75	142	36	0	7	43	131	118	0	249	0	0	0	0	434
Total	0	265	386	651	145	0	21	166	496	366	0	862	0	0	0	0	1679
08:00 AM	0	83	92	175	28	0	13	41	119	120	0	239	0	0	0	0	455
08:15 AM	0	92	111	203	38	0	7	45	103	92	0	195	0	0	0	0	443
08:30 AM	0	75	69	144	34	0	5	39	78	88	0	166	0	0	0	0	349
08:45 AM	0	61	51	112	50	0	1	51	77	89	0	166	0	0	0	0	329
Total	0	311	323	634	150	0	26	176	377	389	0	766	0	0	0	0	1576
Grand Total	0	576	709	1285	295	0	47	342	873	755	0	1628	0	0	0	0	3255
Apprch %	0	44.8	55.2		86.3	0	13.7		53.6	46.4	0		0	0	0		
Total %	0	17.7	21.8	39.5	9.1	0	1.4	10.5	26.8	23.2	0	50	0	0	0	0	
Passenger Vehicles	0	568	702	1270	293	0	46	339	858	743	0	1601	0	0	0	0	3210
% Passenger Vehicles	0	98.6	99	98.8	99.3	0	97.9	99.1	98.3	98.4	0	98.3	0	0	0	0	98.6
Large 2 Axle Vehicles	0	5	3	8	2	0	1	3	6	9	0	15	0	0	0	0	26
% Large 2 Axle Vehicles	0	0.9	0.4	0.6	0.7	0	2.1	0.9	0.7	1.2	0	0.9	0	0	0	0	0.8
3 Axle Vehicles	0	2	1	3	0	0	0	0	1	2	0	3	0	0	0	0	6
% 3 Axle Vehicles	0	0.3	0.1	0.2	0	0	0	0	0.1	0.3	0	0.2	0	0	0	0	0.2
4+ Axle Trucks	0	1	3	4	0	0	0	0	8	1	0	9	0	0	0	0	13
% 4+ Axle Trucks	0	0.2	0.4	0.3	0	0	0	0	0.9	0.1	0	0.6	0	0	0	0	0.4

	Fowler Avenue Southbound				SR-168 Westbound Off Ramp Westbound				Fowler Avenue Northbound				SR-168 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	75	**111**	186	29	0	4	33	**146**	90	0	236	0	0	0	0	**455**
07:45 AM	0	67	75	142	36	0	7	43	131	118	0	**249**	0	0	0	0	434
08:00 AM	0	83	92	175	28	0	**13**	41	119	**120**	0	239	0	0	0	0	455
08:15 AM	0	**92**	111	**203**	**38**	0	7	**45**	103	92	0	195	0	0	0	0	443
Total Volume	0	317	389	706	131	0	31	162	499	420	0	919	0	0	0	0	1787
% App. Total	0	44.9	55.1		80.9	0	19.1		54.3	45.7	0		0	0	0		
PHF	.000	.861	.876	.869	.862	.000	.596	.900	.854	.875	.000	.923	.000	.000	.000	.000	.982

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City of Clovis
N/S: Fowler Avenue
E/W: SR-168 Westbound Ramps
Weather: Clear

File Name : 25_CVS_Fowl_168W AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				08:00 AM				07:15 AM				07:00 AM			
+0 mins.	0	75	**111**	186	28	0	**13**	41	122	90	0	212	0	0	0	0
+15 mins.	0	67	75	142	38	0	7	45	**146**	90	0	236	0	0	0	0
+30 mins.	0	83	92	175	34	0	5	39	131	118	0	**249**	0	0	0	0
+45 mins.	0	**92**	111	**203**	**50**	0	1	**51**	119	**120**	0	239	0	0	0	0
Total Volume	0	317	389	706	150	0	26	176	518	418	0	936	0	0	0	0
% App. Total	0	44.9	55.1		85.2	0	14.8		55.3	44.7	0		0	0	0	
PHF	.000	.861	.876	.869	.750	.000	.500	.863	.887	.871	.000	.940	.000	.000	.000	.000

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City of Clovis
N/S: Fowler Avenue
E/W: SR-168 Westbound Ramps
Weather: Clear

File Name : 25_CVS_Fowl_168W AMC
Site Code : 00322473
Start Date : 5/24/2022

Groups Printed- Passenger Vehicles

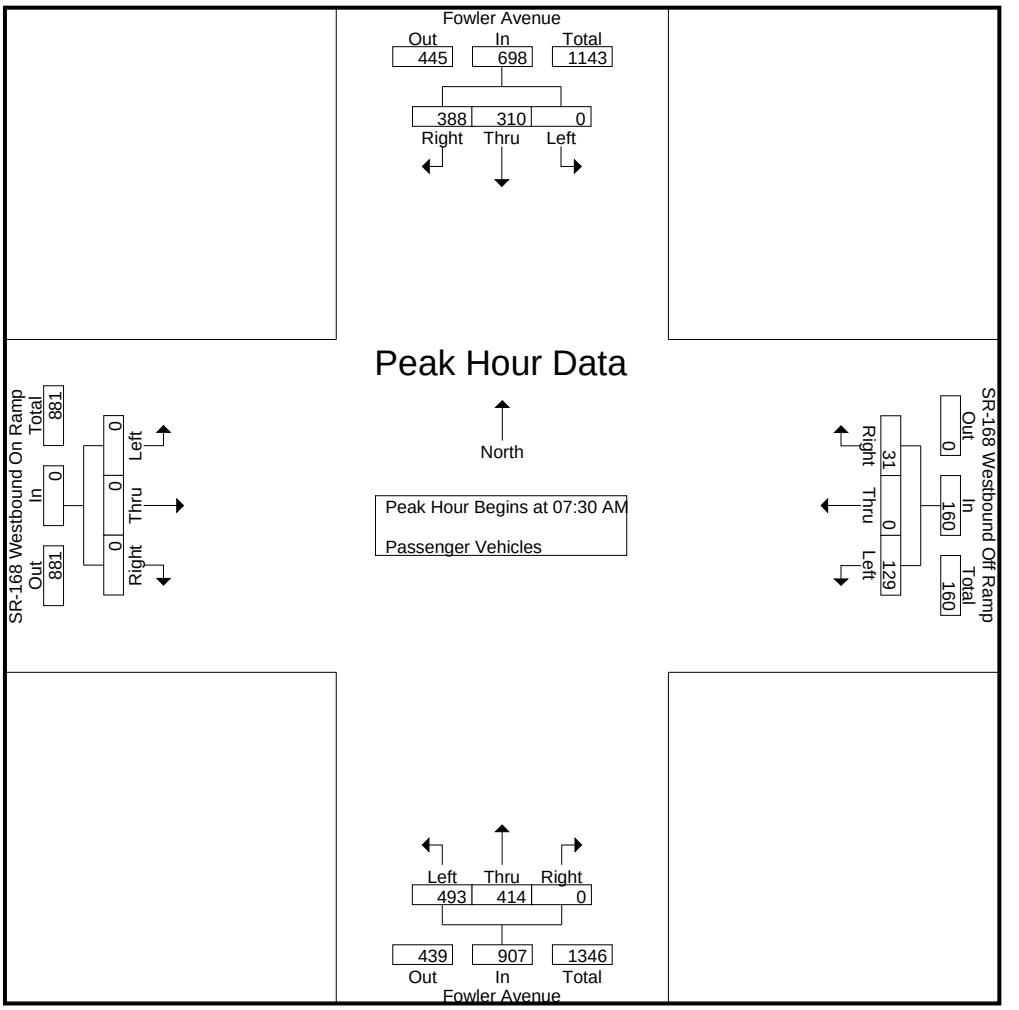
	Fowler Avenue Southbound				SR-168 Westbound Off Ramp Westbound				Fowler Avenue Northbound				SR-168 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	60	99	159	36	0	7	43	96	66	0	162	0	0	0	0	364
07:15 AM	0	62	101	163	44	0	3	47	120	88	0	208	0	0	0	0	418
07:30 AM	0	75	111	186	29	0	4	33	146	89	0	235	0	0	0	0	454
07:45 AM	0	64	75	139	36	0	7	43	129	118	0	247	0	0	0	0	429
Total	0	261	386	647	145	0	21	166	491	361	0	852	0	0	0	0	1665
08:00 AM	0	81	92	173	28	0	13	41	117	118	0	235	0	0	0	0	449
08:15 AM	0	90	110	200	36	0	7	43	101	89	0	190	0	0	0	0	433
08:30 AM	0	75	64	139	34	0	4	38	76	87	0	163	0	0	0	0	340
08:45 AM	0	61	50	111	50	0	1	51	73	88	0	161	0	0	0	0	323
Total	0	307	316	623	148	0	25	173	367	382	0	749	0	0	0	0	1545
Grand Total	0	568	702	1270	293	0	46	339	858	743	0	1601	0	0	0	0	3210
Apprch %	0	44.7	55.3		86.4	0	13.6		53.6	46.4	0		0	0	0		
Total %	0	17.7	21.9	39.6	9.1	0	1.4	10.6	26.7	23.1	0	49.9	0	0	0	0	

	Fowler Avenue Southbound				SR-168 Westbound Off Ramp Westbound				Fowler Avenue Northbound				SR-168 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	75	**111**	186	29	0	4	33	**146**	89	0	235	0	0	0	0	**454**
07:45 AM	0	64	75	139	**36**	0	7	**43**	129	**118**	0	**247**	0	0	0	0	429
08:00 AM	0	81	92	173	28	0	**13**	41	117	118	0	235	0	0	0	0	449
08:15 AM	0	**90**	110	**200**	36	0	7	43	101	89	0	190	0	0	0	0	433
Total Volume	0	310	388	698	129	0	31	160	493	414	0	907	0	0	0	0	1765
% App. Total	0	44.4	55.6		80.6	0	19.4		54.4	45.6	0		0	0	0		
PHF	.000	.861	.874	.873	.896	.000	.596	.930	.844	.877	.000	.918	.000	.000	.000	.000	.972

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City of Clovis
N/S: Fowler Avenue
E/W: SR-168 Westbound Ramps
Weather: Clear

File Name : 25_CVS_Fowl_168W AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	75	**111**	186	29	0	4	33	**146**	89	0	235	0	0	0	0
+15 mins.	0	64	75	139	**36**	0	7	**43**	129	**118**	0	**247**	0	0	0	0
+30 mins.	0	81	92	173	28	0	**13**	41	117	118	0	235	0	0	0	0
+45 mins.	0	**90**	110	**200**	36	0	7	43	101	89	0	190	0	0	0	0
Total Volume	0	310	388	698	129	0	31	160	493	414	0	907	0	0	0	0
% App. Total	0	44.4	55.6		80.6	0	19.4		54.4	45.6	0		0	0	0	
PHF	.000	.861	.874	.873	.896	.000	.596	.930	.844	.877	.000	.918	.000	.000	.000	.000

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E/W: SR-168 Westbound Ramps
Weather: Clear

File Name : 25_CVS_Fowl_168W AMC
Site Code : 00322473
Start Date : 5/24/2022

Groups Printed- Large 2 Axle Vehicles

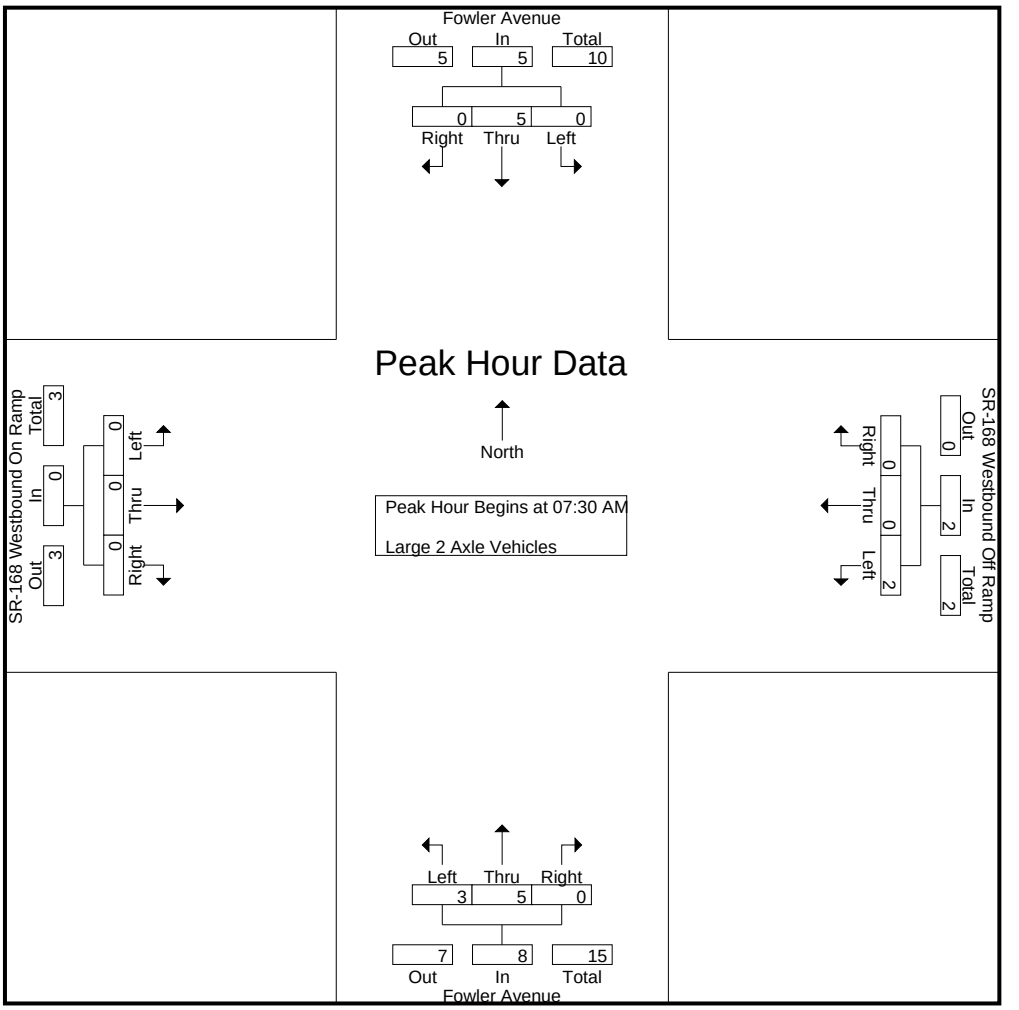
	Fowler Avenue Southbound				SR-168 Westbound Off Ramp Westbound				Fowler Avenue Northbound				SR-168 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	1	0	0	0	0	2	0	0	2	0	0	0	0	3
Total	0	1	0	1	0	0	0	0	3	2	0	5	0	0	0	0	6
08:00 AM	0	2	0	2	0	0	0	0	1	2	0	3	0	0	0	0	5
08:15 AM	0	2	0	2	2	0	0	2	0	3	0	3	0	0	0	0	7
08:30 AM	0	0	3	3	0	0	1	1	0	1	0	1	0	0	0	0	5
08:45 AM	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	3
Total	0	4	3	7	2	0	1	3	3	7	0	10	0	0	0	0	20
Grand Total	0	5	3	8	2	0	1	3	6	9	0	15	0	0	0	0	26
Apprch %	0	62.5	37.5		66.7	0	33.3		40	60	0		0	0	0		
Total %	0	19.2	11.5	30.8	7.7	0	3.8	11.5	23.1	34.6	0	57.7	0	0	0	0	

	Fowler Avenue Southbound				SR-168 Westbound Off Ramp Westbound				Fowler Avenue Northbound				SR-168 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	1	0	0	0	0	**2**	0	0	2	0	0	0	0	3
08:00 AM	0	**2**	0	**2**	0	0	0	0	1	2	0	**3**	0	0	0	0	5
08:15 AM	0	2	0	2	**2**	0	0	**2**	0	**3**	0	3	0	0	0	0	**7**
Total Volume	0	5	0	5	2	0	0	2	3	5	0	8	0	0	0	0	15
% App. Total	0	100	0		100	0	0		37.5	62.5	0		0	0	0		
PHF	.000	.625	.000	.625	.250	.000	.000	.250	.375	.417	.000	.667	.000	.000	.000	.000	.536

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City of Clovis
N/S: Fowler Avenue
E/W: SR-168 Westbound Ramps
Weather: Clear

File Name : 25_CVS_Fowl_168W AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	1	0	1	0	0	0	0	**2**	0	0	2	0	0	0	0
+30 mins.	0	**2**	0	**2**	0	0	0	0	1	2	0	**3**	0	0	0	0
+45 mins.	0	2	0	2	**2**	0	0	**2**	0	**3**	0	3	0	0	0	0
Total Volume	0	5	0	5	2	0	0	2	3	5	0	8	0	0	0	0
% App. Total	0	100	0		100	0	0		37.5	62.5	0		0	0	0	
PHF	.000	.625	.000	.625	.250	.000	.000	.250	.375	.417	.000	.667	.000	.000	.000	.000

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City of Clovis
N/S: Fowler Avenue
E/W: SR-168 Westbound Ramps
Weather: Clear

File Name : 25_CVS_Fowl_168W AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

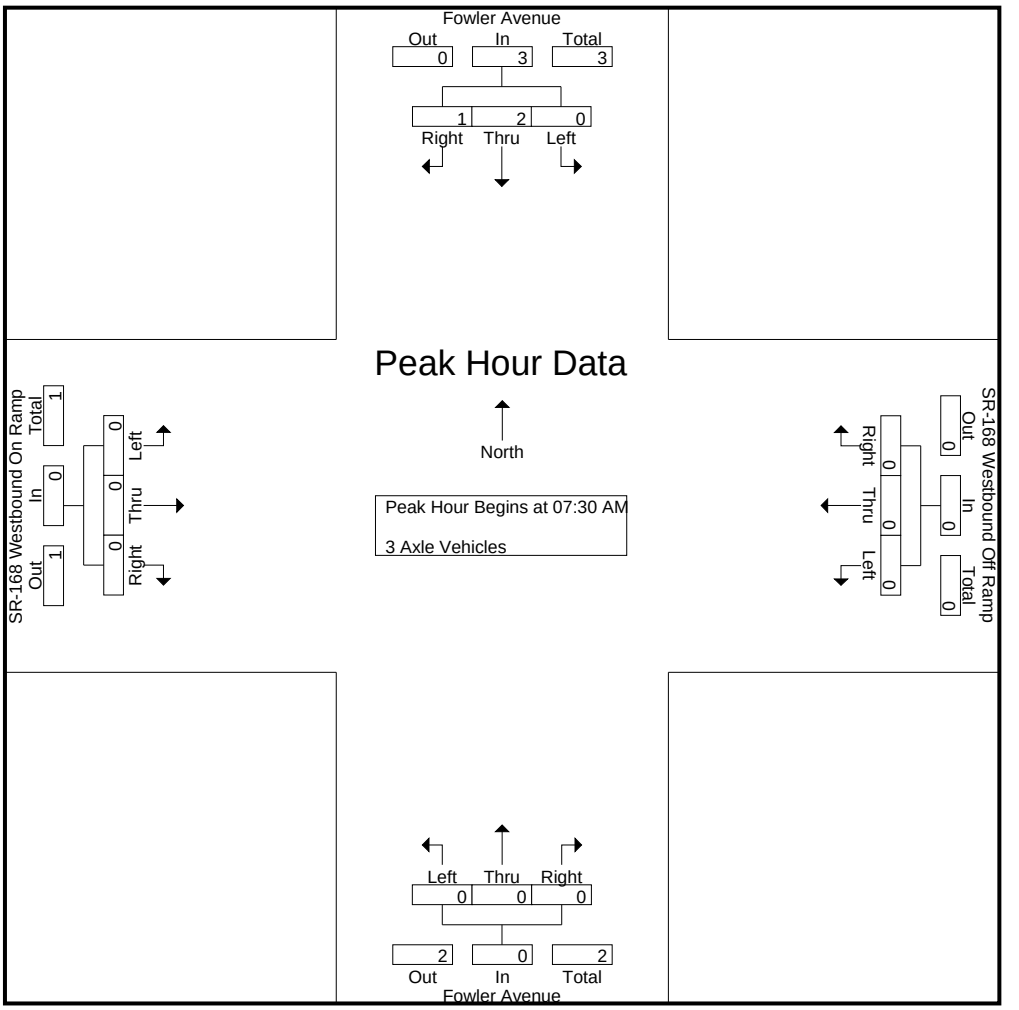
	Fowler Avenue Southbound				SR-168 Westbound Off Ramp Westbound				Fowler Avenue Northbound				SR-168 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	1	1	0	0	0	0	1	0	0	1	0	0	0	0	2
Grand Total	0	2	1	3	0	0	0	0	1	2	0	3	0	0	0	0	6
Apprch %	0	66.7	33.3		0	0	0		33.3	66.7	0		0	0	0		
Total %	0	33.3	16.7	50	0	0	0	0	16.7	33.3	0	50	0	0	0	0	

	Fowler Avenue Southbound				SR-168 Westbound Off Ramp Westbound				Fowler Avenue Northbound				SR-168 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	**2**
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
% App. Total	0	66.7	33.3		0	0	0		0	0	0		0	0	0		
PHF	.000	.250	.250	.375	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375

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City of Clovis
N/S: Fowler Avenue
E/W: SR-168 Westbound Ramps
Weather: Clear

File Name : 25_CVS_Fowl_168W AMC
Site Code : 00322473
Start Date : 5/24/2022
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	**1**	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	66.7	33.3		0	0	0		0	0	0		0	0	0	
PHF	.000	.250	.250	.375	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Clovis
N/S: Fowler Avenue
E/W: SR-168 Westbound Ramps
Weather: Clear

File Name : 25_CVS_Fowl_168W AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

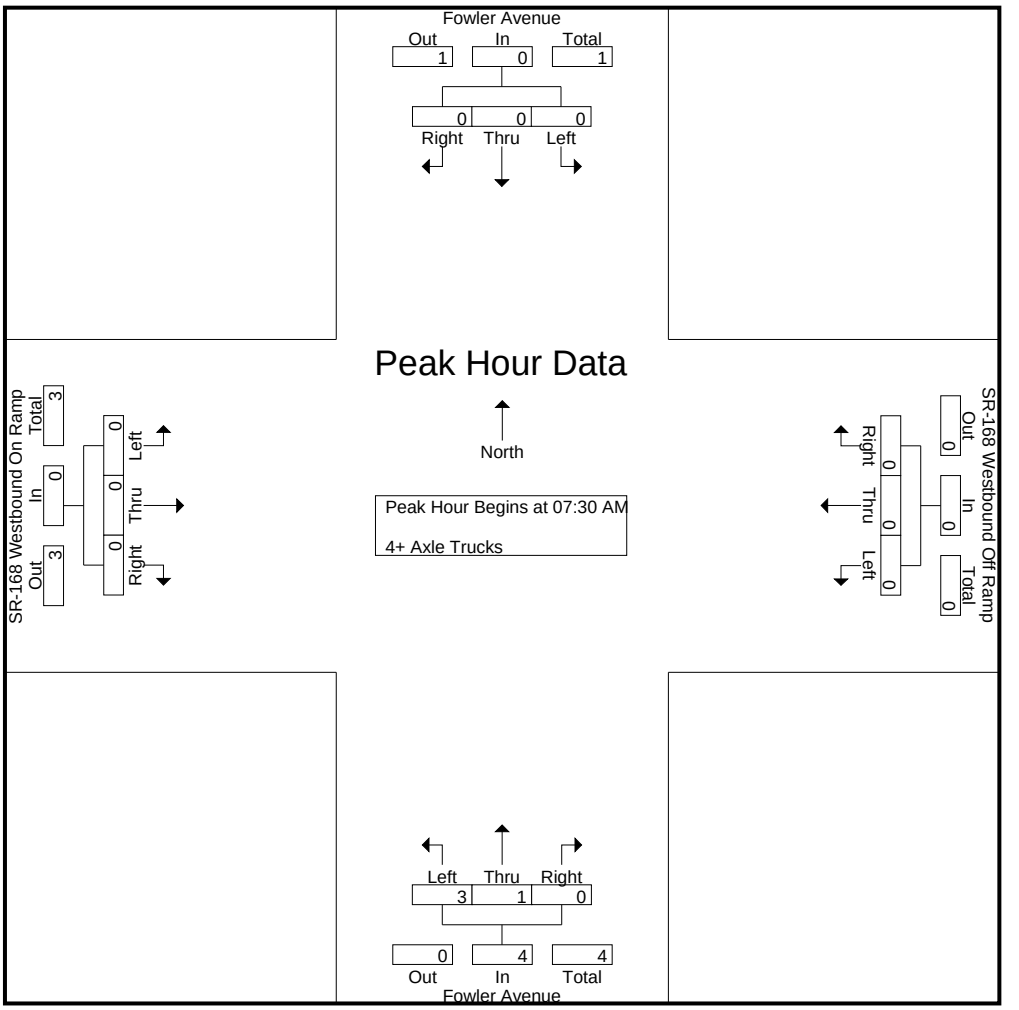
	Fowler Avenue Southbound				SR-168 Westbound Off Ramp Westbound				Fowler Avenue Northbound				SR-168 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	1	0	0	1	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	2	1	0	3	0	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
08:30 AM	0	0	2	2	0	0	0	0	2	0	0	2	0	0	0	0	4
08:45 AM	0	0	1	1	0	0	0	0	1	0	0	1	0	0	0	0	2
Total	0	0	3	3	0	0	0	0	6	0	0	6	0	0	0	0	9
Grand Total	0	1	3	4	0	0	0	0	8	1	0	9	0	0	0	0	13
Apprch %	0	25	75		0	0	0		88.9	11.1	0		0	0	0		
Total %	0	7.7	23.1	30.8	0	0	0	0	61.5	7.7	0	69.2	0	0	0	0	

	Fowler Avenue Southbound				SR-168 Westbound Off Ramp Westbound				Fowler Avenue Northbound				SR-168 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	**2**	0	0	**2**	0	0	0	0	**2**
Total Volume	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0	4
% App. Total	0	0	0		0	0	0		75	25	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.375	.250	.000	.500	.000	.000	.000	.000	.500

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City of Clovis
N/S: Fowler Avenue
E/W: SR-168 Westbound Ramps
Weather: Clear

File Name : 25_CVS_Fowl_168W AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	**2**	0	0	**2**	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0
% App. Total	0	0	0		0	0	0		75	25	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.375	.250	.000	.500	.000	.000	.000	.000

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City of Clovis
N/S: Fowler Avenue
E/W: SR-168 Westbound Ramps
Weather: Clear

File Name : 25_CVS_Fowl_168W PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

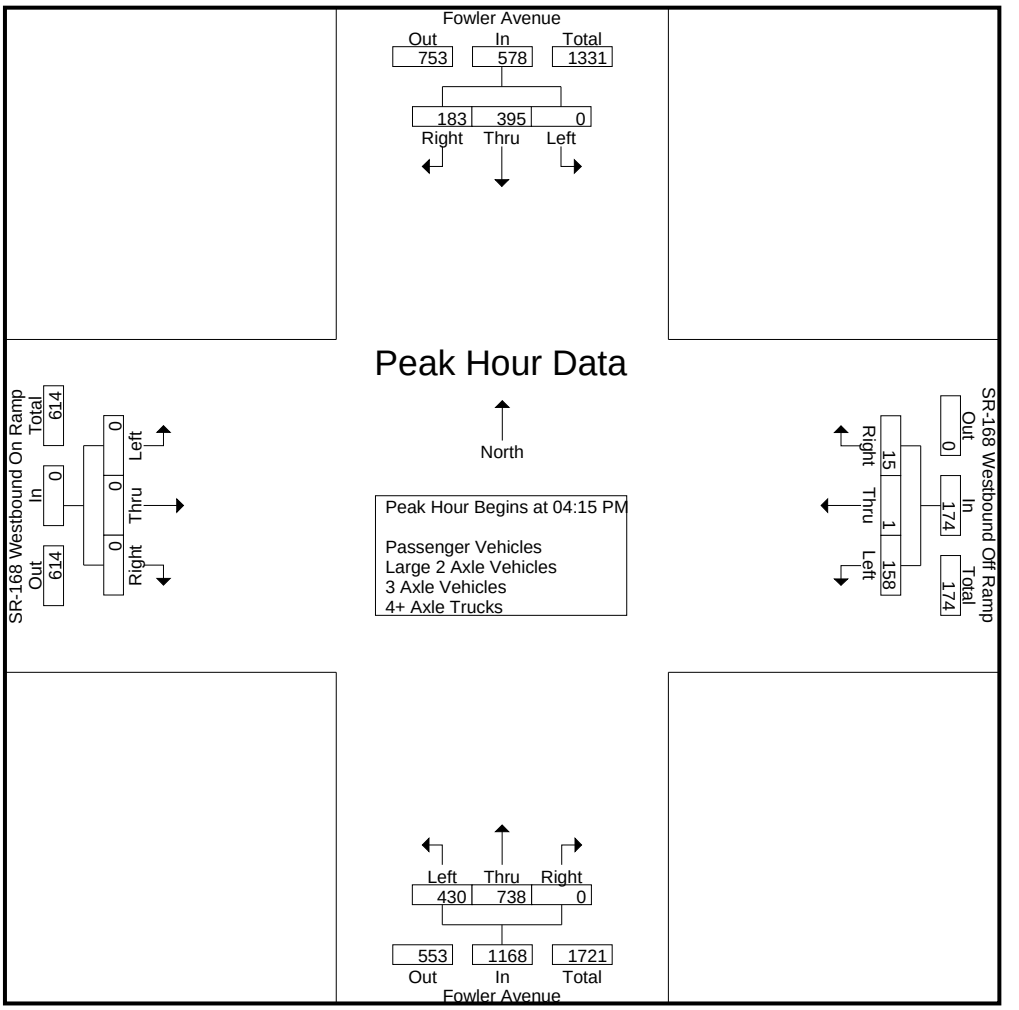
	Fowler Avenue Southbound				SR-168 Westbound Off Ramp Westbound				Fowler Avenue Northbound				SR-168 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	97	51	148	50	1	2	53	110	182	0	292	0	0	0	0	493
04:15 PM	0	111	49	160	46	0	4	50	94	194	0	288	0	0	0	0	498
04:30 PM	0	110	53	163	25	0	3	28	102	162	0	264	0	0	0	0	455
04:45 PM	0	80	34	114	44	1	5	50	105	193	0	298	0	0	0	0	462
Total	0	398	187	585	165	2	14	181	411	731	0	1142	0	0	0	0	1908
05:00 PM	0	94	47	141	43	0	3	46	129	189	0	318	0	0	0	0	505
05:15 PM	0	109	42	151	26	0	8	34	100	198	0	298	0	0	0	0	483
05:30 PM	0	101	50	151	33	0	8	41	103	175	0	278	0	0	0	0	470
05:45 PM	0	112	35	147	37	0	5	42	63	168	0	231	0	0	0	0	420
Total	0	416	174	590	139	0	24	163	395	730	0	1125	0	0	0	0	1878
Grand Total	0	814	361	1175	304	2	38	344	806	1461	0	2267	0	0	0	0	3786
Apprch %	0	69.3	30.7		88.4	0.6	11		35.6	64.4	0		0	0	0		
Total %	0	21.5	9.5	31	8	0.1	1	9.1	21.3	38.6	0	59.9	0	0	0	0	
Passenger Vehicles	0	806	357	1163	296	2	37	335	796	1454	0	2250	0	0	0	0	3748
% Passenger Vehicles	0	99	98.9	99	97.4	100	97.4	97.4	98.8	99.5	0	99.3	0	0	0	0	99
Large 2 Axle Vehicles	0	7	4	11	6	0	1	7	3	7	0	10	0	0	0	0	28
% Large 2 Axle Vehicles	0	0.9	1.1	0.9	2	0	2.6	2	0.4	0.5	0	0.4	0	0	0	0	0.7
3 Axle Vehicles	0	1	0	1	2	0	0	2	0	0	0	0	0	0	0	0	3
% 3 Axle Vehicles	0	0.1	0	0.1	0.7	0	0	0.6	0	0	0	0	0	0	0	0	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	7
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0.9	0	0	0.3	0	0	0	0	0.2

	Fowler Avenue Southbound				SR-168 Westbound Off Ramp Westbound				Fowler Avenue Northbound				SR-168 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	**111**	49	160	**46**	0	4	**50**	94	**194**	0	288	0	0	0	0	498
04:30 PM	0	110	**53**	**163**	25	0	3	28	102	162	0	264	0	0	0	0	455
04:45 PM	0	80	34	114	44	**1**	**5**	50	105	193	0	298	0	0	0	0	462
05:00 PM	0	94	47	141	43	0	3	46	**129**	189	0	**318**	0	0	0	0	**505**
Total Volume	0	395	183	578	158	1	15	174	430	738	0	1168	0	0	0	0	1920
% App. Total	0	68.3	31.7		90.8	0.6	8.6		36.8	63.2	0		0	0	0		
PHF	.000	.890	.863	.887	.859	.250	.750	.870	.833	.951	.000	.918	.000	.000	.000	.000	.950

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City of Clovis
N/S: Fowler Avenue
E/W: SR-168 Westbound Ramps
Weather: Clear

File Name : 25_CVS_Fowl_168W PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:00 PM				04:45 PM				04:00 PM			
+0 mins.	0	94	47	141	**50**	**1**	2	**53**	105	193	0	298	0	0	0	0
+15 mins.	0	109	42	**151**	46	0	4	50	**129**	189	0	**318**	0	0	0	0
+30 mins.	0	101	**50**	151	25	0	3	28	100	**198**	0	298	0	0	0	0
+45 mins.	0	**112**	35	147	44	1	**5**	50	103	175	0	278	0	0	0	0
Total Volume	0	416	174	590	165	2	14	181	437	755	0	1192	0	0	0	0
% App. Total	0	70.5	29.5		91.2	1.1	7.7		36.7	63.3	0		0	0	0	
PHF	.000	.929	.870	.977	.825	.500	.700	.854	.847	.953	.000	.937	.000	.000	.000	.000

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City of Clovis
N/S: Fowler Avenue
E/W: SR-168 Westbound Ramps
Weather: Clear

File Name : 25_CVS_Fowl_168W PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

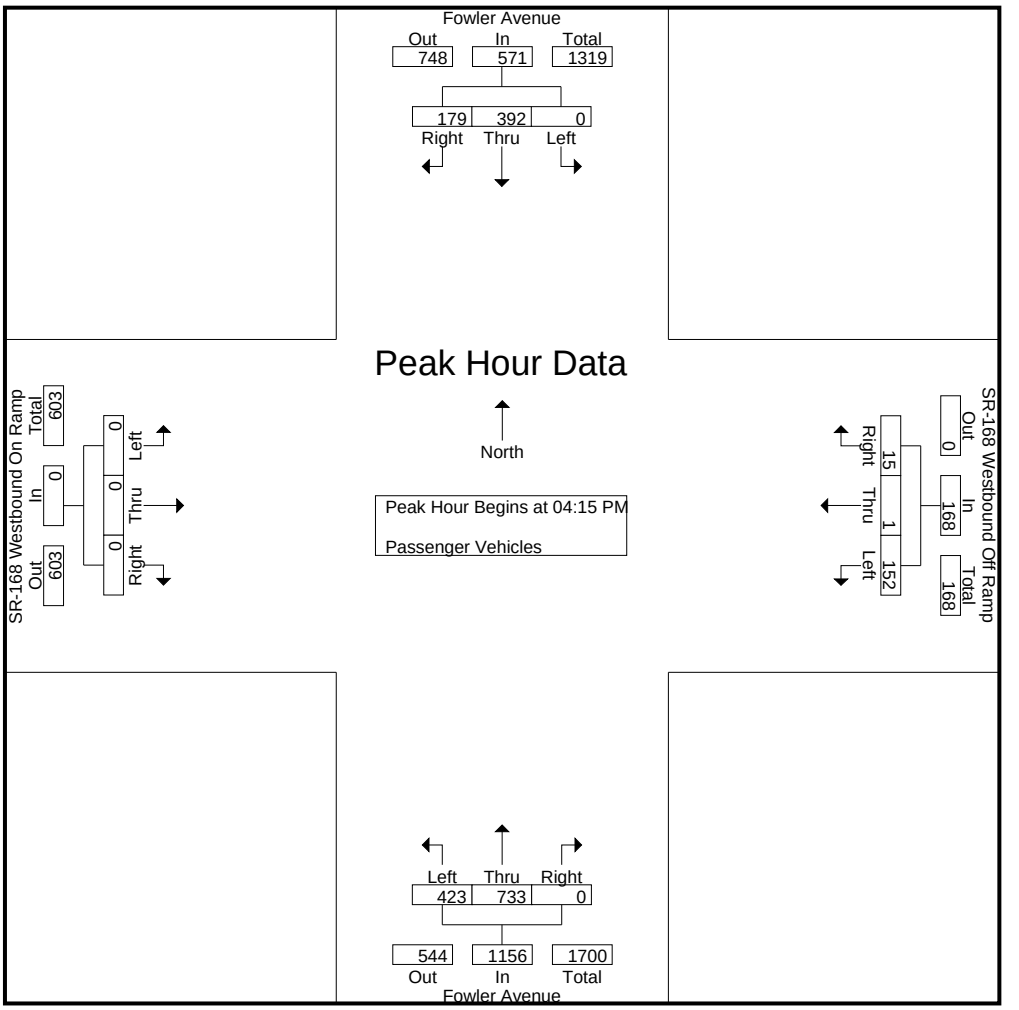
	Fowler Avenue Southbound				SR-168 Westbound Off Ramp Westbound				Fowler Avenue Northbound				SR-168 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	97	51	148	48	1	1	50	109	182	0	291	0	0	0	0	489
04:15 PM	0	110	48	158	43	0	4	47	93	194	0	287	0	0	0	0	492
04:30 PM	0	110	53	163	25	0	3	28	100	161	0	261	0	0	0	0	452
04:45 PM	0	78	31	109	43	1	5	49	101	191	0	292	0	0	0	0	450
Total	0	395	183	578	159	2	13	174	403	728	0	1131	0	0	0	0	1883
05:00 PM	0	94	47	141	41	0	3	44	129	187	0	316	0	0	0	0	501
05:15 PM	0	107	42	149	26	0	8	34	98	198	0	296	0	0	0	0	479
05:30 PM	0	100	50	150	33	0	8	41	103	174	0	277	0	0	0	0	468
05:45 PM	0	110	35	145	37	0	5	42	63	167	0	230	0	0	0	0	417
Total	0	411	174	585	137	0	24	161	393	726	0	1119	0	0	0	0	1865
Grand Total	0	806	357	1163	296	2	37	335	796	1454	0	2250	0	0	0	0	3748
Apprch %	0	69.3	30.7		88.4	0.6	11		35.4	64.6	0		0	0	0		
Total %	0	21.5	9.5	31	7.9	0.1	1	8.9	21.2	38.8	0	60	0	0	0	0	

	Fowler Avenue Southbound				SR-168 Westbound Off Ramp Westbound				Fowler Avenue Northbound				SR-168 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	**110**	48	158	**43**	0	4	47	93	**194**	0	287	0	0	0	0	492
04:30 PM	0	110	**53**	**163**	25	0	3	28	100	161	0	261	0	0	0	0	452
04:45 PM	0	78	31	109	43	**1**	**5**	**49**	101	191	0	292	0	0	0	0	450
05:00 PM	0	94	47	141	41	0	3	44	**129**	187	0	**316**	0	0	0	0	**501**
Total Volume	0	392	179	571	152	1	15	168	423	733	0	1156	0	0	0	0	1895
% App. Total	0	68.7	31.3		90.5	0.6	8.9		36.6	63.4	0		0	0	0		
PHF	.000	.891	.844	.876	.884	.250	.750	.857	.820	.945	.000	.915	.000	.000	.000	.000	.946

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City of Clovis
N/S: Fowler Avenue
E/W: SR-168 Westbound Ramps
Weather: Clear

File Name : 25_CVS_Fowl_168W PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	**110**	48	158	**43**	0	4	47	93	**194**	0	287	0	0	0	0
+15 mins.	0	110	**53**	**163**	25	0	3	28	100	161	0	261	0	0	0	0
+30 mins.	0	78	31	109	43	**1**	**5**	**49**	101	191	0	292	0	0	0	0
+45 mins.	0	94	47	141	41	0	3	44	**129**	187	0	**316**	0	0	0	0
Total Volume	0	392	179	571	152	1	15	168	423	733	0	1156	0	0	0	0
% App. Total	0	68.7	31.3		90.5	0.6	8.9		36.6	63.4	0		0	0	0	
PHF	.000	.891	.844	.876	.884	.250	.750	.857	.820	.945	.000	.915	.000	.000	.000	.000

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City of Clovis
N/S: Fowler Avenue
E/W: SR-168 Westbound Ramps
Weather: Clear

File Name : 25_CVS_Fowl_168W PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

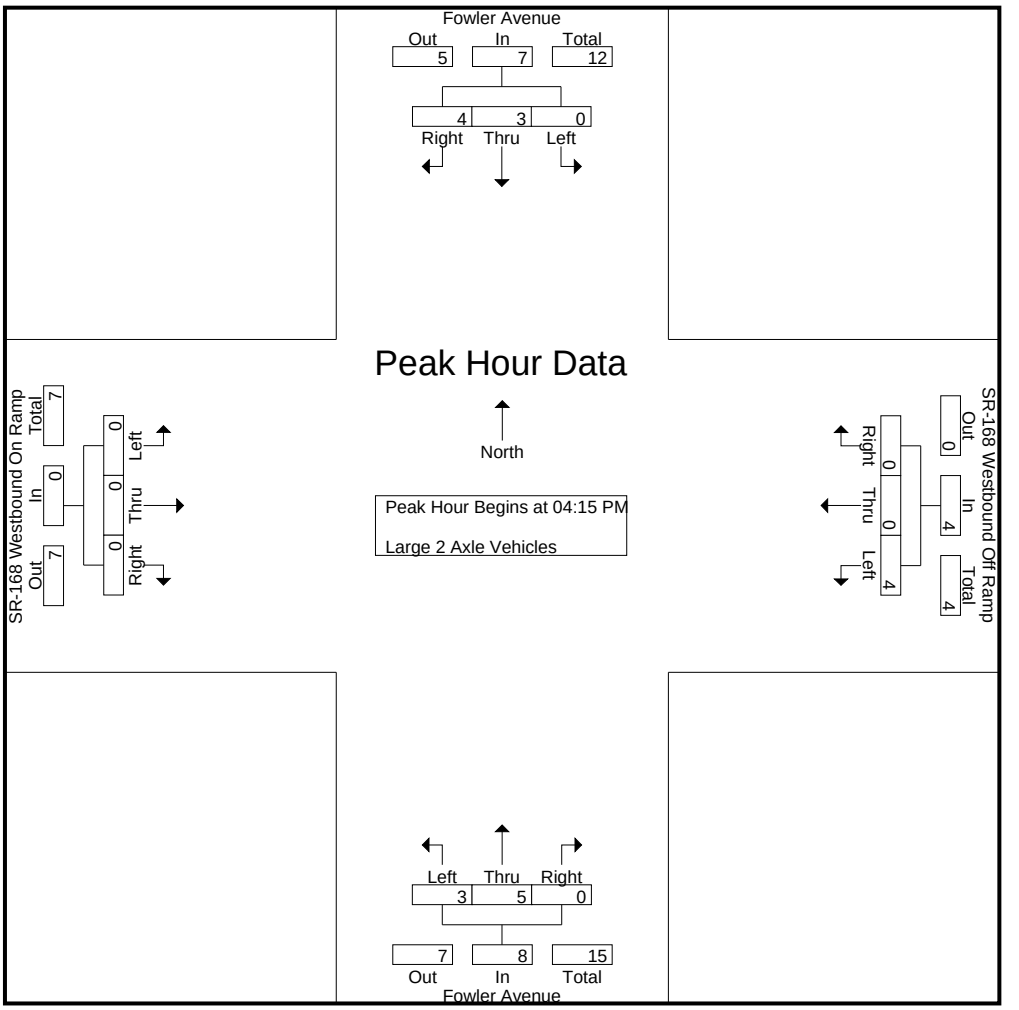
	Fowler Avenue Southbound				SR-168 Westbound Off Ramp Westbound				Fowler Avenue Northbound				SR-168 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0	3
04:15 PM	0	1	1	2	3	0	0	3	1	0	0	1	0	0	0	0	6
04:30 PM	0	0	0	0	0	0	0	0	2	1	0	3	0	0	0	0	3
04:45 PM	0	2	3	5	0	0	0	0	0	2	0	2	0	0	0	0	7
Total	0	3	4	7	5	0	1	6	3	3	0	6	0	0	0	0	19
05:00 PM	0	0	0	0	1	0	0	1	0	2	0	2	0	0	0	0	3
05:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
05:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:45 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Total	0	4	0	4	1	0	0	1	0	4	0	4	0	0	0	0	9
Grand Total	0	7	4	11	6	0	1	7	3	7	0	10	0	0	0	0	28
Apprch %	0	63.6	36.4		85.7	0	14.3		30	70	0		0	0	0		
Total %	0	25	14.3	39.3	21.4	0	3.6	25	10.7	25	0	35.7	0	0	0	0	

	Fowler Avenue Southbound				SR-168 Westbound Off Ramp Westbound				Fowler Avenue Northbound				SR-168 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	1	1	2	**3**	0	0	**3**	1	0	0	1	0	0	0	0	6
04:30 PM	0	0	0	0	0	0	0	0	**2**	1	0	**3**	0	0	0	0	3
04:45 PM	0	**2**	**3**	**5**	0	0	0	0	0	**2**	0	2	0	0	0	0	**7**
05:00 PM	0	0	0	0	1	0	0	1	0	2	0	2	0	0	0	0	3
Total Volume	0	3	4	7	4	0	0	4	3	5	0	8	0	0	0	0	19
% App. Total	0	42.9	57.1		100	0	0		37.5	62.5	0		0	0	0		
PHF	.000	.375	.333	.350	.333	.000	.000	.333	.375	.625	.000	.667	.000	.000	.000	.000	.679

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City of Clovis
N/S: Fowler Avenue
E/W: SR-168 Westbound Ramps
Weather: Clear

File Name : 25_CVS_Fowl_168W PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	1	1	2	**3**	0	0	**3**	1	0	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	**2**	1	0	**3**	0	0	0	0
+30 mins.	0	**2**	**3**	**5**	0	0	0	0	0	**2**	0	2	0	0	0	0
+45 mins.	0	0	0	0	1	0	0	1	0	2	0	2	0	0	0	0
Total Volume	0	3	4	7	4	0	0	4	3	5	0	8	0	0	0	0
% App. Total	0	42.9	57.1		100	0	0		37.5	62.5	0		0	0	0	
PHF	.000	.375	.333	.350	.333	.000	.000	.333	.375	.625	.000	.667	.000	.000	.000	.000

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City of Clovis
N/S: Fowler Avenue
E/W: SR-168 Westbound Ramps
Weather: Clear

File Name : 25_CVS_Fowl_168W PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

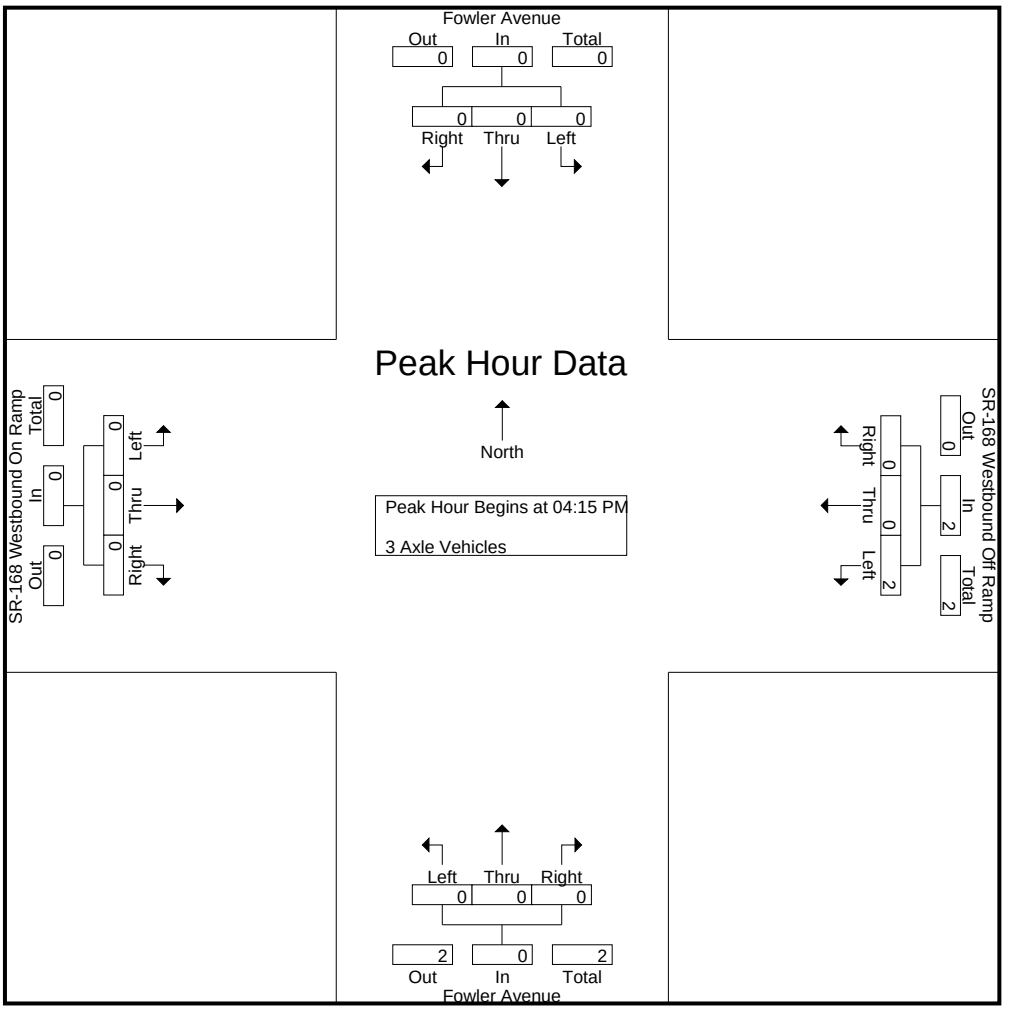
	Fowler Avenue Southbound				SR-168 Westbound Off Ramp Westbound				Fowler Avenue Northbound				SR-168 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	1	0	0	1	0	0	0	0	0	0	0	0	2
Grand Total	0	1	0	1	2	0	0	2	0	0	0	0	0	0	0	0	3
Apprch %	0	100	0		100	0	0		0	0	0		0	0	0		
Total %	0	33.3	0	33.3	66.7	0	0	66.7	0	0	0	0	0	0	0	0	

	Fowler Avenue Southbound				SR-168 Westbound Off Ramp Westbound				Fowler Avenue Northbound				SR-168 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	**1**
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.500

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City of Clovis
N/S: Fowler Avenue
E/W: SR-168 Westbound Ramps
Weather: Clear

File Name : 25_CVS_Fowl_168W PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0
% App. Total	0	0	0		100	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000

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City of Clovis
N/S: Fowler Avenue
E/W: SR-168 Westbound Ramps
Weather: Clear

File Name : 25_CVS_Fowl_168W PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

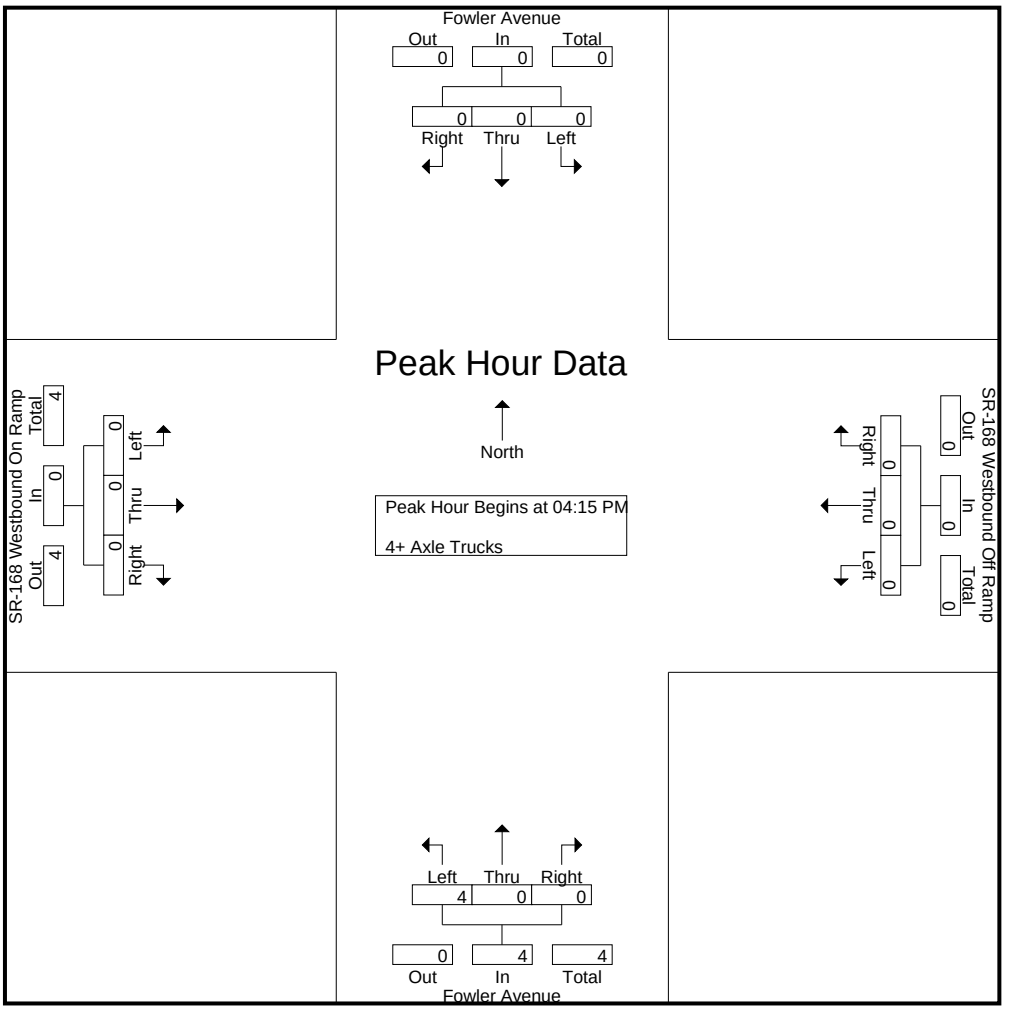
	Fowler Avenue Southbound				SR-168 Westbound Off Ramp Westbound				Fowler Avenue Northbound				SR-168 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	4
Total	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	2
Grand Total	0	0	0	0	0	0	0	0	7	0	0	7	0	0	0	0	7
Apprch %	0	0	0		0	0	0		100	0	0		0	0	0		
Total %	0	0	0	0	0	0	0	0	100	0	0	100	0	0	0	0	

	Fowler Avenue Southbound				SR-168 Westbound Off Ramp Westbound				Fowler Avenue Northbound				SR-168 Westbound On Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	**4**	0	0	**4**	0	0	0	0	**4**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	4
% App. Total	0	0	0		0	0	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000	.250

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City of Clovis
N/S: Fowler Avenue
E/W: SR-168 Westbound Ramps
Weather: Clear

File Name : 25_CVS_Fowl_168W PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	**4**	0	0	**4**	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0
% App. Total	0	0	0		0	0	0		100	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.000	.000	.000	.000

Location: Clovis
N/S: Fowler Avenue
E/W: SR-168 WB Ramps

Date: 5/24/2022
Day: Tuesday

PEDESTRIANS

	North Leg Fowler Avenue	East Leg SR-168 WB Ramps	South Leg Fowler Avenue	West Leg SR-168 WB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	1	0	0	1
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	0	0
8:15 AM	0	1	0	0	1
8:30 AM	0	2	0	0	2
8:45 AM	0	1	0	0	1
TOTAL VOLUMES:	0	5	0	0	5

	North Leg Fowler Avenue	East Leg SR-168 WB Ramps	South Leg Fowler Avenue	West Leg SR-168 WB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Clovis
N/S: Fowler Avenue
E/W: SR-168 WB Ramps

Date: 5/24/2022
Day: Tuesday

BICYCLES

	Southbound Fowler Avenue			Westbound SR-168 WB Ramps			Northbound Fowler Avenue			Eastbound SR-168 WB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
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	1	0	0	0	0	1
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
TOTAL VOLUMES:	0	0	0	0	0	0	0	1	0	0	0	0	1

	Southbound Fowler Avenue			Westbound SR-168 WB Ramps			Northbound Fowler Avenue			Eastbound SR-168 WB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
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
TOTAL VOLUMES:	0	1	0	0	0	0	0	1	0	0	0	0	2

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City of Clovis
N/S: Fowler Avenue
E/W: SR-168 Eastbound Ramps
Weather: Clear

File Name : 26_CVS_Fowl_168E AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

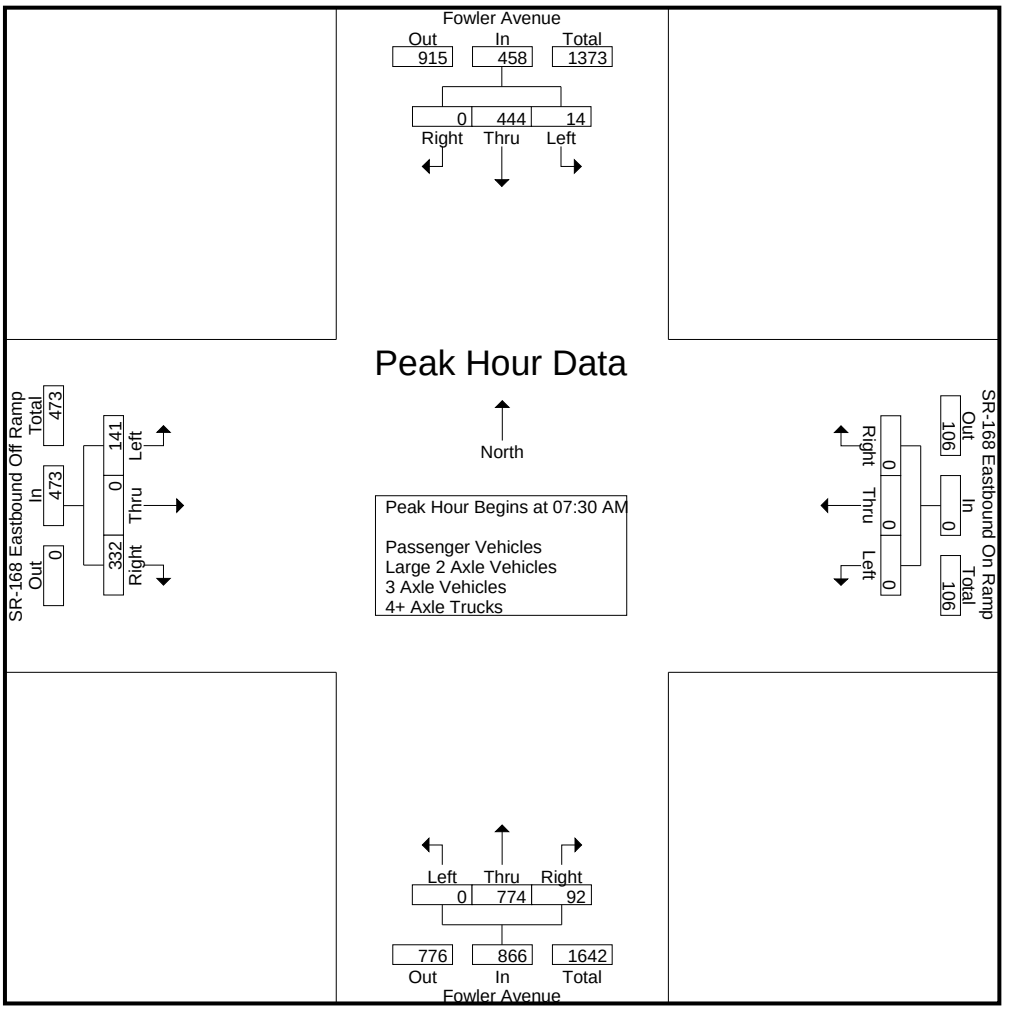
	Fowler Avenue Southbound				SR-168 Eastbound On Ramp Westbound				Fowler Avenue Northbound				SR-168 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	95	0	98	0	0	0	0	0	144	25	169	29	1	37	67	334
07:15 AM	2	110	0	112	0	0	0	0	0	193	27	220	22	0	62	84	416
07:30 AM	1	97	0	98	0	0	0	0	0	203	19	222	36	0	77	113	433
07:45 AM	4	107	0	111	0	0	0	0	0	204	21	225	41	0	84	125	461
Total	10	409	0	419	0	0	0	0	0	744	92	836	128	1	260	389	1644
08:00 AM	4	112	0	116	0	0	0	0	0	203	24	227	39	0	89	128	471
08:15 AM	5	128	0	133	0	0	0	0	0	164	28	192	25	0	82	107	432
08:30 AM	2	108	0	110	0	0	0	0	0	137	21	158	27	0	71	98	366
08:45 AM	1	112	0	113	0	0	0	0	0	141	17	158	21	0	68	89	360
Total	12	460	0	472	0	0	0	0	0	645	90	735	112	0	310	422	1629
Grand Total	22	869	0	891	0	0	0	0	0	1389	182	1571	240	1	570	811	3273
Apprch %	2.5	97.5	0		0	0	0		0	88.4	11.6		29.6	0.1	70.3		
Total %	0.7	26.6	0	27.2	0	0	0	0	0	42.4	5.6	48	7.3	0	17.4	24.8	
Passenger Vehicles	22	859	0	881	0	0	0	0	0	1370	179	1549	232	1	554	787	3217
% Passenger Vehicles	100	98.8	0	98.9	0	0	0	0	0	98.6	98.4	98.6	96.7	100	97.2	97	98.3
Large 2 Axle Vehicles	0	6	0	6	0	0	0	0	0	10	3	13	7	0	7	14	33
% Large 2 Axle Vehicles	0	0.7	0	0.7	0	0	0	0	0	0.7	1.6	0.8	2.9	0	1.2	1.7	1
3 Axle Vehicles	0	4	0	4	0	0	0	0	0	1	0	1	1	0	2	3	8
% 3 Axle Vehicles	0	0.5	0	0.4	0	0	0	0	0	0.1	0	0.1	0.4	0	0.4	0.4	0.2
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	8	0	8	0	0	7	7	15
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0.6	0	0.5	0	0	1.2	0.9	0.5

	Fowler Avenue Southbound				SR-168 Eastbound On Ramp Westbound				Fowler Avenue Northbound				SR-168 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	97	0	98	0	0	0	0	0	203	19	222	36	0	77	113	433
07:45 AM	4	107	0	111	0	0	0	0	0	**204**	21	225	**41**	0	84	125	461
08:00 AM	4	112	0	116	0	0	0	0	0	203	24	**227**	39	0	**89**	**128**	**471**
08:15 AM	**5**	**128**	0	**133**	0	0	0	0	0	164	**28**	192	25	0	82	107	432
Total Volume	14	444	0	458	0	0	0	0	0	774	92	866	141	0	332	473	1797
% App. Total	3.1	96.9	0		0	0	0		0	89.4	10.6		29.8	0	70.2		
PHF	.700	.867	.000	.861	.000	.000	.000	.000	.000	.949	.821	.954	.860	.000	.933	.924	.954

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City of Clovis
N/S: Fowler Avenue
E/W: SR-168 Eastbound Ramps
Weather: Clear

File Name : 26_CVS_Fowl_168E AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	08:00 AM				07:00 AM				07:15 AM				07:30 AM			
+0 mins.	4	112	0	116	0	0	0	0	0	193	**27**	220	36	0	77	113
+15 mins.	**5**	**128**	0	**133**	0	0	0	0	0	203	19	222	**41**	0	84	125
+30 mins.	2	108	0	110	0	0	0	0	0	**204**	21	225	39	0	**89**	**128**
+45 mins.	1	112	0	113	0	0	0	0	0	203	24	**227**	25	0	82	107
Total Volume	12	460	0	472	0	0	0	0	0	803	91	894	141	0	332	473
% App. Total	2.5	97.5	0		0	0	0		0	89.8	10.2		29.8	0	70.2	
PHF	.600	.898	.000	.887	.000	.000	.000	.000	.000	.984	.843	.985	.860	.000	.933	.924

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City of Clovis
N/S: Fowler Avenue
E/W: SR-168 Eastbound Ramps
Weather: Clear

File Name : 26_CVS_Fowl_168E AMC
Site Code : 00322473
Start Date : 5/24/2022

Groups Printed- Passenger Vehicles

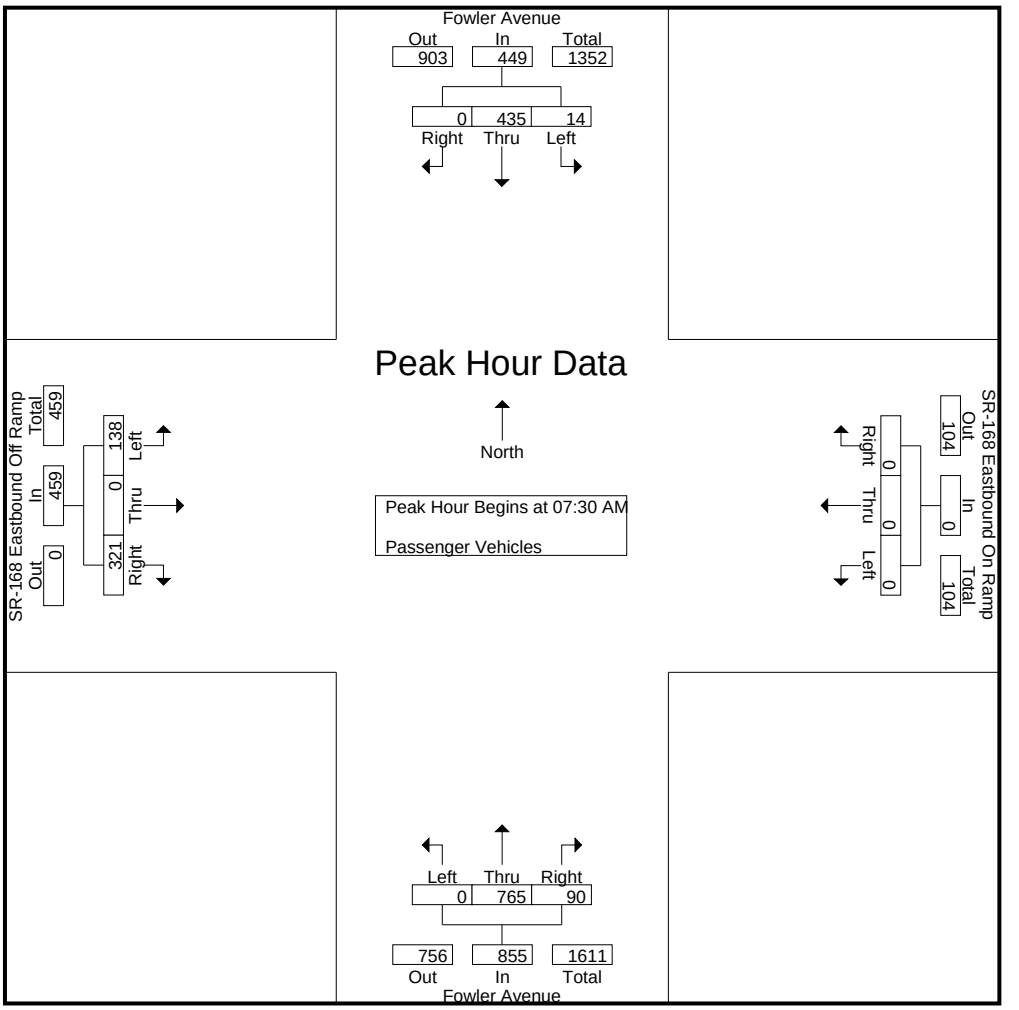
	Fowler Avenue Southbound				SR-168 Eastbound On Ramp Westbound				Fowler Avenue Northbound				SR-168 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	3	94	0	97	0	0	0	0	0	142	24	166	28	1	36	65	328
07:15 AM	2	110	0	112	0	0	0	0	0	191	27	218	20	0	61	81	411
07:30 AM	1	97	0	98	0	0	0	0	0	203	19	222	35	0	72	107	427
07:45 AM	4	104	0	108	0	0	0	0	0	202	21	223	41	0	82	123	454
Total	10	405	0	415	0	0	0	0	0	738	91	829	124	1	251	376	1620
08:00 AM	4	109	0	113	0	0	0	0	0	200	23	223	38	0	85	123	459
08:15 AM	5	125	0	130	0	0	0	0	0	160	27	187	24	0	82	106	423
08:30 AM	2	108	0	110	0	0	0	0	0	135	21	156	26	0	69	95	361
08:45 AM	1	112	0	113	0	0	0	0	0	137	17	154	20	0	67	87	354
Total	12	454	0	466	0	0	0	0	0	632	88	720	108	0	303	411	1597
Grand Total	22	859	0	881	0	0	0	0	0	1370	179	1549	232	1	554	787	3217
Apprch %	2.5	97.5	0		0	0	0		0	88.4	11.6		29.5	0.1	70.4		
Total %	0.7	26.7	0	27.4	0	0	0	0	0	42.6	5.6	48.2	7.2	0	17.2	24.5	

	Fowler Avenue Southbound				SR-168 Eastbound On Ramp Westbound				Fowler Avenue Northbound				SR-168 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	97	0	98	0	0	0	0	0	**203**	19	222	35	0	72	107	427
07:45 AM	4	104	0	108	0	0	0	0	0	202	21	**223**	**41**	0	82	**123**	454
08:00 AM	4	109	0	113	0	0	0	0	0	200	23	223	38	0	**85**	123	**459**
08:15 AM	**5**	**125**	0	**130**	0	0	0	0	0	160	**27**	187	24	0	82	106	423
Total Volume	14	435	0	449	0	0	0	0	0	765	90	855	138	0	321	459	1763
% App. Total	3.1	96.9	0		0	0	0		0	89.5	10.5		30.1	0	69.9		
PHF	.700	.870	.000	.863	.000	.000	.000	.000	.000	.942	.833	.959	.841	.000	.944	.933	.960

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City of Clovis
N/S: Fowler Avenue
E/W: SR-168 Eastbound Ramps
Weather: Clear

File Name : 26_CVS_Fowl_168E AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	1	97	0	98	0	0	0	0	0	**203**	19	222	35	0	72	107
+15 mins.	4	104	0	108	0	0	0	0	0	202	21	**223**	**41**	0	82	**123**
+30 mins.	4	109	0	113	0	0	0	0	0	200	23	223	38	0	**85**	123
+45 mins.	**5**	**125**	0	**130**	0	0	0	0	0	160	**27**	187	24	0	82	106
Total Volume	14	435	0	449	0	0	0	0	0	765	90	855	138	0	321	459
% App. Total	3.1	96.9	0		0	0	0		0	89.5	10.5		30.1	0	69.9	
PHF	.700	.870	.000	.863	.000	.000	.000	.000	.000	.942	.833	.959	.841	.000	.944	.933

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City of Clovis
N/S: Fowler Avenue
E/W: SR-168 Eastbound Ramps
Weather: Clear

File Name : 26_CVS_Fowl_168E AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

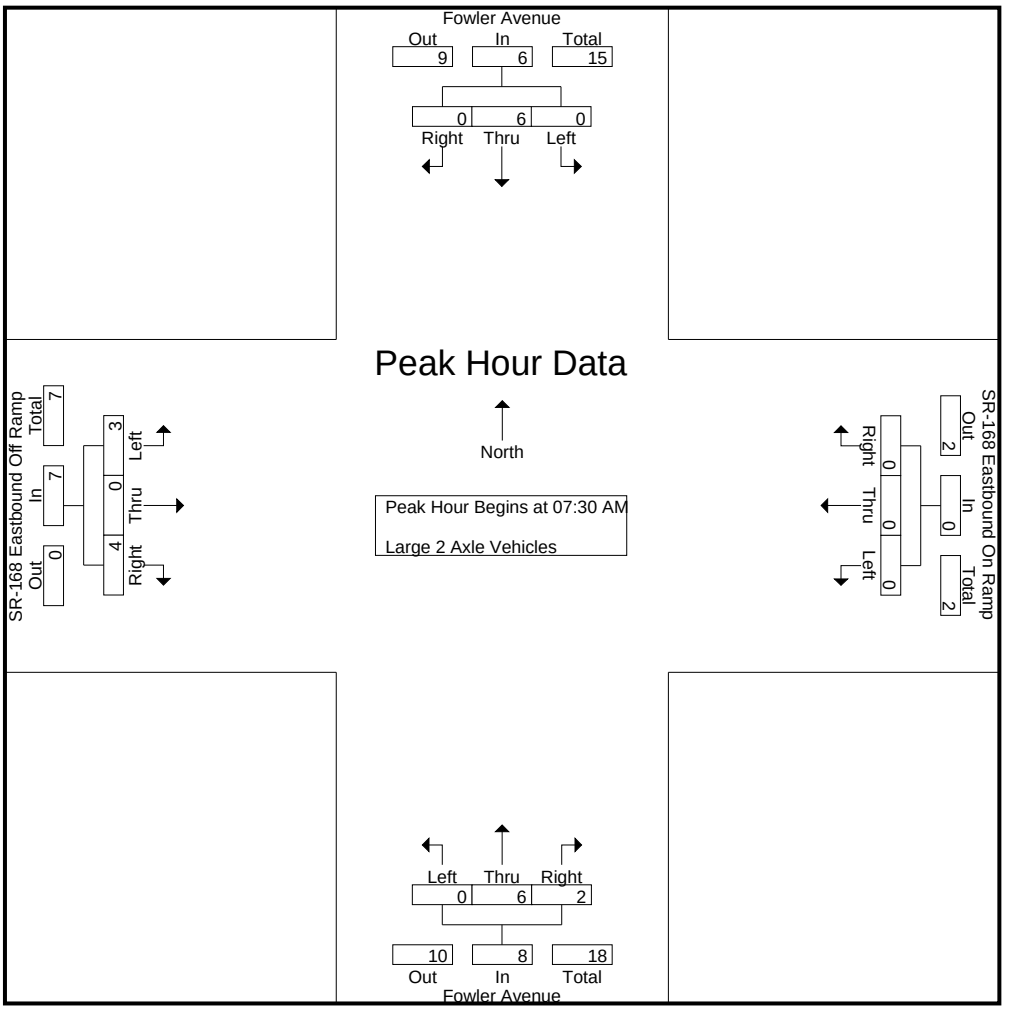
	Fowler Avenue Southbound				SR-168 Eastbound On Ramp Westbound				Fowler Avenue Northbound				SR-168 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	1	2	1	0	0	1	3
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	1	0	1	2	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	3	3
07:45 AM	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Total	0	1	0	1	0	0	0	0	0	4	1	5	3	0	3	6	12
08:00 AM	0	2	0	2	0	0	0	0	0	2	1	3	1	0	2	3	8
08:15 AM	0	3	0	3	0	0	0	0	0	2	1	3	1	0	0	1	7
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	2
08:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	1	0	1	2	4
Total	0	5	0	5	0	0	0	0	0	6	2	8	4	0	4	8	21
Grand Total	0	6	0	6	0	0	0	0	0	10	3	13	7	0	7	14	33
Apprch %	0	100	0		0	0	0		0	76.9	23.1		50	0	50		
Total %	0	18.2	0	18.2	0	0	0	0	0	30.3	9.1	39.4	21.2	0	21.2	42.4	

	Fowler Avenue Southbound				SR-168 Eastbound On Ramp Westbound				Fowler Avenue Northbound				SR-168 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**2**	**3**	3
07:45 AM	0	1	0	1	0	0	0	0	0	**2**	0	2	0	0	0	0	3
08:00 AM	0	2	0	2	0	0	0	0	0	2	**1**	**3**	1	0	2	3	**8**
08:15 AM	0	**3**	0	**3**	0	0	0	0	0	2	1	3	1	0	0	1	7
Total Volume	0	6	0	6	0	0	0	0	0	6	2	8	3	0	4	7	21
% App. Total	0	100	0		0	0	0		0	75	25		42.9	0	57.1		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.500	.667	.750	.000	.500	.583	.656

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City of Clovis
N/S: Fowler Avenue
E/W: SR-168 Eastbound Ramps
Weather: Clear

File Name : 26_CVS_Fowl_168E AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	**2**	**3**
+15 mins.	0	1	0	1	0	0	0	0	0	**2**	0	2	0	0	0	0
+30 mins.	0	2	0	2	0	0	0	0	0	2	**1**	**3**	1	0	2	3
+45 mins.	0	**3**	0	**3**	0	0	0	0	0	2	1	3	1	0	0	1
Total Volume	0	6	0	6	0	0	0	0	0	6	2	8	3	0	4	7
% App. Total	0	100	0		0	0	0		0	75	25		42.9	0	57.1	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.500	.667	.750	.000	.500	.583

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City of Clovis
N/S: Fowler Avenue
E/W: SR-168 Eastbound Ramps
Weather: Clear

File Name : 26_CVS_Fowl_168E AMC
Site Code : 00322473
Start Date : 5/24/2022

Groups Printed- 3 Axle Vehicles

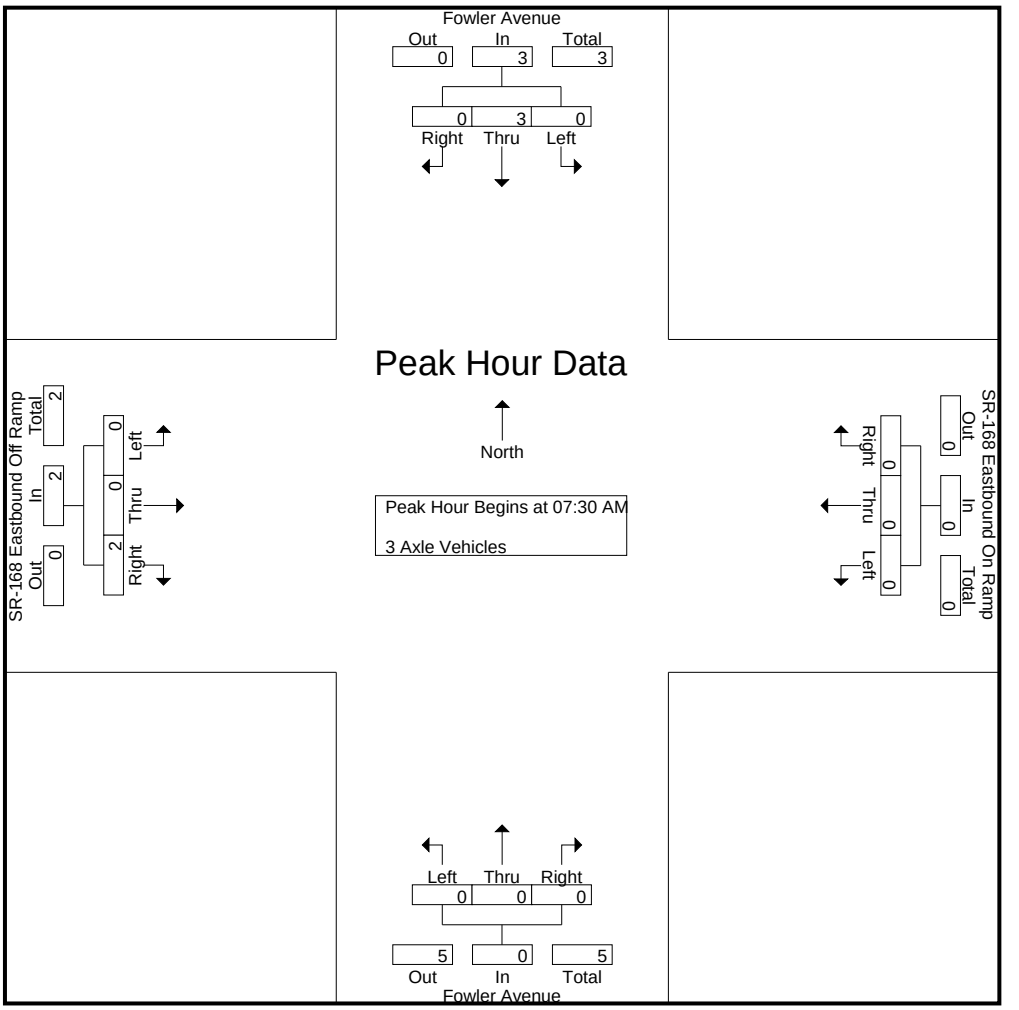
	Fowler Avenue Southbound				SR-168 Eastbound On Ramp Westbound				Fowler Avenue Northbound				SR-168 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
07:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	3	0	3	0	0	0	0	0	0	0	0	1	0	2	3	6
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
Grand Total	0	4	0	4	0	0	0	0	0	1	0	1	1	0	2	3	8
Apprch %	0	100	0		0	0	0		0	100	0		33.3	0	66.7		
Total %	0	50	0	50	0	0	0	0	0	12.5	0	12.5	12.5	0	25	37.5	

	Fowler Avenue Southbound				SR-168 Eastbound On Ramp Westbound				Fowler Avenue Northbound				SR-168 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	**2**	**2**
07:45 AM	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	3	0	0	0	0	0	0	0	0	0	0	2	2	5
% App. Total	0	100	0		0	0	0		0	0	0		0	0	100		
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.625

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City of Clovis
N/S: Fowler Avenue
E/W: SR-168 Eastbound Ramps
Weather: Clear

File Name : 26_CVS_Fowl_168E AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	**2**
+15 mins.	0	**2**	0	**2**	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	3	0	3	0	0	0	0	0	0	0	0	0	0	2	2
% App. Total	0	100	0		0	0	0		0	0	0		0	0	100	
PHF	.000	.375	.000	.375	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250

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City of Clovis
N/S: Fowler Avenue
E/W: SR-168 Eastbound Ramps
Weather: Clear

File Name : 26_CVS_Fowl_168E AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

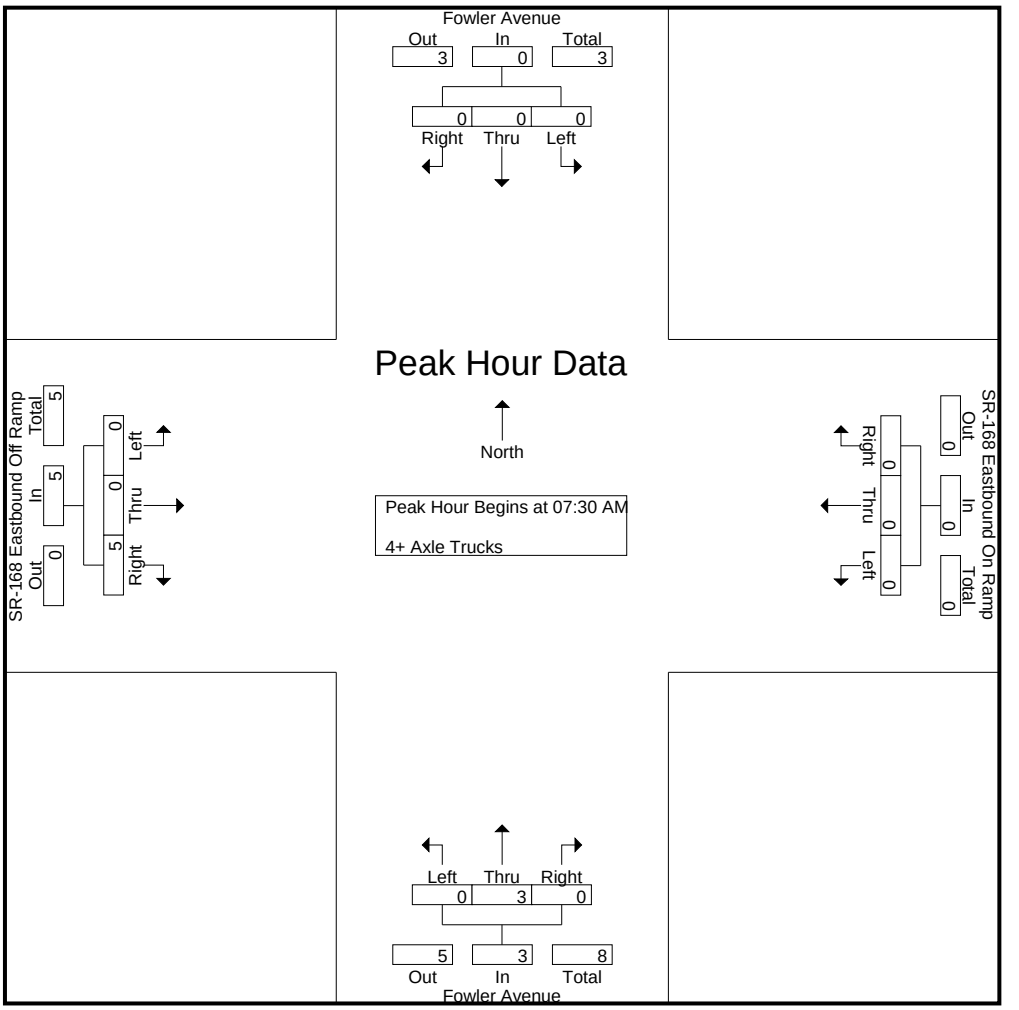
	Fowler Avenue Southbound				SR-168 Eastbound On Ramp Westbound				Fowler Avenue Northbound				SR-168 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2
Total	0	0	0	0	0	0	0	0	0	2	0	2	0	0	4	4	6
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2	3
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	1	3
08:45 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	6	0	6	0	0	3	3	9
Grand Total	0	0	0	0	0	0	0	0	0	8	0	8	0	0	7	7	15
Apprch %	0	0	0		0	0	0		0	100	0		0	0	100		
Total %	0	0	0	0	0	0	0	0	0	53.3	0	53.3	0	0	46.7	46.7	

	Fowler Avenue Southbound				SR-168 Eastbound On Ramp Westbound				Fowler Avenue Northbound				SR-168 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	**2**	2
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2	**3**
08:15 AM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0	2
Total Volume	0	0	0	0	0	0	0	0	0	3	0	3	0	0	5	5	8
% App. Total	0	0	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.625	.625	.667

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City of Clovis
N/S: Fowler Avenue
E/W: SR-168 Eastbound Ramps
Weather: Clear

File Name : 26_CVS_Fowl_168E AMC
Site Code : 00322473
Start Date : 5/24/2022
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Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**2**	**2**
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2
+45 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	3	0	3	0	0	5	5
% App. Total	0	0	0		0	0	0		0	100	0		0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.625	.625

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City of Clovis
N/S: Fowler Avenue
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File Name : 26_CVS_Fowl_168E PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

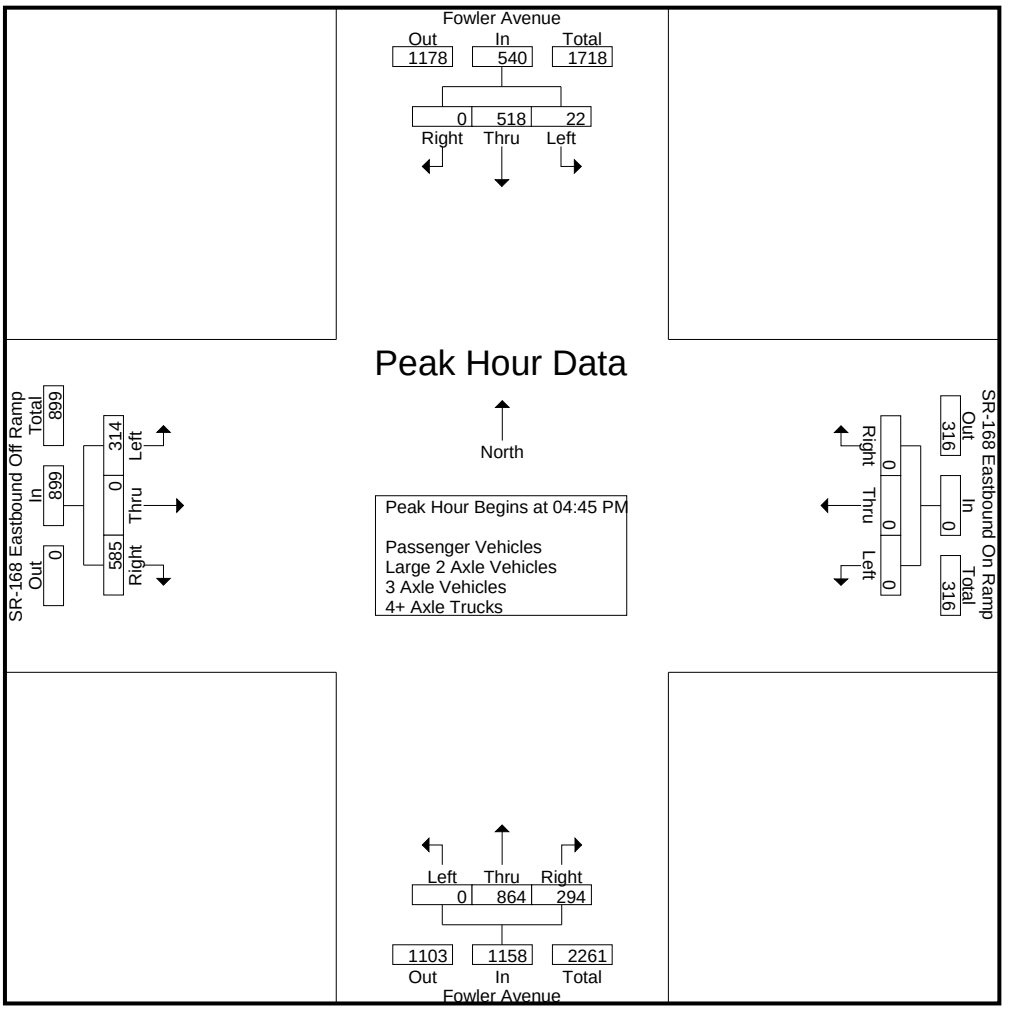
	Fowler Avenue Southbound				SR-168 Eastbound On Ramp Westbound				Fowler Avenue Northbound				SR-168 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	150	0	153	0	0	0	0	0	209	60	269	79	0	125	204	626
04:15 PM	8	153	0	161	0	0	0	0	0	198	62	260	96	0	138	234	655
04:30 PM	4	141	0	145	0	0	0	0	0	189	74	263	72	0	126	198	606
04:45 PM	5	122	0	127	0	0	0	0	0	216	85	301	77	0	147	224	652
Total	20	566	0	586	0	0	0	0	0	812	281	1093	324	0	536	860	2539
05:00 PM	6	136	0	142	0	0	0	0	0	237	63	300	77	0	154	231	673
05:15 PM	7	132	0	139	0	0	0	0	0	216	69	285	79	0	157	236	660
05:30 PM	4	128	0	132	0	0	0	0	0	195	77	272	81	0	127	208	612
05:45 PM	6	148	0	154	0	0	0	0	0	169	68	237	64	0	126	190	581
Total	23	544	0	567	0	0	0	0	0	817	277	1094	301	0	564	865	2526
Grand Total	43	1110	0	1153	0	0	0	0	0	1629	558	2187	625	0	1100	1725	5065
Apprch %	3.7	96.3	0		0	0	0		0	74.5	25.5		36.2	0	63.8		
Total %	0.8	21.9	0	22.8	0	0	0	0	0	32.2	11	43.2	12.3	0	21.7	34.1	
Passenger Vehicles	43	1094	0	1137	0	0	0	0	0	1616	555	2171	618	0	1082	1700	5008
% Passenger Vehicles	100	98.6	0	98.6	0	0	0	0	0	99.2	99.5	99.3	98.9	0	98.4	98.6	98.9
Large 2 Axle Vehicles	0	13	0	13	0	0	0	0	0	9	2	11	7	0	8	15	39
% Large 2 Axle Vehicles	0	1.2	0	1.1	0	0	0	0	0	0.6	0.4	0.5	1.1	0	0.7	0.9	0.8
3 Axle Vehicles	0	3	0	3	0	0	0	0	0	1	1	2	0	0	2	2	7
% 3 Axle Vehicles	0	0.3	0	0.3	0	0	0	0	0	0.1	0.2	0.1	0	0	0.2	0.1	0.1
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	3	0	3	0	0	8	8	11
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0.2	0	0.1	0	0	0.7	0.5	0.2

	Fowler Avenue Southbound				SR-168 Eastbound On Ramp Westbound				Fowler Avenue Northbound				SR-168 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	5	122	0	127	0	0	0	0	0	216	**85**	**301**	77	0	147	224	652
05:00 PM	6	**136**	0	**142**	0	0	0	0	0	**237**	63	300	77	0	154	231	**673**
05:15 PM	**7**	132	0	139	0	0	0	0	0	216	69	285	79	0	**157**	**236**	660
05:30 PM	4	128	0	132	0	0	0	0	0	195	77	272	**81**	0	127	208	612
Total Volume	22	518	0	540	0	0	0	0	0	864	294	1158	314	0	585	899	2597
% App. Total	4.1	95.9	0		0	0	0		0	74.6	25.4		34.9	0	65.1		
PHF	.786	.952	.000	.951	.000	.000	.000	.000	.000	.911	.865	.962	.969	.000	.932	.952	.965

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City of Clovis
N/S: Fowler Avenue
E/W: SR-168 Eastbound Ramps
Weather: Clear

File Name : 26_CVS_Fowl_168E PMC
Site Code : 00322473
Start Date : 5/24/2022
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:45 PM				04:45 PM			
+0 mins.	3	150	0	153	0	0	0	0	0	216	**85**	**301**	77	0	147	224
+15 mins.	**8**	**153**	0	**161**	0	0	0	0	0	**237**	63	300	77	0	154	231
+30 mins.	4	141	0	145	0	0	0	0	0	216	69	285	79	0	**157**	**236**
+45 mins.	5	122	0	127	0	0	0	0	0	195	77	272	**81**	0	127	208
Total Volume	20	566	0	586	0	0	0	0	0	864	294	1158	314	0	585	899
% App. Total	3.4	96.6	0		0	0	0		0	74.6	25.4		34.9	0	65.1	
PHF	.625	.925	.000	.910	.000	.000	.000	.000	.000	.911	.865	.962	.969	.000	.932	.952

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File Name : 26_CVS_Fowl_168E PMC
Site Code : 00322473
Start Date : 5/24/2022
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Groups Printed- Passenger Vehicles

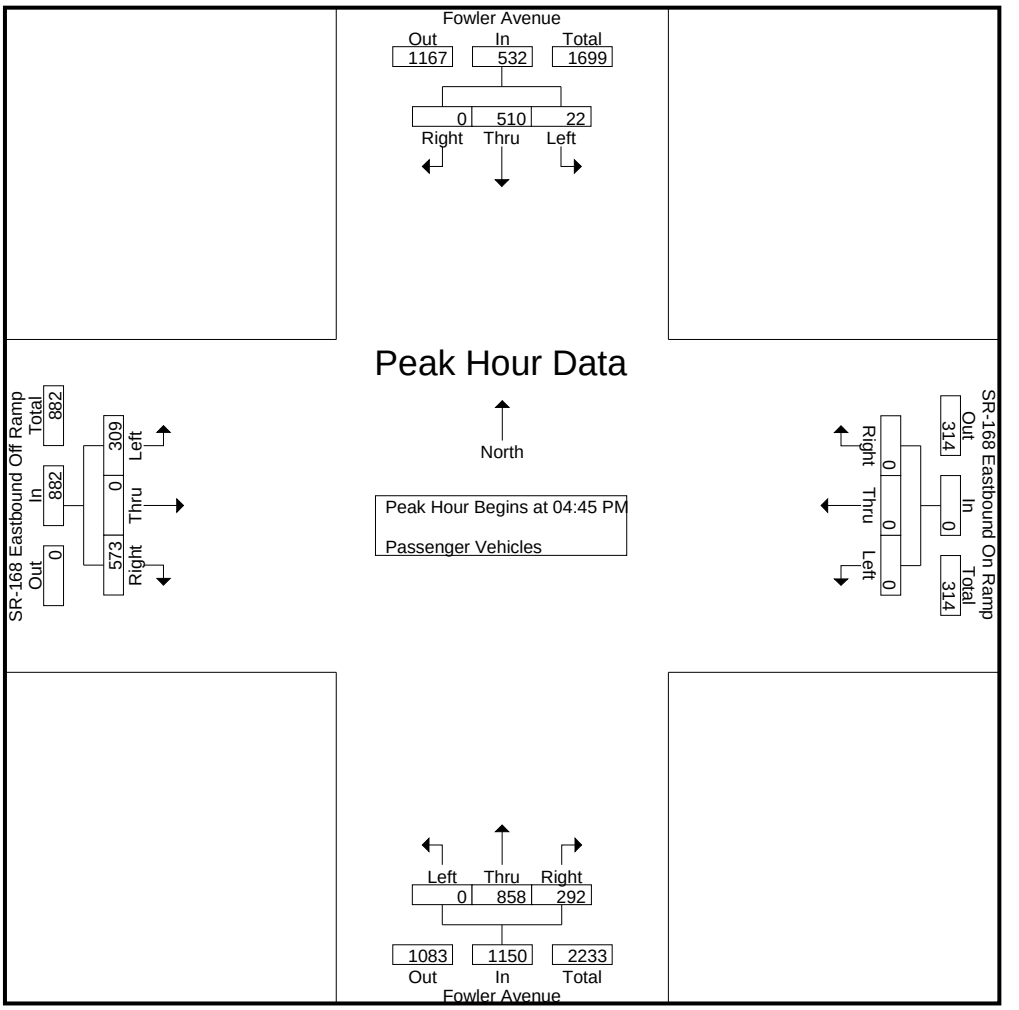
	Fowler Avenue Southbound				SR-168 Eastbound On Ramp Westbound				Fowler Avenue Northbound				SR-168 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	3	147	0	150	0	0	0	0	0	208	60	268	79	0	122	201	619
04:15 PM	8	149	0	157	0	0	0	0	0	197	62	259	95	0	137	232	648
04:30 PM	4	141	0	145	0	0	0	0	0	186	73	259	72	0	124	196	600
04:45 PM	5	119	0	124	0	0	0	0	0	214	85	299	76	0	143	219	642
Total	20	556	0	576	0	0	0	0	0	805	280	1085	322	0	526	848	2509
05:00 PM	6	134	0	140	0	0	0	0	0	236	61	297	76	0	150	226	663
05:15 PM	7	130	0	137	0	0	0	0	0	213	69	282	77	0	155	232	651
05:30 PM	4	127	0	131	0	0	0	0	0	195	77	272	80	0	125	205	608
05:45 PM	6	147	0	153	0	0	0	0	0	167	68	235	63	0	126	189	577
Total	23	538	0	561	0	0	0	0	0	811	275	1086	296	0	556	852	2499
Grand Total	43	1094	0	1137	0	0	0	0	0	1616	555	2171	618	0	1082	1700	5008
Apprch %	3.8	96.2	0		0	0	0		0	74.4	25.6		36.4	0	63.6		
Total %	0.9	21.8	0	22.7	0	0	0	0	0	32.3	11.1	43.4	12.3	0	21.6	33.9	

	Fowler Avenue Southbound				SR-168 Eastbound On Ramp Westbound				Fowler Avenue Northbound				SR-168 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	5	119	0	124	0	0	0	0	0	214	**85**	**299**	76	0	143	219	642
05:00 PM	6	**134**	0	**140**	0	0	0	0	0	**236**	61	297	76	0	150	226	**663**
05:15 PM	**7**	130	0	137	0	0	0	0	0	213	69	282	77	0	**155**	**232**	651
05:30 PM	4	127	0	131	0	0	0	0	0	195	77	272	**80**	0	125	205	608
Total Volume	22	510	0	532	0	0	0	0	0	858	292	1150	309	0	573	882	2564
% App. Total	4.1	95.9	0		0	0	0		0	74.6	25.4		35	0	65		
PHF	.786	.951	.000	.950	.000	.000	.000	.000	.000	.909	.859	.962	.966	.000	.924	.950	.967

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City of Clovis
N/S: Fowler Avenue
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Weather: Clear

File Name : 26_CVS_Fowl_168E PMC
Site Code : 00322473
Start Date : 5/24/2022
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	5	119	0	124	0	0	0	0	0	214	**85**	**299**	76	0	143	219
+15 mins.	6	**134**	0	**140**	0	0	0	0	0	**236**	61	297	76	0	150	226
+30 mins.	**7**	130	0	137	0	0	0	0	0	213	69	282	77	0	**155**	**232**
+45 mins.	4	127	0	131	0	0	0	0	0	195	77	272	**80**	0	125	205
Total Volume	22	510	0	532	0	0	0	0	0	858	292	1150	309	0	573	882
% App. Total	4.1	95.9	0		0	0	0		0	74.6	25.4		35	0	65	
PHF	.786	.951	.000	.950	.000	.000	.000	.000	.000	.909	.859	.962	.966	.000	.924	.950

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City of Clovis
N/S: Fowler Avenue
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File Name : 26_CVS_Fowl_168E PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

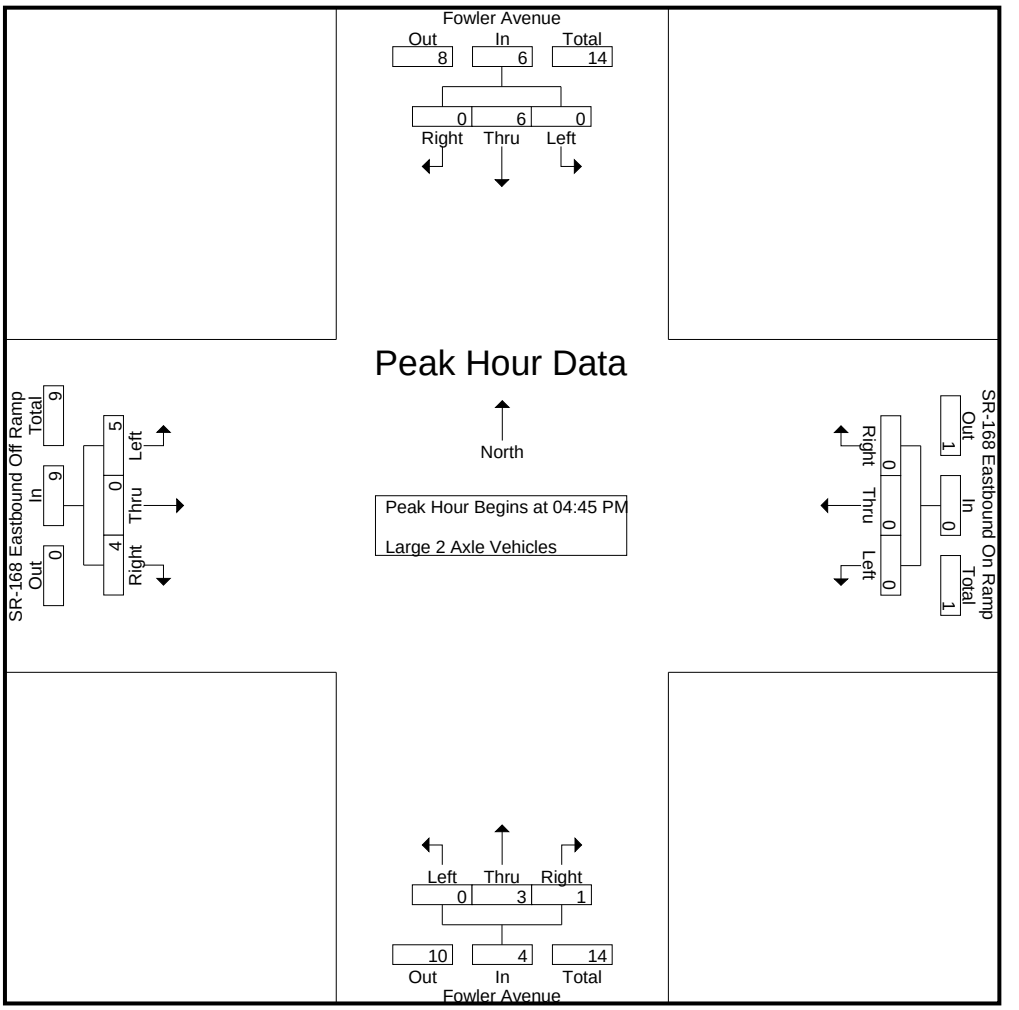
	Fowler Avenue Southbound				SR-168 Eastbound On Ramp Westbound				Fowler Avenue Northbound				SR-168 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	2	2	4
04:15 PM	0	4	0	4	0	0	0	0	0	1	0	1	1	0	1	2	7
04:30 PM	0	0	0	0	0	0	0	0	0	3	1	4	0	0	1	1	5
04:45 PM	0	2	0	2	0	0	0	0	0	1	0	1	1	0	1	2	5
Total	0	8	0	8	0	0	0	0	0	5	1	6	2	0	5	7	21
05:00 PM	0	1	0	1	0	0	0	0	0	1	1	2	1	0	0	1	4
05:15 PM	0	2	0	2	0	0	0	0	0	1	0	1	2	0	1	3	6
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	2	3	4
05:45 PM	0	1	0	1	0	0	0	0	0	2	0	2	1	0	0	1	4
Total	0	5	0	5	0	0	0	0	0	4	1	5	5	0	3	8	18
Grand Total	0	13	0	13	0	0	0	0	0	9	2	11	7	0	8	15	39
Apprch %	0	100	0		0	0	0		0	81.8	18.2		46.7	0	53.3		
Total %	0	33.3	0	33.3	0	0	0	0	0	23.1	5.1	28.2	17.9	0	20.5	38.5	

	Fowler Avenue Southbound				SR-168 Eastbound On Ramp Westbound				Fowler Avenue Northbound				SR-168 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**2**	0	**2**	0	0	0	0	0	**1**	0	1	1	0	1	2	5
05:00 PM	0	1	0	1	0	0	0	0	0	1	**1**	**2**	1	0	0	1	4
05:15 PM	0	2	0	2	0	0	0	0	0	1	0	1	**2**	0	1	**3**	**6**
05:30 PM	0	1	0	1	0	0	0	0	0	0	0	0	1	0	**2**	3	4
Total Volume	0	6	0	6	0	0	0	0	0	3	1	4	5	0	4	9	19
% App. Total	0	100	0		0	0	0		0	75	25		55.6	0	44.4		
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.750	.250	.500	.625	.000	.500	.750	.792

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City of Clovis
N/S: Fowler Avenue
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File Name : 26_CVS_Fowl_168E PMC
Site Code : 00322473
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	**2**	0	**2**	0	0	0	0	0	**1**	0	1	1	0	1	2
+15 mins.	0	1	0	1	0	0	0	0	0	1	**1**	**2**	1	0	0	1
+30 mins.	0	2	0	2	0	0	0	0	0	1	0	1	**2**	0	1	**3**
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	1	0	**2**	3
Total Volume	0	6	0	6	0	0	0	0	0	3	1	4	5	0	4	9
% App. Total	0	100	0		0	0	0		0	75	25		55.6	0	44.4	
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.750	.250	.500	.625	.000	.500	.750

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City of Clovis
N/S: Fowler Avenue
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Weather: Clear

File Name : 26_CVS_Fowl_168E PMC
Site Code : 00322473
Start Date : 5/24/2022

Groups Printed- 3 Axle Vehicles

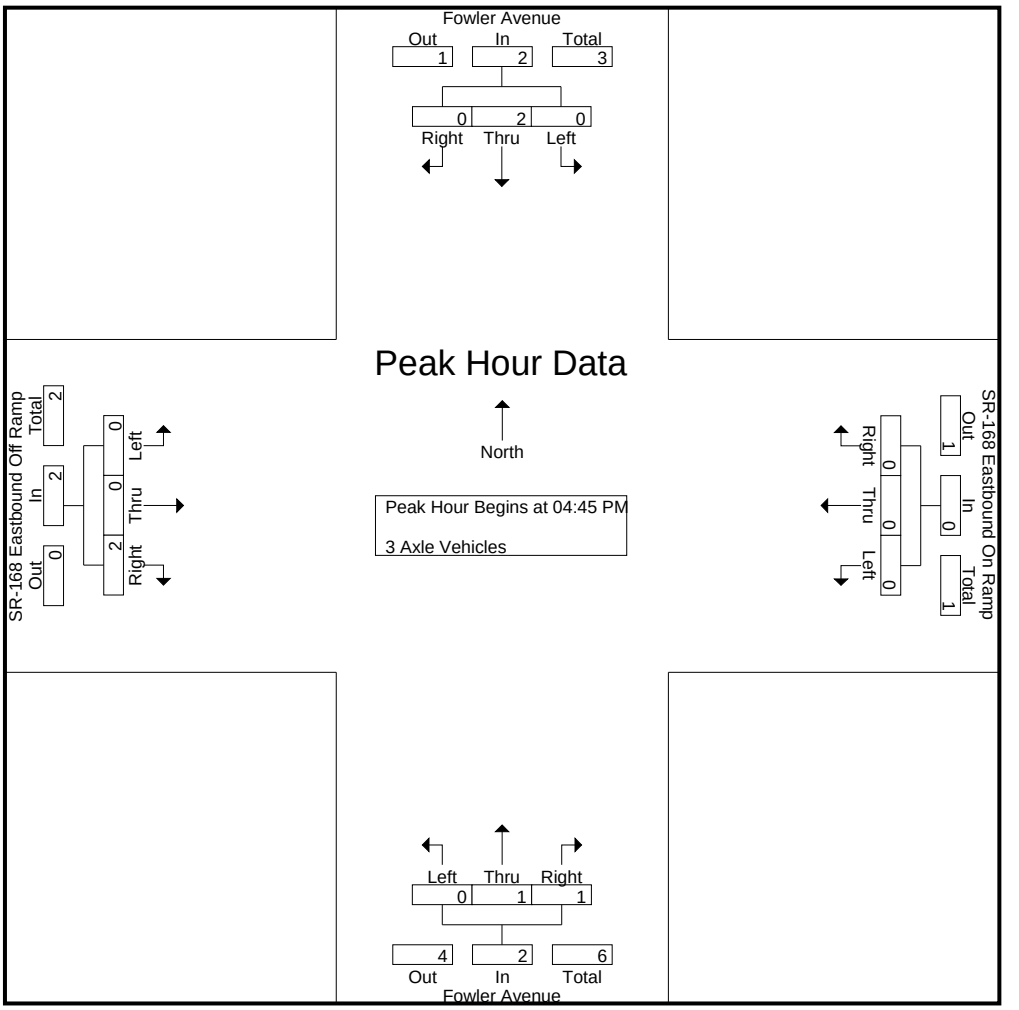
	Fowler Avenue Southbound				SR-168 Eastbound On Ramp Westbound				Fowler Avenue Northbound				SR-168 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	2
Total	0	2	0	2	0	0	0	0	0	0	0	0	0	0	1	1	3
05:00 PM	0	1	0	1	0	0	0	0	0	0	1	1	0	0	1	1	3
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	0	1	0	0	0	0	0	1	1	2	0	0	1	1	4
Grand Total	0	3	0	3	0	0	0	0	0	1	1	2	0	0	2	2	7
Apprch %	0	100	0		0	0	0		0	50	50		0	0	100		
Total %	0	42.9	0	42.9	0	0	0	0	0	14.3	14.3	28.6	0	0	28.6	28.6	

	Fowler Avenue Southbound				SR-168 Eastbound On Ramp Westbound				Fowler Avenue Northbound				SR-168 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**	**1**	2
05:00 PM	0	1	0	1	0	0	0	0	0	0	**1**	**1**	0	0	1	1	**3**
05:15 PM	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	1	1	2	0	0	2	2	6
% App. Total	0	100	0		0	0	0		0	50	50		0	0	100		
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.250	.500	.000	.000	.500	.500	.500

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City of Clovis
N/S: Fowler Avenue
E/W: SR-168 Eastbound Ramps
Weather: Clear

File Name : 26_CVS_Fowl_168E PMC
Site Code : 00322473
Start Date : 5/24/2022
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Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	**1**	**1**
+15 mins.	0	1	0	1	0	0	0	0	0	0	**1**	**1**	0	0	1	1
+30 mins.	0	0	0	0	0	0	0	0	0	**1**	0	1	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	2	0	2	0	0	0	0	0	1	1	2	0	0	2	2
% App. Total	0	100	0		0	0	0		0	50	50		0	0	100	
PHF	.000	.500	.000	.500	.000	.000	.000	.000	.000	.250	.250	.500	.000	.000	.500	.500

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City of Clovis
N/S: Fowler Avenue
E/W: SR-168 Eastbound Ramps
Weather: Clear

File Name : 26_CVS_Fowl_168E PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

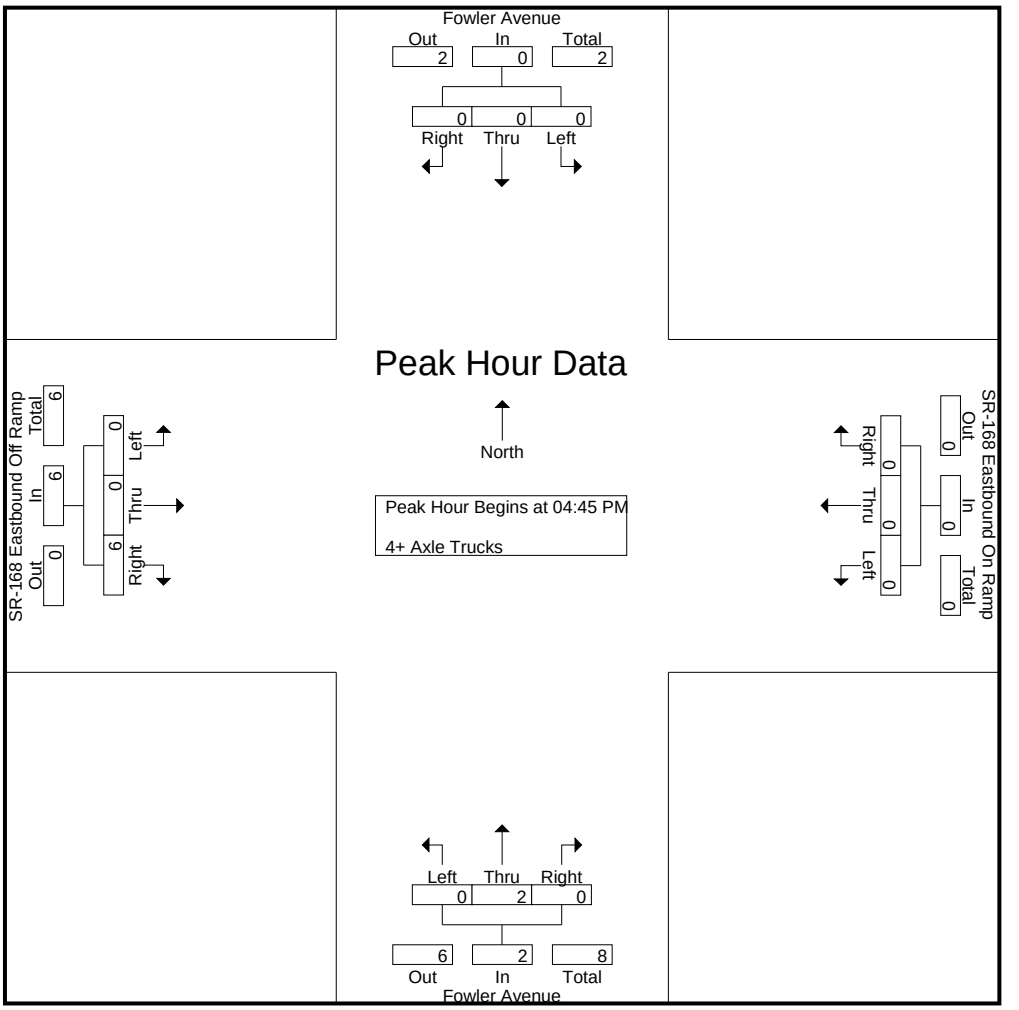
	Fowler Avenue Southbound				SR-168 Eastbound On Ramp Westbound				Fowler Avenue Northbound				SR-168 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2	3
Total	0	0	0	0	0	0	0	0	0	2	0	2	0	0	4	4	6
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	1	0	1	0	0	4	4	5
Grand Total	0	0	0	0	0	0	0	0	0	3	0	3	0	0	8	8	11
Apprch %	0	0	0		0	0	0		0	100	0		0	0	100		
Total %	0	0	0	0	0	0	0	0	0	27.3	0	27.3	0	0	72.7	72.7	

	Fowler Avenue Southbound				SR-168 Eastbound On Ramp Westbound				Fowler Avenue Northbound				SR-168 Eastbound Off Ramp Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	2	2	**3**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	**3**	3
05:15 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	0	0	6	6	8
% App. Total	0	0	0		0	0	0		0	100	0		0	0	100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.500	.500	.667

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City of Clovis
N/S: Fowler Avenue
E/W: SR-168 Eastbound Ramps
Weather: Clear

File Name : 26_CVS_Fowl_168E PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	2	2
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**3**	**3**
+30 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	0	0	6	6
% App. Total	0	0	0		0	0	0		0	100	0		0	0	100	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.500	.500

Location: Clovis
N/S: Fowler Avenue
E/W: SR-168 EB Ramps

Date: 5/24/2022
Day: Tuesday

PEDESTRIANS

	North Leg Fowler Avenue	East Leg SR-168 EB Ramps	South Leg Fowler Avenue	West Leg SR-168 EB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
7:00 AM	0	0	0	1	1
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	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	1	1

	North Leg Fowler Avenue	East Leg SR-168 EB Ramps	South Leg Fowler Avenue	West Leg SR-168 EB Ramps	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Clovis
N/S: Fowler Avenue
E/W: SR-168 EB Ramps

Date: 5/24/2022
Day: Tuesday

BICYCLES

	Southbound Fowler Avenue			Westbound SR-168 EB Ramps			Northbound Fowler Avenue			Eastbound SR-168 EB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
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	1	0	0	0	0	1
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
TOTAL VOLUMES:	0	0	0	0	0	0	0	1	0	0	0	0	1

	Southbound Fowler Avenue			Westbound SR-168 EB Ramps			Northbound Fowler Avenue			Eastbound SR-168 EB Ramps			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:15 PM	0	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	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
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
TOTAL VOLUMES:	0	2	0	0	0	0	0	1	0	0	0	0	3

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City of Clovis
N/S: Stanford Avenue
E/W: Perrin Road
Weather: Clear

File Name : 19_CVS_Stan_Per AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

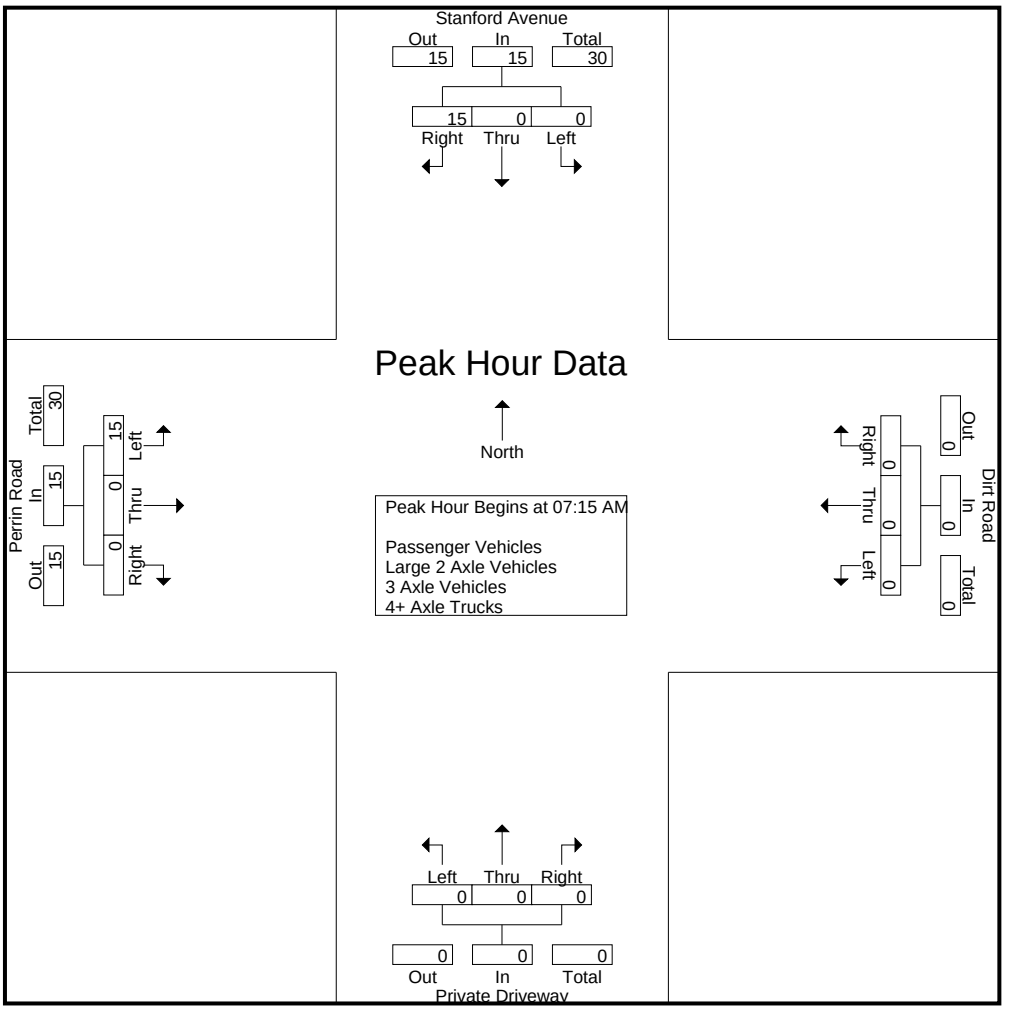
	Stanford Avenue Southbound				Dirt Road Westbound				Private Driveway Northbound				Perrin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	4	4	0	0	0	0	0	0	0	0	5	0	0	5	9
07:30 AM	0	0	5	5	0	0	0	0	0	0	0	0	3	0	0	3	8
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	3	0	0	3	4
Total	0	0	10	10	0	0	0	0	0	0	0	0	11	0	0	11	21
08:00 AM	0	0	5	5	0	0	0	0	0	0	0	0	4	0	0	4	9
08:15 AM	0	0	4	4	0	0	0	0	0	0	0	0	2	0	0	2	6
08:30 AM	0	0	2	2	0	0	0	0	0	0	0	0	1	0	0	1	3
08:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	12	12	0	0	0	0	0	0	0	0	8	0	0	8	20
Grand Total	0	0	22	22	0	0	0	0	0	0	0	0	19	0	0	19	41
Apprch %	0	0	100		0	0	0		0	0	0		100	0	0		
Total %	0	0	53.7	53.7	0	0	0	0	0	0	0	0	46.3	0	0	46.3	
Passenger Vehicles	0	0	20	20	0	0	0	0	0	0	0	0	18	0	0	18	38
% Passenger Vehicles	0	0	90.9	90.9	0	0	0	0	0	0	0	0	94.7	0	0	94.7	92.7
Large 2 Axle Vehicles	0	0	2	2	0	0	0	0	0	0	0	0	1	0	0	1	3
% Large 2 Axle Vehicles	0	0	9.1	9.1	0	0	0	0	0	0	0	0	5.3	0	0	5.3	7.3
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Stanford Avenue Southbound				Dirt Road Westbound				Private Driveway Northbound				Perrin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	4	4	0	0	0	0	0	0	0	0	**5**	0	0	**5**	**9**
07:30 AM	0	0	**5**	**5**	0	0	0	0	0	0	0	0	3	0	0	3	8
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	3	0	0	3	4
08:00 AM	0	0	5	5	0	0	0	0	0	0	0	0	4	0	0	4	9
Total Volume	0	0	15	15	0	0	0	0	0	0	0	0	15	0	0	15	30
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.750	.750	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750	.833

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City of Clovis
N/S: Stanford Avenue
E/W: Perrin Road
Weather: Clear

File Name : 19_CVS_Stan_Per AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:00 AM				07:15 AM			
+0 mins.	0	0	4	4	0	0	0	0	0	0	0	0	**5**	0	0	**5**
+15 mins.	0	0	**5**	**5**	0	0	0	0	0	0	0	0	3	0	0	3
+30 mins.	0	0	1	1	0	0	0	0	0	0	0	0	3	0	0	3
+45 mins.	0	0	5	5	0	0	0	0	0	0	0	0	4	0	0	4
Total Volume	0	0	15	15	0	0	0	0	0	0	0	0	15	0	0	15
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0	
PHF	.000	.000	.750	.750	.000	.000	.000	.000	.000	.000	.000	.000	.750	.000	.000	.750

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City of Clovis
N/S: Stanford Avenue
E/W: Perrin Road
Weather: Clear

File Name : 19_CVS_Stan_Per AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

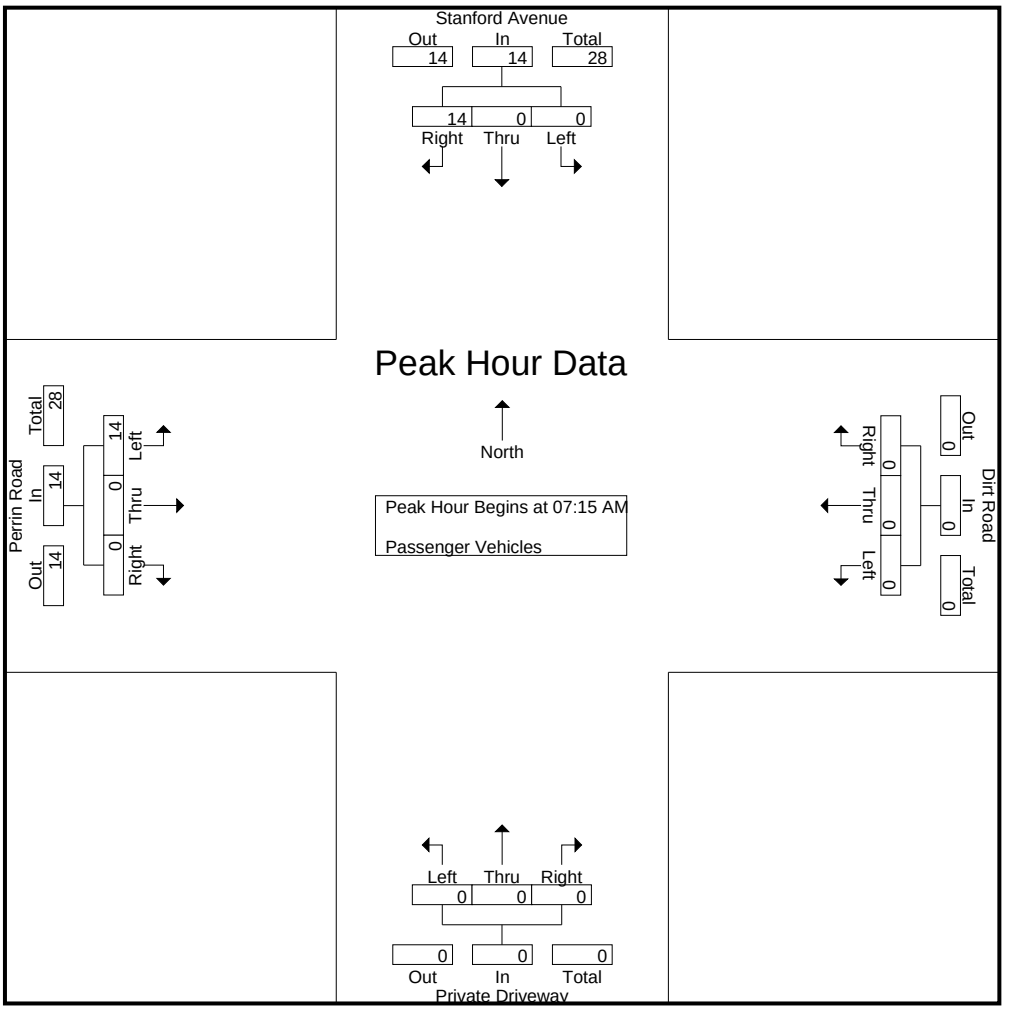
	Stanford Avenue Southbound				Dirt Road Westbound				Private Driveway Northbound				Perrin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	3	3	0	0	0	0	0	0	0	0	5	0	0	5	8
07:30 AM	0	0	5	5	0	0	0	0	0	0	0	0	2	0	0	2	7
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	3	0	0	3	4
Total	0	0	9	9	0	0	0	0	0	0	0	0	10	0	0	10	19
08:00 AM	0	0	5	5	0	0	0	0	0	0	0	0	4	0	0	4	9
08:15 AM	0	0	4	4	0	0	0	0	0	0	0	0	2	0	0	2	6
08:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
08:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	0	11	11	0	0	0	0	0	0	0	0	8	0	0	8	19
Grand Total	0	0	20	20	0	0	0	0	0	0	0	0	18	0	0	18	38
Apprch %	0	0	100		0	0	0		0	0	0		100	0	0		
Total %	0	0	52.6	52.6	0	0	0	0	0	0	0	0	47.4	0	0	47.4	

	Stanford Avenue Southbound				Dirt Road Westbound				Private Driveway Northbound				Perrin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	3	3	0	0	0	0	0	0	0	0	**5**	0	0	**5**	8
07:30 AM	0	0	**5**	**5**	0	0	0	0	0	0	0	0	2	0	0	2	7
07:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	3	0	0	3	4
08:00 AM	0	0	5	5	0	0	0	0	0	0	0	0	4	0	0	4	**9**
Total Volume	0	0	14	14	0	0	0	0	0	0	0	0	14	0	0	14	28
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.700	.700	.000	.000	.000	.000	.000	.000	.000	.000	.700	.000	.000	.700	.778

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City of Clovis
N/S: Stanford Avenue
E/W: Perrin Road
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File Name : 19_CVS_Stan_Per AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	3	3	0	0	0	0	0	0	0	0	**5**	0	0	**5**
+15 mins.	0	0	**5**	**5**	0	0	0	0	0	0	0	0	2	0	0	2
+30 mins.	0	0	1	1	0	0	0	0	0	0	0	0	3	0	0	3
+45 mins.	0	0	5	5	0	0	0	0	0	0	0	0	4	0	0	4
Total Volume	0	0	14	14	0	0	0	0	0	0	0	0	14	0	0	14
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0	
PHF	.000	.000	.700	.700	.000	.000	.000	.000	.000	.000	.000	.000	.700	.000	.000	.700

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City of Clovis
N/S: Stanford Avenue
E/W: Perrin Road
Weather: Clear

File Name : 19_CVS_Stan_Per AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

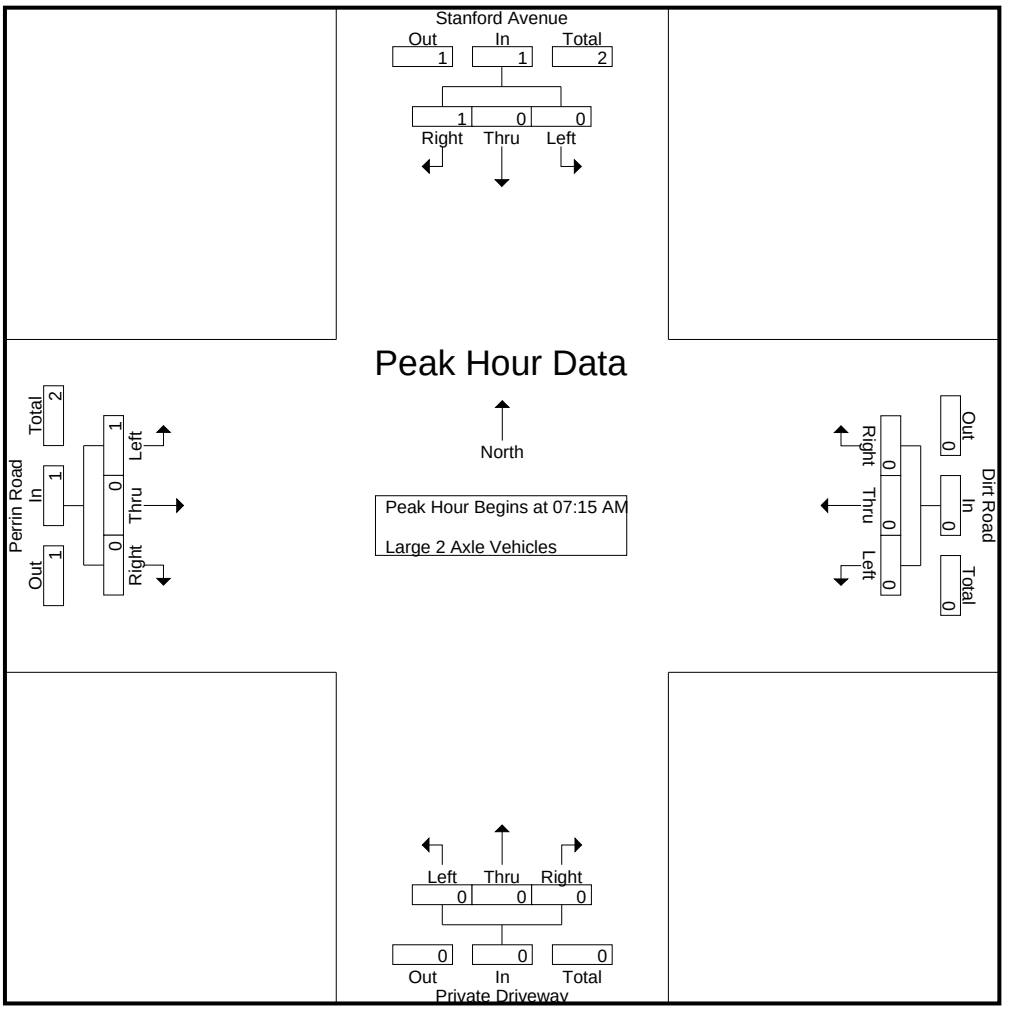
	Stanford Avenue Southbound				Dirt Road Westbound				Private Driveway Northbound				Perrin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	2	2	0	0	0	0	0	0	0	0	1	0	0	1	3
Apprch %	0	0	100		0	0	0		0	0	0		100	0	0		
Total %	0	0	66.7	66.7	0	0	0	0	0	0	0	0	33.3	0	0	33.3	

	Stanford Avenue Southbound				Dirt Road Westbound				Private Driveway Northbound				Perrin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0	**1**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1	2
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.500

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City of Clovis
N/S: Stanford Avenue
E/W: Perrin Road
Weather: Clear

File Name : 19_CVS_Stan_Per AMC
Site Code : 00322473
Start Date : 5/24/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	**1**	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	1	1	0	0	0	0	0	0	0	0	1	0	0	1
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0	
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250

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City of Clovis
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E/W: Perrin Road
Weather: Clear

File Name : 19_CVS_Stan_Per AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

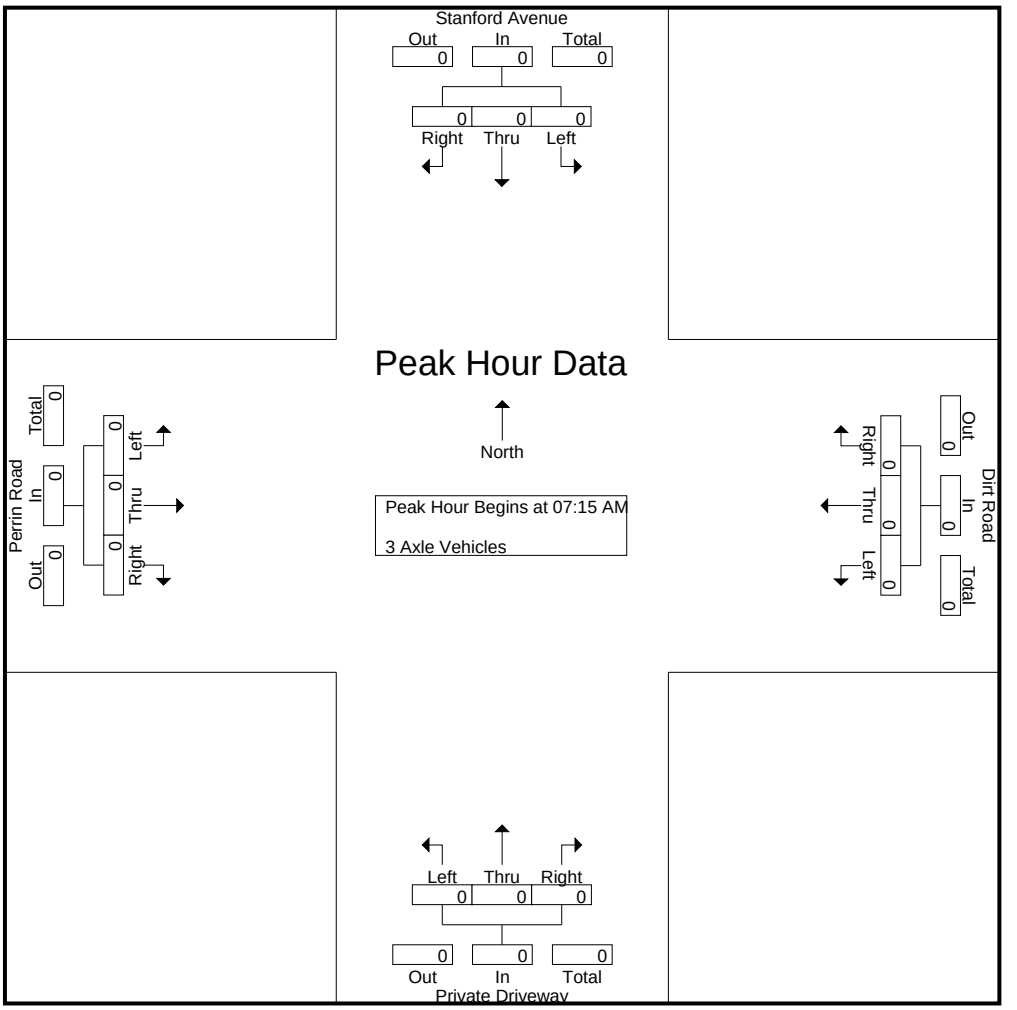
	Stanford Avenue Southbound				Dirt Road Westbound				Private Driveway Northbound				Perrin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Stanford Avenue Southbound				Dirt Road Westbound				Private Driveway Northbound				Perrin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : 19_CVS_Stan_Per AMC
Site Code : 00322473
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : 19_CVS_Stan_Per AMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

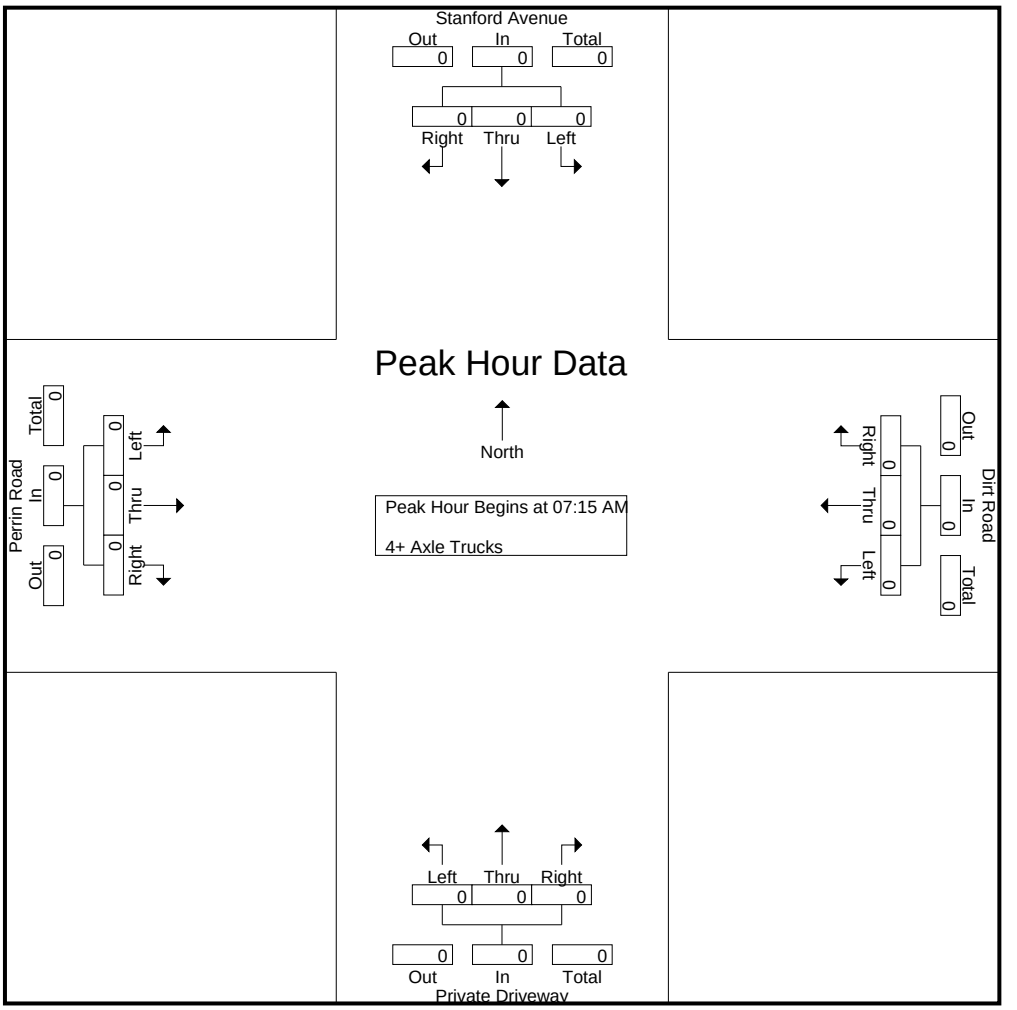
	Stanford Avenue Southbound				Dirt Road Westbound				Private Driveway Northbound				Perrin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Stanford Avenue Southbound				Dirt Road Westbound				Private Driveway Northbound				Perrin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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File Name : 19_CVS_Stan_Per AMC
Site Code : 00322473
Start Date : 5/24/2022
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Clovis
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File Name : 19_CVS_Stan_Per PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

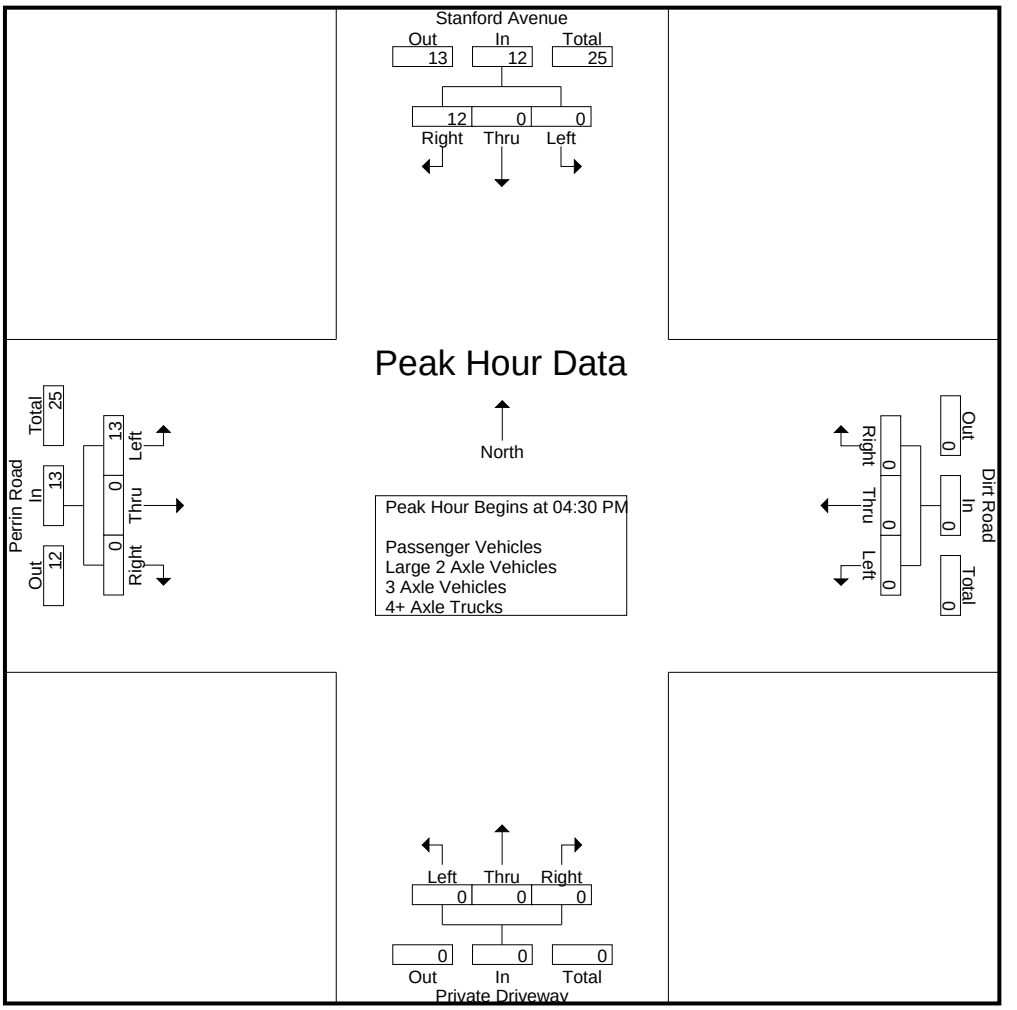
	Stanford Avenue Southbound				Dirt Road Westbound				Private Driveway Northbound				Perrin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	3	3	0	0	0	0	0	0	0	0	2	0	0	2	5
04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	4	0	0	4	5
04:30 PM	0	0	4	4	0	0	0	0	0	0	0	0	4	0	0	4	8
04:45 PM	0	0	3	3	0	0	0	0	0	0	0	0	1	0	0	1	4
Total	0	0	11	11	0	0	0	0	0	0	0	0	11	0	0	11	22
05:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2	3
05:15 PM	0	0	4	4	0	0	0	0	0	0	0	0	6	0	0	6	10
05:30 PM	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	2	2	0	0	0	0	0	0	0	0	4	0	0	4	6
Total	0	0	10	10	0	0	0	0	0	0	0	0	12	0	0	12	22
Grand Total	0	0	21	21	0	0	0	0	0	0	0	0	23	0	0	23	44
Apprch %	0	0	100		0	0	0		0	0	0		100	0	0		
Total %	0	0	47.7	47.7	0	0	0	0	0	0	0	0	52.3	0	0	52.3	
Passenger Vehicles	0	0	21	21	0	0	0	0	0	0	0	0	23	0	0	23	44
% Passenger Vehicles	0	0	100	100	0	0	0	0	0	0	0	0	100	0	0	100	100
Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Large 2 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Stanford Avenue Southbound				Dirt Road Westbound				Private Driveway Northbound				Perrin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	**4**	**4**	0	0	0	0	0	0	0	0	4	0	0	4	8
04:45 PM	0	0	3	3	0	0	0	0	0	0	0	0	1	0	0	1	4
05:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2	3
05:15 PM	0	0	4	4	0	0	0	0	0	0	0	0	**6**	0	0	**6**	**10**
Total Volume	0	0	12	12	0	0	0	0	0	0	0	0	13	0	0	13	25
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.750	.750	.000	.000	.000	.000	.000	.000	.000	.000	.542	.000	.000	.542	.625

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File Name : 19_CVS_Stan_Per PMC
Site Code : 00322473
Start Date : 5/24/2022
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				04:00 PM				04:30 PM			
+0 mins.	0	0	**4**	**4**	0	0	0	0	0	0	0	0	4	0	0	4
+15 mins.	0	0	3	3	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2
+45 mins.	0	0	4	4	0	0	0	0	0	0	0	0	**6**	0	0	**6**
Total Volume	0	0	12	12	0	0	0	0	0	0	0	0	13	0	0	13
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0	
PHF	.000	.000	.750	.750	.000	.000	.000	.000	.000	.000	.000	.000	.542	.000	.000	.542

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City of Clovis
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E/W: Perrin Road
Weather: Clear

File Name : 19_CVS_Stan_Per PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Passenger Vehicles

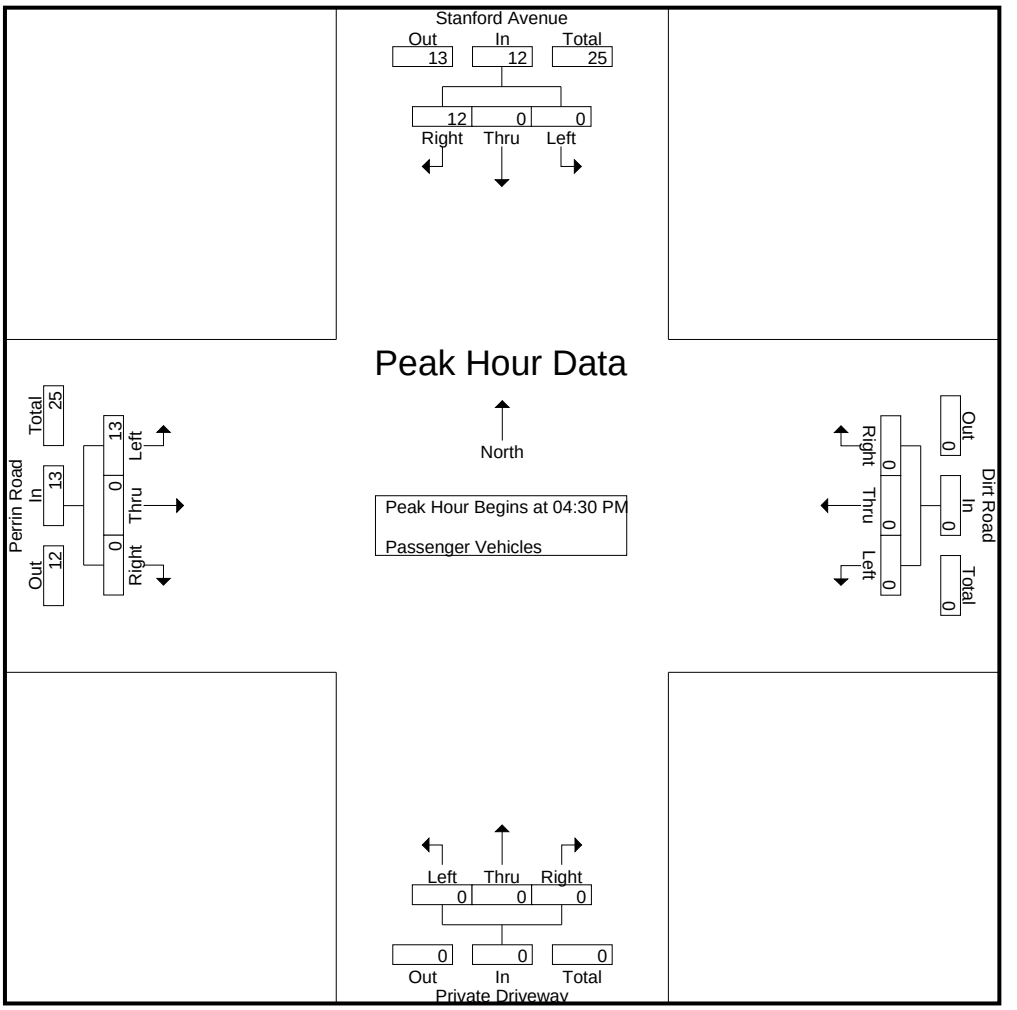
	Stanford Avenue Southbound				Dirt Road Westbound				Private Driveway Northbound				Perrin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	3	3	0	0	0	0	0	0	0	0	2	0	0	2	5
04:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	4	0	0	4	5
04:30 PM	0	0	4	4	0	0	0	0	0	0	0	0	4	0	0	4	8
04:45 PM	0	0	3	3	0	0	0	0	0	0	0	0	1	0	0	1	4
Total	0	0	11	11	0	0	0	0	0	0	0	0	11	0	0	11	22
05:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2	3
05:15 PM	0	0	4	4	0	0	0	0	0	0	0	0	6	0	0	6	10
05:30 PM	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	3
05:45 PM	0	0	2	2	0	0	0	0	0	0	0	0	4	0	0	4	6
Total	0	0	10	10	0	0	0	0	0	0	0	0	12	0	0	12	22
Grand Total	0	0	21	21	0	0	0	0	0	0	0	0	23	0	0	23	44
Apprch %	0	0	100		0	0	0		0	0	0		100	0	0		
Total %	0	0	47.7	47.7	0	0	0	0	0	0	0	0	52.3	0	0	52.3	

	Stanford Avenue Southbound				Dirt Road Westbound				Private Driveway Northbound				Perrin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	**4**	**4**	0	0	0	0	0	0	0	0	4	0	0	4	8
04:45 PM	0	0	3	3	0	0	0	0	0	0	0	0	1	0	0	1	4
05:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2	3
05:15 PM	0	0	4	4	0	0	0	0	0	0	0	0	**6**	0	0	**6**	**10**
Total Volume	0	0	12	12	0	0	0	0	0	0	0	0	13	0	0	13	25
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0		
PHF	.000	.000	.750	.750	.000	.000	.000	.000	.000	.000	.000	.000	.542	.000	.000	.542	.625

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File Name : 19_CVS_Stan_Per PMC
Site Code : 00322473
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	**4**	**4**	0	0	0	0	0	0	0	0	4	0	0	4
+15 mins.	0	0	3	3	0	0	0	0	0	0	0	0	1	0	0	1
+30 mins.	0	0	1	1	0	0	0	0	0	0	0	0	2	0	0	2
+45 mins.	0	0	4	4	0	0	0	0	0	0	0	0	**6**	0	0	**6**
Total Volume	0	0	12	12	0	0	0	0	0	0	0	0	13	0	0	13
% App. Total	0	0	100		0	0	0		0	0	0		100	0	0	
PHF	.000	.000	.750	.750	.000	.000	.000	.000	.000	.000	.000	.000	.542	.000	.000	.542

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E/W: Perrin Road
Weather: Clear

File Name : 19_CVS_Stan_Per PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

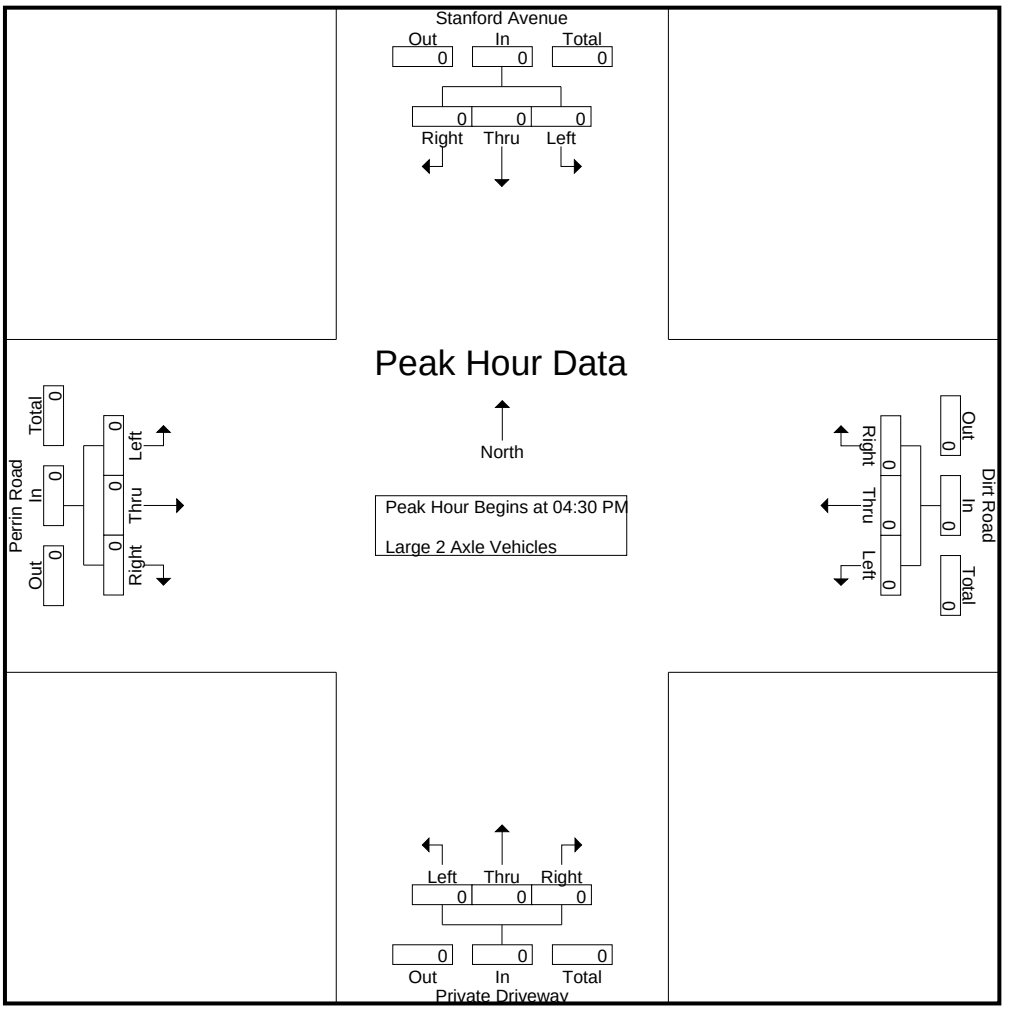
	Stanford Avenue Southbound				Dirt Road Westbound				Private Driveway Northbound				Perrin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Stanford Avenue Southbound				Dirt Road Westbound				Private Driveway Northbound				Perrin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Clovis
N/S: Stanford Avenue
E/W: Perrin Road
Weather: Clear

File Name : 19_CVS_Stan_Per PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Clovis
N/S: Stanford Avenue
E/W: Perrin Road
Weather: Clear

File Name : 19_CVS_Stan_Per PMC
Site Code : 00322473
Start Date : 5/24/2022

Groups Printed- 3 Axle Vehicles

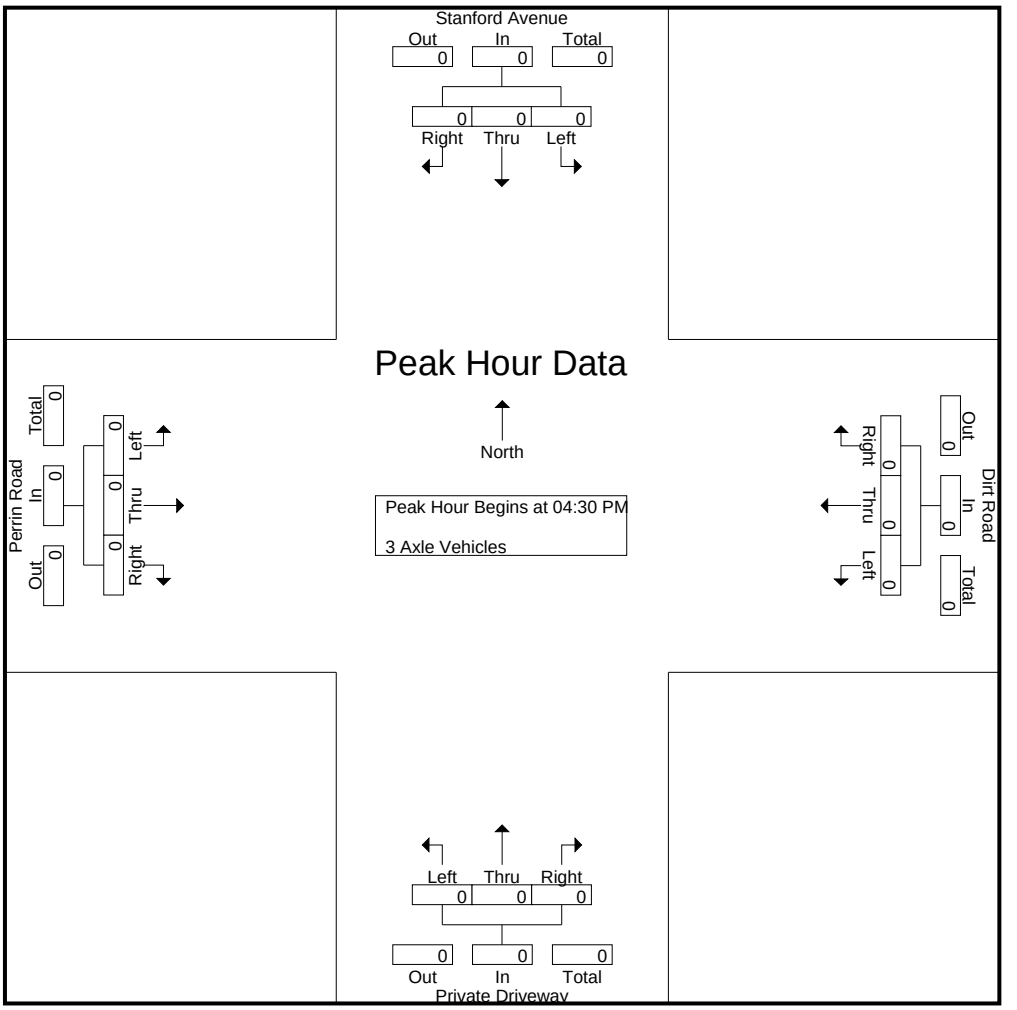
	Stanford Avenue Southbound				Dirt Road Westbound				Private Driveway Northbound				Perrin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Stanford Avenue Southbound				Dirt Road Westbound				Private Driveway Northbound				Perrin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Counts Unlimited, Inc.
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City of Clovis
N/S: Stanford Avenue
E/W: Perrin Road
Weather: Clear

File Name : 19_CVS_Stan_Per PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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(951)268-6268

City of Clovis
N/S: Stanford Avenue
E/W: Perrin Road
Weather: Clear

File Name : 19_CVS_Stan_Per PMC
Site Code : 00322473
Start Date : 5/24/2022

Groups Printed- 4+ Axle Trucks

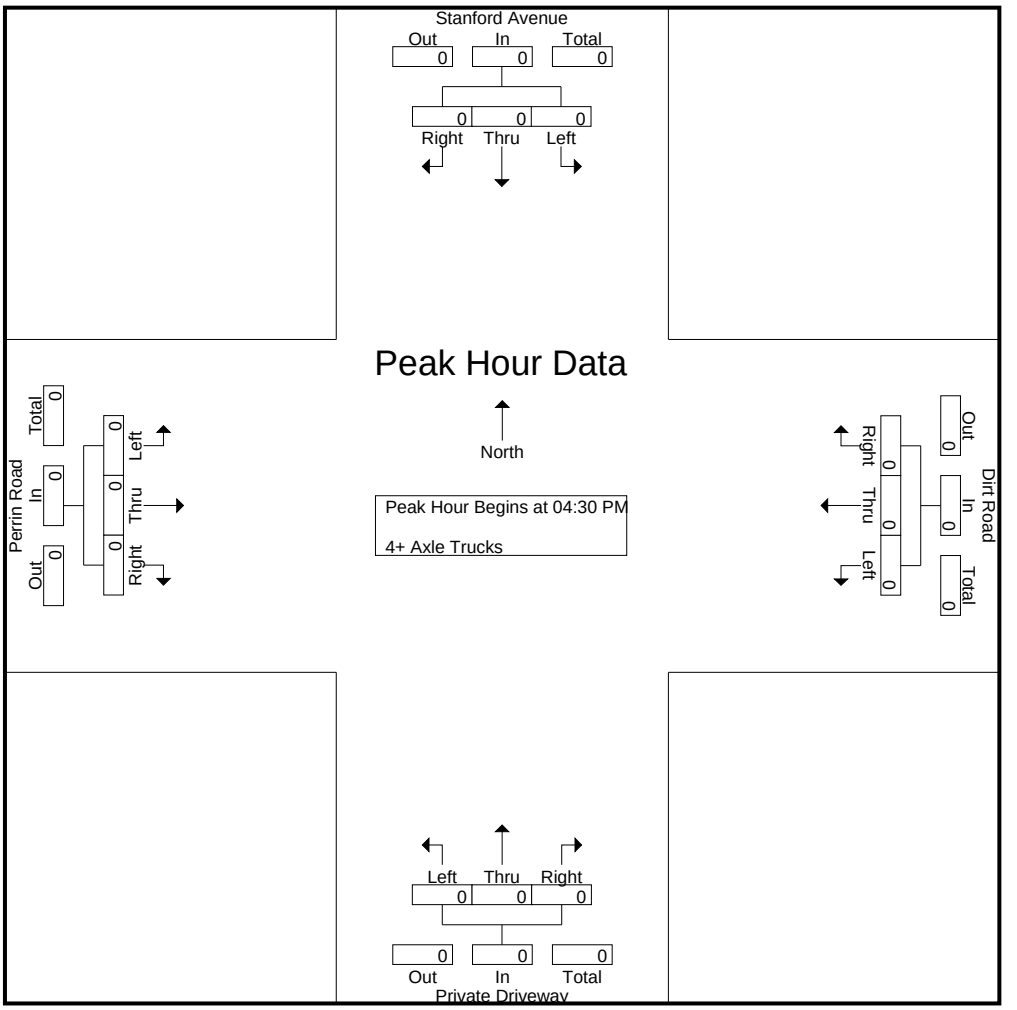
	Stanford Avenue Southbound				Dirt Road Westbound				Private Driveway Northbound				Perrin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

	Stanford Avenue Southbound				Dirt Road Westbound				Private Driveway Northbound				Perrin Road Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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(951)268-6268

City of Clovis
N/S: Stanford Avenue
E/W: Perrin Road
Weather: Clear

File Name : 19_CVS_Stan_Per PMC
Site Code : 00322473
Start Date : 5/24/2022
Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Location: Clovis
N/S: Stanford Avenue
E/W: Perrin Road

Date: 5/24/2022
Day: Tuesday

PEDESTRIANS

	North Leg Stanford Avenue	East Leg Dirt Road	South Leg Private Driveway	West Leg Perrin Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
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	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Stanford Avenue	East Leg Dirt Road	South Leg Private Driveway	West Leg Perrin Road	
	Pedestrians	Pedestrians	Pedestrians	Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

Location: Clovis
N/S: Stanford Avenue
E/W: Perrin Road

Date: 5/24/2022
Day: Tuesday

BICYCLES

	Southbound Stanford Avenue			Westbound Dirt Road			Northbound Private Driveway			Eastbound Perrin Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
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
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Stanford Avenue			Westbound Dirt Road			Northbound Private Driveway			Eastbound Perrin Road			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
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	2	0	0	0	0	0	0	2
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
TOTAL VOLUMES:	0	0	0	0	0	2	0	0	0	0	0	0	2

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
951-268-6268

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Clovis
Behymer Avenue
B/ Willow Avenue - Minnewawa Avenue
24 Hour Directional Volume Count

CVS002
Site Code: 003-22473

Start Time	24-May-22 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		2	17			0	14				
12:15		0	28			1	23				
12:30		1	7			3	15				
12:45		0	22	3	74	1	21	5	73	8	147
01:00		1	17			1	20				
01:15		0	21			2	15				
01:30		0	14			0	12				
01:45		0	16	1	68	1	16	4	63	5	131
02:00		0	17			0	20				
02:15		0	13			2	22				
02:30		1	**34**			1	32				
02:45		1	**69**	2	133	0	33	3	107	5	240
03:00		1	**38**			1	37				
03:15		1	**44**			1	31				
03:30		2	28			1	26				
03:45		0	33	4	143	0	27	3	121	7	264
04:00		1	31			1	27				
04:15		1	14			1	20				
04:30		0	21			0	27				
04:45		1	38	3	104	2	**31**	4	105	7	209
05:00		2	19			5	**38**				
05:15		3	24			3	**33**				
05:30		3	21			3	**32**				
05:45		5	24	13	88	9	30	20	133	33	221
06:00		4	21			6	18				
06:15		10	18			8	22				
06:30		8	22			15	17				
06:45		29	19	51	80	20	21	49	78	100	158
07:00		22	19			18	16				
07:15		20	20			**43**	19				
07:30		**43**	14			**42**	12				
07:45		**44**	22	129	75	**50**	18	153	65	282	140
08:00		**54**	10			**54**	11				
08:15		**49**	14			28	9				
08:30		21	12			26	12				
08:45		15	10	139	46	23	4	131	36	270	82
09:00		14	10			13	11				
09:15		12	8			18	6				
09:30		19	7			13	7				
09:45		9	5	54	30	16	7	60	31	114	61
10:00		18	4			12	10				
10:15		13	4			13	7				
10:30		16	7			14	3				
10:45		14	3	61	18	21	7	60	27	121	45
11:00		24	3			11	6				
11:15		11	4			16	5				
11:30		14	2			18	1				
11:45		24	2	73	11	24	2	69	14	142	25
Total		533	870	533	870	561	853	561	853	1094	1723
Combined Total		1403		1403		1414		1414		2817	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	190	-	-	-	189	-	-	-	-	-
P.H.F.		0.880				0.875					
PM Peak	-	-	02:30	-	-	-	04:45	-	-	-	-
Vol.	-	-	185	-	-	-	134	-	-	-	-
P.H.F.			0.670				0.882				
Percentage		38.0%	62.0%			39.7%	60.3%				
ADT/AADT		ADT 2,817		AADT 2,817							

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Clovis
Behymer Boulevard
B/ Willow Avenue - Minnewawa Avenue
24 Hour Directional Volume Count

CVS001
Site Code: 003-22602

Start Time	22-Jun-22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		0	**35**			0	26				
12:15		0	**28**			2	14				
12:30		2	**36**			1	14				
12:45		2	**22**	4	121	1	17	4	71	8	192
01:00		0	22			2	20				
01:15		0	22			2	27				
01:30		0	25			0	27				
01:45		0	15	0	84	1	18	5	92	5	176
02:00		2	18			0	26				
02:15		1	14			1	12				
02:30		1	25			1	13				
02:45		3	17	7	74	0	29	2	80	9	154
03:00		0	26			1	13				
03:15		1	19			0	18				
03:30		1	17			1	15				
03:45		3	20	5	82	2	24	4	70	9	152
04:00		0	22			1	23				
04:15		0	18			0	21				
04:30		1	24			1	24				
04:45		2	18	3	82	2	28	4	96	7	178
05:00		3	18			1	**32**				
05:15		3	29			4	**32**				
05:30		1	38			4	**36**				
05:45		6	22	13	107	9	**44**	18	144	31	251
06:00		7	27			14	25				
06:15		10	23			8	27				
06:30		5	14			7	20				
06:45		16	20	38	84	17	21	46	93	84	177
07:00		10	17			11	17				
07:15		15	17			17	10				
07:30		**18**	13			**28**	15				
07:45		**32**	21	75	68	**43**	8	99	50	174	118
08:00		**33**	11			**27**	9				
08:15		**21**	16			**30**	20				
08:30		13	14			28	10				
08:45		27	14	94	55	33	13	118	52	212	107
09:00		17	16			26	11				
09:15		19	19			23	17				
09:30		23	15			14	7				
09:45		19	6	78	56	23	14	86	49	164	105
10:00		28	4			20	8				
10:15		17	15			24	9				
10:30		22	10			18	8				
10:45		32	4	99	33	19	3	81	28	180	61
11:00		21	4			18	5				
11:15		27	11			30	4				
11:30		19	8			22	0				
11:45		16	4	83	27	30	3	100	12	183	39
Total		499	873	499	873	567	837	567	837	1066	1710
Combined Total		1372		1372		1404		1404		2776	
AM Peak	-	07:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	104	-	-	-	128	-	-	-	-	-
P.H.F.		0.788				0.744					
PM Peak	-	-	12:00	-	-	-	05:00	-	-	-	-
Vol.	-	-	121	-	-	-	144	-	-	-	-
P.H.F.			0.840				0.818				
Percentage		36.4%	63.6%			40.4%	59.6%				
ADT/AADT		ADT 2,776		AADT 2,776							

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Clovis
Behymer Boulevard
B/ Minnewawa Avenue - Sunnyside Avenue
24 Hour Directional Volume Count

CVS002
Site Code: 003-22602

Start Time	22-Jun-22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		3	38			2	46				
12:15		1	59			4	36				
12:30		3	50			1	25				
12:45		3	29	10	176	1	32	8	139	18	315
01:00		1	28			3	38				
01:15		3	29			3	34				
01:30		2	29			2	39				
01:45		0	27	6	113	1	26	9	137	15	250
02:00		5	23			0	33				
02:15		5	29			1	18				
02:30		2	37			2	22				
02:45		4	37	16	126	0	31	3	104	19	230
03:00		1	40			0	24				
03:15		1	36			2	37				
03:30		0	41			0	29				
03:45		2	40	4	157	1	33	3	123	7	280
04:00		1	41			4	32				
04:15		0	38			1	36				
04:30		1	38			3	40				
04:45		3	35	5	152	4	45	12	153	17	305
05:00		1	36			3	**46**				
05:15		6	**49**			6	**59**				
05:30		8	**61**			12	**42**				
05:45		8	**34**	23	180	22	**58**	43	205	66	385
06:00		12	**45**			19	29				
06:15		13	43			21	47				
06:30		19	31			30	34				
06:45		23	30	67	149	35	30	105	140	172	289
07:00		29	28			24	18				
07:15		16	20			29	24				
07:30		**29**	27			56	24				
07:45		**41**	26	115	101	**86**	19	195	85	310	186
08:00		**43**	19			**59**	16				
08:15		**44**	20			**65**	28				
08:30		29	20			**57**	22				
08:45		40	33	156	92	73	20	254	86	410	178
09:00		25	24			46	20				
09:15		32	24			35	13				
09:30		25	24			38	9				
09:45		23	11	105	83	43	10	162	52	267	135
10:00		35	7			36	10				
10:15		25	11			40	6				
10:30		29	11			26	8				
10:45		40	4	129	33	40	7	142	31	271	64
11:00		35	6			24	10				
11:15		26	10			43	1				
11:30		31	6			33	2				
11:45		27	7	119	29	45	7	145	20	264	49
Total		755	1391	755	1391	1081	1275	1081	1275	1836	2666
Combined Total		2146		2146		2356		2356		4502	
AM Peak	-	07:30	-	-	-	07:45	-	-	-	-	-
Vol.	-	157	-	-	-	267	-	-	-	-	-
P.H.F.		0.892				0.776					
PM Peak	-	-	05:15	-	-	-	05:00	-	-	-	-
Vol.	-	-	189	-	-	-	205	-	-	-	-
P.H.F.			0.775				0.869				
Percentage		35.2%	64.8%			45.9%	54.1%				
ADT/AADT		ADT 4,502		AADT 4,502							

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Clovis
Behymer Boulevard
B/ Sunnyside Avenue - Fowler Avenue
24 Hour Directional Volume Count

CVS003
Site Code: 003-22602

Start Time	22-Jun-22 Wed	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		3	31			3	47				
12:15		2	58			4	29				
12:30		2	51			0	29				
12:45		2	27	9	167	1	28	8	133	17	300
01:00		1	23			6	41				
01:15		3	28			3	28				
01:30		2	30			1	37				
01:45		0	24	6	105	1	23	11	129	17	234
02:00		5	22			0	32				
02:15		6	30			1	12				
02:30		1	38			2	29				
02:45		4	33	16	123	0	23	3	96	19	219
03:00		1	39			0	24				
03:15		1	32			2	42				
03:30		1	41			0	22				
03:45		1	35	4	147	3	38	5	126	9	273
04:00		0	44			3	34				
04:15		1	32			1	35				
04:30		2	36			5	35				
04:45		1	34	4	146	2	48	11	152	15	298
05:00		1	33			3	**48**				
05:15		7	**47**			10	**55**				
05:30		10	**59**			11	**38**				
05:45		8	**39**	26	178	20	**55**	44	196	70	374
06:00		14	**42**			26	31				
06:15		10	35			17	45				
06:30		22	29			28	39				
06:45		23	38	69	144	33	28	104	143	173	287
07:00		26	24			15	13				
07:15		18	19			35	30				
07:30		**25**	26			**66**	16				
07:45		**38**	23	107	92	**75**	25	191	84	298	176
08:00		**43**	18			**56**	18				
08:15		**42**	22			**56**	25				
08:30		25	21			48	17				
08:45		37	27	147	88	67	22	227	82	374	170
09:00		25	22			39	23				
09:15		30	24			32	12				
09:30		23	21			29	8				
09:45		26	11	104	78	44	11	144	54	248	132
10:00		26	10			32	7				
10:15		20	12			42	8				
10:30		30	7			25	6				
10:45		25	4	101	33	38	11	137	32	238	65
11:00		30	6			21	6				
11:15		25	11			38	0				
11:30		31	5			36	4				
11:45		27	7	113	29	43	7	138	17	251	46
Total		706	1330	706	1330	1023	1244	1023	1244	1729	2574
Combined Total		2036		2036		2267		2267		4303	
AM Peak	-	07:30	-	-	-	07:30	-	-	-	-	-
Vol.	-	148	-	-	-	253	-	-	-	-	-
P.H.F.		0.860				0.843					
PM Peak	-	-	05:15	-	-	-	05:00	-	-	-	-
Vol.	-	-	187	-	-	-	196	-	-	-	-
P.H.F.			0.792				0.891				
Percentage		34.7%	65.3%			45.1%	54.9%				
ADT/AADT		ADT 4,303		AADT 4,303							

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Clovis
Shepherd Avenue
B/ Willow Avenue - Minnewawa Avenue
24 Hour Directional Volume Count

CVS004
Site Code: 003-22473

Start Time	24-May-22 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		17	85			13	70				
12:15		8	110			10	93				
12:30		10	82			5	90				
12:45		3	105	38	382	6	95	34	348	72	730
01:00		4	90			6	83				
01:15		3	84			3	88				
01:30		5	87			4	69				
01:45		3	89	15	350	6	87	19	327	34	677
02:00		2	92			5	70				
02:15		3	88			0	77				
02:30		4	119			0	83				
02:45		2	122	11	421	1	94	6	324	17	745
03:00		2	108			1	93				
03:15		2	137			3	120				
03:30		1	125			1	106				
03:45		3	102	8	472	5	104	10	423	18	895
04:00		4	109			3	116				
04:15		4	103			7	104				
04:30		5	134			8	109				
04:45		8	124	21	470	14	125	32	454	53	924
05:00		3	**139**			11	**107**				
05:15		8	**128**			17	**135**				
05:30		30	**145**			21	**126**				
05:45		38	**126**	79	538	31	**127**	80	495	159	1033
06:00		34	134			28	91				
06:15		34	110			44	117				
06:30		49	121			50	108				
06:45		59	94	176	459	72	73	194	389	370	848
07:00		69	105			93	83				
07:15		**109**	106			88	75				
07:30		**124**	96			**102**	52				
07:45		**123**	78	425	385	**130**	61	413	271	838	656
08:00		**109**	70			**99**	61				
08:15		86	93			**98**	70				
08:30		81	77			87	51				
08:45		72	91	348	331	107	49	391	231	739	562
09:00		56	69			92	40				
09:15		59	65			60	36				
09:30		84	62			98	24				
09:45		80	36	279	232	99	32	349	132	628	364
10:00		62	39			76	26				
10:15		67	30			84	30				
10:30		73	23			63	29				
10:45		84	21	286	113	80	19	303	104	589	217
11:00		66	24			95	9				
11:15		74	11			88	11				
11:30		84	12			101	9				
11:45		76	6	300	53	112	10	396	39	696	92
Total		1986	4206	1986	4206	2227	3537	2227	3537	4213	7743
Combined Total		6192		6192		5764		5764		11956	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	465	-	-	-	429	-	-	-	-	-
P.H.F.		0.938				0.825					
PM Peak	-	-	05:00	-	-	-	05:00	-	-	-	-
Vol.	-	-	538	-	-	-	495	-	-	-	-
P.H.F.			0.928				0.917				
Percentage		32.1%	67.9%			38.6%	61.4%				
ADT/AADT		ADT 11,956		AADT 11,956							

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Clovis
Shepherd Avenue
B/ Minnewawa Avenue - Clovis Avenue
24 Hour Directional Volume Count

CVS005
Site Code: 003-22473

Start Time	24-May-22 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		9	85			16	66				
12:15		10	93			11	85				
12:30		9	85			7	84				
12:45		5	106	33	369	8	84	42	319	75	688
01:00		2	82			4	82				
01:15		2	74			5	78				
01:30		6	93			3	84				
01:45		6	81	16	330	5	86	17	330	33	660
02:00		2	75			4	74				
02:15		2	80			1	88				
02:30		3	87			0	124				
02:45		3	**129**	10	371	3	97	8	383	18	754
03:00		3	**142**			0	101				
03:15		3	**127**			1	122				
03:30		2	**114**			0	99				
03:45		2	106	10	489	6	106	7	428	17	917
04:00		4	101			7	106				
04:15		3	96			5	121				
04:30		6	97			9	108				
04:45		9	112	22	406	11	**110**	32	445	54	851
05:00		7	120			14	**104**				
05:15		7	123			15	**142**				
05:30		18	117			13	**114**				
05:45		40	113	72	473	27	105	69	465	141	938
06:00		42	109			30	93				
06:15		32	126			45	101				
06:30		52	98			65	94				
06:45		72	93	198	426	69	76	209	364	407	790
07:00		55	74			85	73				
07:15		89	95			**105**	71				
07:30		**115**	76			**137**	57				
07:45		**136**	77	395	322	**95**	72	422	273	817	595
08:00		**135**	59			**92**	63				
08:15		**98**	84			98	72				
08:30		79	78			96	58				
08:45		79	82	391	303	101	37	387	230	778	533
09:00		53	54			81	40				
09:15		66	65			62	38				
09:30		70	57			72	28				
09:45		84	40	273	216	98	39	313	145	586	361
10:00		68	29			59	31				
10:15		80	32			82	18				
10:30		63	30			69	25				
10:45		72	14	283	105	83	24	293	98	576	203
11:00		79	20			61	9				
11:15		68	11			94	14				
11:30		69	9			100	9				
11:45		86	11	302	51	95	11	350	43	652	94
Total		2005	3861	2005	3861	2149	3523	2149	3523	4154	7384
Combined Total		5866		5866		5672		5672		11538	
AM Peak	-	07:30	-	-	-	07:15	-	-	-	-	-
Vol.	-	484	-	-	-	429	-	-	-	-	-
P.H.F.		0.890				0.783					
PM Peak	-	-	02:45	-	-	-	04:45	-	-	-	-
Vol.	-	-	512	-	-	-	470	-	-	-	-
P.H.F.			0.901				0.827				
Percentage		34.2%	65.8%			37.9%	62.1%				
ADT/AADT		ADT 11,538		AADT 11,538							

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Clovis
Shepherd Avenue
B/ Clovis Avenue - Sunnyside Avenue
24 Hour Directional Volume Count

CVS006
Site Code: 003-22473

Start Time	24-May-22 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		9	67			11	55				
12:15		7	79			8	58				
12:30		7	75			4	58				
12:45		2	86	25	307	6	59	29	230	54	537
01:00		2	65			4	75				
01:15		4	61			3	56				
01:30		7	83			2	65				
01:45		6	67	19	276	5	52	14	248	33	524
02:00		3	71			5	65				
02:15		2	81			0	66				
02:30		3	73			0	97				
02:45		3	**129**	11	354	3	74	8	302	19	656
03:00		1	**128**			0	89				
03:15		2	**129**			1	84				
03:30		2	**94**			2	86				
03:45		0	79	5	430	4	91	7	350	12	780
04:00		4	83			5	80				
04:15		0	82			4	99				
04:30		3	81			8	94				
04:45		7	101	14	347	10	**87**	27	360	41	707
05:00		3	107			10	**95**				
05:15		6	105			15	**110**				
05:30		17	105			13	**96**				
05:45		31	102	57	419	23	86	61	387	118	806
06:00		39	88			29	71				
06:15		24	110			39	80				
06:30		47	89			55	79				
06:45		54	85	164	372	63	64	186	294	350	666
07:00		44	68			86	58				
07:15		**96**	87			**118**	52				
07:30		**102**	69			**137**	42				
07:45		**125**	68	367	292	**98**	47	439	199	806	491
08:00		**104**	55			**90**	40				
08:15		76	87			94	58				
08:30		63	75			80	53				
08:45		63	68	306	285	86	34	350	185	656	470
09:00		60	54			63	33				
09:15		71	47			62	25				
09:30		58	47			73	24				
09:45		72	38	261	186	88	30	286	112	547	298
10:00		58	27			64	20				
10:15		81	28			63	14				
10:30		60	25			50	22				
10:45		57	13	256	93	78	17	255	73	511	166
11:00		70	15			64	10				
11:15		57	9			82	10				
11:30		63	7			83	9				
11:45		71	7	261	38	95	8	324	37	585	75
Total		1746	3399	1746	3399	1986	2777	1986	2777	3732	6176
Combined Total		5145		5145		4763		4763		9908	
AM Peak	-	07:15	-	-	-	07:15	-	-	-	-	-
Vol.	-	427	-	-	-	443	-	-	-	-	-
P.H.F.		0.854				0.808					
PM Peak	-	-	02:45	-	-	-	04:45	-	-	-	-
Vol.	-	-	480	-	-	-	388	-	-	-	-
P.H.F.			0.930				0.882				
Percentage		33.9%	66.1%			41.7%	58.3%				
ADT/AADT		ADT 9,908		AADT 9,908							

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Clovis
Shepherd Avenue
B/ Sunnyside Avenue - Fowler Avenue
24 Hour Directional Volume Count

CVS007
Site Code: 003-22473

Start Time	24-May-22 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		7	61			11	49				
12:15		8	68			6	57				
12:30		6	63			2	45				
12:45		3	70	24	262	5	63	24	214	48	476
01:00		2	54			4	66				
01:15		3	50			4	44				
01:30		7	69			2	50				
01:45		7	54	19	227	4	50	14	210	33	437
02:00		2	62			3	51				
02:15		2	62			0	62				
02:30		3	64			0	87				
02:45		3	**114**	10	302	3	69	6	269	16	571
03:00		0	**116**			1	73				
03:15		0	**111**			1	71				
03:30		4	**94**			0	60				
03:45		0	90	4	411	3	62	5	266	9	677
04:00		3	79			4	72				
04:15		0	76			4	80				
04:30		1	73			7	76				
04:45		6	90	10	318	8	73	23	301	33	619
05:00		2	96			12	**76**				
05:15		4	95			11	**93**				
05:30		9	92			7	**89**				
05:45		19	86	34	369	23	**74**	53	332	87	701
06:00		33	79			27	58				
06:15		24	100			30	68				
06:30		32	79			41	70				
06:45		46	75	135	333	60	55	158	251	293	584
07:00		30	68			76	42				
07:15		**63**	83			**137**	42				
07:30		**79**	64			**113**	35				
07:45		**105**	56	277	271	**67**	38	393	157	670	428
08:00		**100**	43			**85**	31				
08:15		52	74			90	44				
08:30		51	70			71	49				
08:45		46	58	249	245	73	24	319	148	568	393
09:00		48	49			53	21				
09:15		43	43			56	18				
09:30		53	39			66	27				
09:45		58	45	202	176	79	28	254	94	456	270
10:00		52	26			62	17				
10:15		57	25			49	12				
10:30		55	26			45	19				
10:45		48	15	212	92	67	13	223	61	435	153
11:00		57	14			62	10				
11:15		48	7			75	8				
11:30		57	7			79	7				
11:45		61	5	223	33	72	5	288	30	511	63
Total		1399	3039	1399	3039	1760	2333	1760	2333	3159	5372
Combined Total		4438		4438		4093		4093		8531	
AM Peak	-	07:15	-	-	-	07:15	-	-	-	-	-
Vol.	-	347	-	-	-	402	-	-	-	-	-
P.H.F.		0.826				0.734					
PM Peak	-	-	02:45	-	-	-	05:00	-	-	-	-
Vol.	-	-	435	-	-	-	332	-	-	-	-
P.H.F.			0.938				0.892				
Percentage		31.5%	68.5%			43.0%	57.0%				
ADT/AADT		ADT 8,531		AADT 8,531							

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Clovis
Herndon Avenue
B/ State Route 168 Eastbound - Clovis Avenue
24 Hour Directional Volume Count

CVS008
Site Code: 003-22473

Start Time	24-May-22 Tue	Eastbound Morning	Eastbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Westbound Morning	Westbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		36	465			49	397				
12:15		44	400			38	404				
12:30		38	411			32	433				
12:45		27	354	145	1630	18	451	137	1685	282	3315
01:00		18	374			16	387				
01:15		18	362			21	369				
01:30		14	381			14	355				
01:45		18	384	68	1501	19	370	70	1481	138	2982
02:00		17	412			25	411				
02:15		16	402			22	399				
02:30		11	366			15	382				
02:45		16	388	60	1568	8	358	70	1550	130	3118
03:00		9	421			13	437				
03:15		6	458			21	408				
03:30		19	432			11	427				
03:45		27	457	61	1768	17	377	62	1649	123	3417
04:00		18	384			25	375				
04:15		23	**538**			21	**415**				
04:30		40	**491**			41	**423**				
04:45		67	**528**	148	1941	43	**402**	130	1615	278	3556
05:00		42	**485**			50	**474**				
05:15		64	497			40	412				
05:30		100	499			75	377				
05:45		153	489	359	1970	114	404	279	1667	638	3637
06:00		90	450			101	385				
06:15		101	406			147	379				
06:30		148	321			244	327				
06:45		163	364	502	1541	266	309	758	1400	1260	2941
07:00		174	260			331	283				
07:15		228	301			**399**	269				
07:30		284	263			**437**	268				
07:45		331	247	1017	1071	**452**	239	1619	1059	2636	2130
08:00		355	269			**382**	244				
08:15		282	223			391	231				
08:30		320	248			385	238				
08:45		312	220	1269	960	314	207	1472	920	2741	1880
09:00		245	202			285	185				
09:15		276	173			298	190				
09:30		278	178			318	162				
09:45		299	149	1098	702	331	174	1232	711	2330	1413
10:00		321	106			316	158				
10:15		301	89			326	140				
10:30		369	81			347	120				
10:45		352	94	1343	370	338	72	1327	490	2670	860
11:00		**401**	54			304	79				
11:15		**375**	65			392	70				
11:30		**390**	76			392	61				
11:45		**439**	57	1605	252	403	35	1491	245	3096	497
Total		7675	15274	7675	15274	8647	14472	8647	14472	16322	29746
Combined Total		22949		22949		23119		23119		46068	
AM Peak	-	11:00	-	-	-	07:15	-	-	-	-	-
Vol.	-	1605	-	-	-	1670	-	-	-	-	-
P.H.F.		0.914				0.924					
PM Peak	-	-	04:15	-	-	-	04:15	-	-	-	-
Vol.	-	-	2042	-	-	-	1714	-	-	-	-
P.H.F.			0.949				0.904				
Percentage		33.4%	66.6%			37.4%	62.6%				
ADT/AADT		ADT 46,068		AADT 46,068							

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Clovis
Willow Avenue
B/ Behymer Avenue - Shepherd Avenue
24 Hour Directional Volume Count

CVS010
Site Code: 003-22473

Start Time	24-May-22 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		26	127			13	141				
12:15		23	112			16	112				
12:30		11	136			14	118				
12:45		9	120	69	495	13	142	56	513	125	1008
01:00		15	136			8	148				
01:15		2	111			8	104				
01:30		10	112			8	131				
01:45		5	114	32	473	4	121	28	504	60	977
02:00		13	127			5	112				
02:15		4	159			10	123				
02:30		8	201			9	130				
02:45		0	200	25	687	8	**249**	32	614	57	1301
03:00		7	185			6	**193**				
03:15		4	153			5	**196**				
03:30		5	172			6	**176**				
03:45		3	195	19	705	7	156	24	721	43	1426
04:00		2	165			2	146				
04:15		1	175			13	173				
04:30		8	**218**			18	133				
04:45		13	**203**	24	761	22	155	55	607	79	1368
05:00		11	**187**			27	136				
05:15		18	**244**			25	164				
05:30		35	201			37	162				
05:45		48	201	112	833	40	149	129	611	241	1444
06:00		34	163			56	129				
06:15		29	150			64	144				
06:30		54	123			93	121				
06:45		64	132	181	568	128	106	341	500	522	1068
07:00		81	131			129	144				
07:15		**125**	137			137	90				
07:30		**196**	104			**255**	116				
07:45		**235**	94	637	466	**233**	95	754	445	1391	911
08:00		**138**	94			**247**	89				
08:15		125	106			**203**	102				
08:30		106	82			124	76				
08:45		123	97	492	379	126	79	700	346	1192	725
09:00		80	96			94	55				
09:15		79	90			120	65				
09:30		97	51			111	62				
09:45		97	46	353	283	111	46	436	228	789	511
10:00		84	44			105	44				
10:15		78	63			108	40				
10:30		87	65			103	47				
10:45		91	34	340	206	114	31	430	162	770	368
11:00		105	26			112	27				
11:15		112	22			117	23				
11:30		108	24			117	21				
11:45		115	28	440	100	132	11	478	82	918	182
Total		2724	5956	2724	5956	3463	5333	3463	5333	6187	11289
Combined Total		8680		8680		8796		8796		17476	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	694	-	-	-	938	-	-	-	-	-
P.H.F.		0.738				0.920					
PM Peak	-	-	04:30	-	-	-	02:45	-	-	-	-
Vol.	-	-	852	-	-	-	814	-	-	-	-
P.H.F.			0.873				0.817				
Percentage		31.4%	68.6%			39.4%	60.6%				
ADT/AADT		ADT 17,476		AADT 17,476							

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Clovis
Minnewawa Avenue
B/ Behymer Avenue - Shepherd Avenue
24 Hour Directional Volume Count

CVS012
Site Code: 003-22473

Start Time	24-May-22 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		12	35			5	41				
12:15		8	39			13	45				
12:30		6	47			8	46				
12:45		4	30	30	151	7	38	33	170	63	321
01:00		4	40			6	52				
01:15		9	46			3	36				
01:30		5	42			4	38				
01:45		1	45	19	173	7	47	20	173	39	346
02:00		4	37			3	42				
02:15		3	51			3	55				
02:30		1	59			5	61				
02:45		1	72	9	219	4	54	15	212	24	431
03:00		3	52			4	49				
03:15		2	50			3	51				
03:30		2	58			2	54				
03:45		2	49	9	209	5	47	14	201	23	410
04:00		3	53			1	53				
04:15		1	59			6	58				
04:30		7	59			8	51				
04:45		3	51	14	222	5	**61**	20	223	34	445
05:00		6	**56**			8	**42**				
05:15		21	**80**			12	**67**				
05:30		17	**70**			16	**56**				
05:45		20	**54**	64	260	21	32	57	197	121	457
06:00		23	44			12	41				
06:15		24	40			29	47				
06:30		35	34			36	26				
06:45		40	41	122	159	35	31	112	145	234	304
07:00		35	49			35	34				
07:15		**52**	40			**56**	31				
07:30		**55**	33			**93**	16				
07:45		**96**	35	238	157	**68**	25	252	106	490	263
08:00		**58**	43			**64**	20				
08:15		43	30			56	22				
08:30		38	30			51	35				
08:45		40	23	179	126	40	21	211	98	390	224
09:00		34	26			39	13				
09:15		31	13			37	16				
09:30		37	23			48	14				
09:45		34	19	136	81	45	8	169	51	305	132
10:00		30	23			32	5				
10:15		26	13			42	23				
10:30		25	11			33	16				
10:45		37	14	118	61	34	10	141	54	259	115
11:00		34	8			43	6				
11:15		39	11			38	6				
11:30		39	6			45	10				
11:45		31	9	143	34	45	9	171	31	314	65
Total		1081	1852	1081	1852	1215	1661	1215	1661	2296	3513
Combined Total		2933		2933		2876		2876		5809	
AM Peak	-	07:15	-	-	-	07:15	-	-	-	-	-
Vol.	-	261	-	-	-	281	-	-	-	-	-
P.H.F.		0.680				0.755					
PM Peak	-	-	05:00	-	-	-	04:45	-	-	-	-
Vol.	-	-	260	-	-	-	226	-	-	-	-
P.H.F.			0.813				0.843				
Percentage		36.9%	63.1%			42.2%	57.8%				
ADT/AADT		ADT 5,809		AADT 5,809							

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Clovis
Clovis Avenue
B/ Shepherd Avenue - Teague Avenue
24 Hour Directional Volume Count

CVS014
Site Code: 003-22473

Start Time	24-May-22 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		8	27			2	33				
12:15		5	46			3	36				
12:30		5	48			6	34				
12:45		2	49	20	170	1	46	12	149	32	319
01:00		0	33			0	48				
01:15		4	48			0	37				
01:30		4	45			2	35				
01:45		2	50	10	176	1	31	3	151	13	327
02:00		3	34			2	33				
02:15		2	45			0	36				
02:30		0	38			0	48				
02:45		2	**64**	7	181	2	56	4	173	11	354
03:00		0	**50**			1	52				
03:15		0	**92**			1	**51**				
03:30		1	**52**			2	**59**				
03:45		2	47	3	241	1	**53**	5	215	8	456
04:00		4	59			1	**56**				
04:15		2	54			3	38				
04:30		3	52			7	51				
04:45		4	64	13	229	5	51	16	196	29	425
05:00		6	68			4	63				
05:15		6	60			9	46				
05:30		10	61			10	44				
05:45		11	48	33	237	15	29	38	182	71	419
06:00		20	55			19	39				
06:15		15	51			17	49				
06:30		34	34			26	28				
06:45		41	40	110	180	27	33	89	149	199	329
07:00		28	35			30	27				
07:15		**62**	42			**71**	27				
07:30		**63**	38			**101**	20				
07:45		**48**	55	201	170	**69**	28	271	102	472	272
08:00		**36**	37			**53**	21				
08:15		49	38			47	18				
08:30		34	34			41	24				
08:45		32	27	151	136	41	23	182	86	333	222
09:00		30	30			15	22				
09:15		24	26			30	18				
09:30		38	18			40	16				
09:45		28	24	120	98	41	12	126	68	246	166
10:00		27	16			49	6				
10:15		36	13			23	14				
10:30		31	13			30	16				
10:45		29	14	123	56	31	8	133	44	256	100
11:00		26	8			35	9				
11:15		39	10			41	7				
11:30		43	5			36	6				
11:45		40	6	148	29	42	5	154	27	302	56
Total		939	1903	939	1903	1033	1542	1033	1542	1972	3445
Combined Total		2842		2842		2575		2575		5417	
AM Peak	-	07:15	-	-	-	07:15	-	-	-	-	-
Vol.	-	209	-	-	-	294	-	-	-	-	-
P.H.F.		0.829				0.728					
PM Peak	-	-	02:45	-	-	-	03:15	-	-	-	-
Vol.	-	-	258	-	-	-	219	-	-	-	-
P.H.F.			0.701				0.928				
Percentage		33.0%	67.0%			40.1%	59.9%				
ADT/AADT		ADT 5,417		AADT 5,417							

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Clovis
Clovis Avenue
B/ Teague Avenue - Nees Avenue
24 Hour Directional Volume Count

CVS015
Site Code: 003-22473

Start Time	24-May-22 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		9	68			4	77				
12:15		8	94			2	62				
12:30		8	91			6	71				
12:45		3	64	28	317	3	83	15	293	43	610
01:00		1	63			1	55				
01:15		5	80			0	54				
01:30		2	94			1	60				
01:45		1	67	9	304	1	58	3	227	12	531
02:00		4	65			3	58				
02:15		3	80			2	59				
02:30		2	87			1	71				
02:45		2	108	11	340	1	**98**	7	286	18	626
03:00		2	101			1	**110**				
03:15		0	111			2	**147**				
03:30		1	97			1	**107**				
03:45		3	91	6	400	3	89	7	453	13	853
04:00		2	118			4	74				
04:15		2	97			10	88				
04:30		1	**117**			9	70				
04:45		3	**110**	8	442	14	73	37	305	45	747
05:00		11	**144**			15	105				
05:15		9	**134**			17	69				
05:30		9	106			23	76				
05:45		24	95	53	479	29	61	84	311	137	790
06:00		20	97			26	78				
06:15		22	92			45	75				
06:30		42	64			43	60				
06:45		65	65	149	318	65	55	179	268	328	586
07:00		69	58			81	45				
07:15		**128**	64			95	49				
07:30		**173**	78			**160**	30				
07:45		**105**	80	475	280	**148**	46	484	170	959	450
08:00		**88**	79			**117**	31				
08:15		62	69			**131**	37				
08:30		58	63			101	36				
08:45		50	61	258	272	71	37	420	141	678	413
09:00		48	66			60	32				
09:15		52	54			67	30				
09:30		48	38			70	28				
09:45		58	34	206	192	67	23	264	113	470	305
10:00		53	29			65	16				
10:15		69	32			69	9				
10:30		50	19			58	15				
10:45		57	19	229	99	59	10	251	50	480	149
11:00		74	19			52	14				
11:15		58	14			85	7				
11:30		85	12			56	12				
11:45		71	12	288	57	85	10	278	43	566	100
Total		1720	3500	1720	3500	2029	2660	2029	2660	3749	6160
Combined Total		5220		5220		4689		4689		9909	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	494	-	-	-	556	-	-	-	-	-
P.H.F.		0.714				0.869					
PM Peak	-	-	04:30	-	-	-	02:45	-	-	-	-
Vol.	-	-	505	-	-	-	462	-	-	-	-
P.H.F.			0.877				0.786				
Percentage		33.0%	67.0%			43.3%	56.7%				
ADT/AADT		ADT 9,909		AADT 9,909							

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Clovis
Clovis Avenue
B/ Nees Avenue - Alluvial Avenue
24 Hour Directional Volume Count

CVS016
Site Code: 003-22473

Start Time	24-May-22 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		8	91			9	112				
12:15		9	134			8	85				
12:30		12	112			9	93				
12:45		4	77	33	414	3	114	29	404	62	818
01:00		3	81			2	88				
01:15		8	97			2	81				
01:30		2	103			1	100				
01:45		1	89	14	370	2	85	7	354	21	724
02:00		6	91			7	97				
02:15		4	101			2	97				
02:30		3	94			3	94				
02:45		1	117	14	403	2	**137**	14	425	28	828
03:00		2	114			2	**148**				
03:15		0	118			2	**169**				
03:30		1	108			3	**157**				
03:45		4	113	7	453	4	105	11	579	18	1032
04:00		1	121			5	112				
04:15		2	131			10	118				
04:30		5	**126**			8	100				
04:45		4	**128**	12	506	14	134	37	464	49	970
05:00		14	**159**			15	141				
05:15		9	**155**			18	125				
05:30		19	123			24	122				
05:45		29	102	71	539	35	93	92	481	163	1020
06:00		21	109			36	123				
06:15		25	122			45	109				
06:30		52	81			63	95				
06:45		71	71	169	383	80	86	224	413	393	796
07:00		64	75			99	73				
07:15		**100**	73			115	77				
07:30		**97**	92			**195**	68				
07:45		**90**	90	351	330	**188**	73	597	291	948	621
08:00		**85**	94			**137**	53				
08:15		61	76			**140**	48				
08:30		67	63			117	54				
08:45		53	65	266	298	107	53	501	208	767	506
09:00		63	56			82	43				
09:15		52	60			83	38				
09:30		59	43			97	36				
09:45		75	46	249	205	92	29	354	146	603	351
10:00		74	33			80	20				
10:15		83	38			95	21				
10:30		71	20			77	19				
10:45		79	25	307	116	89	14	341	74	648	190
11:00		85	20			81	15				
11:15		70	15			119	11				
11:30		102	16			74	10				
11:45		88	19	345	70	110	11	384	47	729	117
Total		1838	4087	1838	4087	2591	3886	2591	3886	4429	7973
Combined Total		5925		5925		6477		6477		12402	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	372	-	-	-	660	-	-	-	-	-
P.H.F.		0.930				0.846					
PM Peak	-	-	04:30	-	-	-	02:45	-	-	-	-
Vol.	-	-	568	-	-	-	611	-	-	-	-
P.H.F.			0.893				0.904				
Percentage		31.0%	69.0%			40.0%	60.0%				
ADT/AADT		ADT 12,402		AADT 12,402							

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Clovis
Clovis Avenue
B/ Alluvial Avenue - Herndon Avenue
24 Hour Directional Volume Count

CVS017
Site Code: 003-22473

Start Time	24-May-22 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		12	235			15	192				
12:15		20	187			13	173				
12:30		17	230			15	173				
12:45		10	191	59	843	6	199	49	737	108	1580
01:00		11	207			7	172				
01:15		12	194			8	147				
01:30		4	165			6	155				
01:45		6	171	33	737	3	159	24	633	57	1370
02:00		10	178			6	165				
02:15		5	223			12	148				
02:30		6	205			5	153				
02:45		3	197	24	803	3	162	26	628	50	1431
03:00		4	210			2	179				
03:15		4	212			3	176				
03:30		5	190			2	236				
03:45		10	230	23	842	6	161	13	752	36	1594
04:00		7	191			6	153				
04:15		8	256			6	158				
04:30		9	173			13	197				
04:45		18	**217**	42	837	14	**178**	39	686	81	1523
05:00		20	**256**			18	**187**				
05:15		18	**247**			22	**231**				
05:30		40	**210**			37	**200**				
05:45		51	214	129	927	53	167	130	785	259	1712
06:00		39	203			46	140				
06:15		51	171			64	185				
06:30		65	145			99	147				
06:45		94	156	249	675	126	150	335	622	584	1297
07:00		98	146			145	112				
07:15		147	129			151	123				
07:30		177	177			**217**	99				
07:45		162	149	584	601	**240**	88	753	422	1337	1023
08:00		156	143			**187**	65				
08:15		143	118			**194**	90				
08:30		135	131			184	69				
08:45		143	108	577	500	186	82	751	306	1328	806
09:00		153	102			144	77				
09:15		110	93			145	65				
09:30		147	80			143	50				
09:45		156	62	566	337	154	52	586	244	1152	581
10:00		172	72			125	28				
10:15		161	49			158	40				
10:30		150	46			136	35				
10:45		**184**	46	667	213	167	24	586	127	1253	340
11:00		**162**	35			148	29				
11:15		**175**	23			152	15				
11:30		**182**	33			153	16				
11:45		180	33	699	124	181	14	634	74	1333	198
Total		3652	7439	3652	7439	3926	6016	3926	6016	7578	13455
Combined Total		11091		11091		9942		9942		21033	
AM Peak	-	10:45	-	-	-	07:30	-	-	-	-	-
Vol.	-	703	-	-	-	838	-	-	-	-	-
P.H.F.		0.955				0.873					
PM Peak	-	-	04:45	-	-	-	04:45	-	-	-	-
Vol.	-	-	930	-	-	-	796	-	-	-	-
P.H.F.			0.908				0.861				
Percentage		32.9%	67.1%			39.5%	60.5%				
ADT/AADT		ADT 21,033		AADT 21,033							

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Clovis
Sunnyside Avenue
B/ Project Driveway - Shepherd Avenue
24 Hour Directional Volume Count

CVS018
Site Code: 003-22473

Start Time	24-May-22 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		1	10			0	5				
12:15		0	2			0	4				
12:30		0	4			0	5				
12:45		0	5	1	21	0	5	0	19	1	40
01:00		0	9			0	3				
01:15		2	7			0	2				
01:30		0	8			0	8				
01:45		0	6	2	30	0	3	0	16	2	46
02:00		0	7			0	8				
02:15		0	6			0	2				
02:30		0	5			0	8				
02:45		0	5	0	23	0	4	0	22	0	45
03:00		0	**12**			0	7				
03:15		0	**7**			0	4				
03:30		0	**9**			0	7				
03:45		0	**6**	0	34	0	**13**	0	31	0	65
04:00		0	6			2	**9**				
04:15		0	5			0	**6**				
04:30		0	9			1	**10**				
04:45		0	4	0	24	1	5	4	30	4	54
05:00		1	8			0	7				
05:15		0	10			1	7				
05:30		0	4			1	7				
05:45		1	10	2	32	0	3	2	24	4	56
06:00		2	8			0	3				
06:15		1	2			4	4				
06:30		1	3			2	0				
06:45		3	2	7	15	2	3	8	10	15	25
07:00		2	4			3	6				
07:15		7	5			2	2				
07:30		3	8			8	3				
07:45		4	3	16	20	2	5	15	16	31	36
08:00		6	2			10	1				
08:15		**11**	4			9	2				
08:30		**6**	4			3	0				
08:45		**7**	3	30	13	6	3	28	6	58	19
09:00		**7**	1			7	1				
09:15		5	1			3	1				
09:30		5	4			2	2				
09:45		10	1	27	7	7	1	19	5	46	12
10:00		5	1			**8**	2				
10:15		6	2			**10**	0				
10:30		5	1			**6**	1				
10:45		4	1	20	5	**9**	0	33	3	53	8
11:00		6	0			2	1				
11:15		4	1			8	0				
11:30		7	0			5	0				
11:45		5	0	22	1	9	0	24	1	46	2
Total		127	225	127	225	133	183	133	183	260	408
Combined Total		352		352		316		316		668	
AM Peak	-	08:15	-	-	-	10:00	-	-	-	-	-
Vol.	-	31	-	-	-	33	-	-	-	-	-
P.H.F.		0.705				0.825					
PM Peak	-	-	03:00	-	-	-	03:45	-	-	-	-
Vol.	-	-	34	-	-	-	38	-	-	-	-
P.H.F.			0.708				0.731				
Percentage		36.1%	63.9%			42.1%	57.9%				
ADT/AADT		ADT 668		AADT 668							

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Clovis
Sunnyside Avenue
B/ Shepherd Avenue - Teague Avenue
24 Hour Directional Volume Count

CVS019
Site Code: 003-22473

Start Time	24-May-22 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		5	25			1	23				
12:15		1	13			1	24				
12:30		1	24			0	27				
12:45		1	15	8	77	0	29	2	103	10	180
01:00		0	19			0	19				
01:15		0	22			0	19				
01:30		1	18			0	21				
01:45		0	20	1	79	0	25	0	84	1	163
02:00		1	27			0	27				
02:15		0	22			0	29				
02:30		1	29			0	25				
02:45		0	18	2	96	0	27	0	108	2	204
03:00		0	26			0	16				
03:15		0	28			1	30				
03:30		0	35			1	23				
03:45		0	31	0	120	0	18	2	87	2	207
04:00		0	23			3	21				
04:15		0	**30**			0	22				
04:30		0	**26**			3	22				
04:45		2	**36**	2	115	3	**29**	9	94	11	209
05:00		1	**35**			2	**26**				
05:15		2	28			4	**30**				
05:30		7	23			11	**26**				
05:45		3	23	13	109	9	25	26	107	39	216
06:00		8	26			8	19				
06:15		7	18			9	23				
06:30		15	12			15	20				
06:45		13	17	43	73	19	23	51	85	94	158
07:00		11	24			16	14				
07:15		15	21			25	12				
07:30		20	14			**29**	14				
07:45		17	17	63	76	**40**	21	110	61	173	137
08:00		**31**	13			**46**	13				
08:15		**18**	16			**32**	11				
08:30		**19**	14			23	10				
08:45		**25**	9	93	52	24	17	125	51	218	103
09:00		23	8			23	10				
09:15		13	7			25	8				
09:30		20	4			17	8				
09:45		22	7	78	26	18	6	83	32	161	58
10:00		12	4			20	3				
10:15		19	7			29	4				
10:30		19	6			17	3				
10:45		26	3	76	20	28	0	94	10	170	30
11:00		19	2			19	4				
11:15		15	5			20	3				
11:30		18	2			16	0				
11:45		26	2	78	11	23	2	78	9	156	20
Total		457	854	457	854	580	831	580	831	1037	1685
Combined Total		1311		1311		1411		1411		2722	
AM Peak	-	08:00	-	-	-	07:30	-	-	-	-	-
Vol.	-	93	-	-	-	147	-	-	-	-	-
P.H.F.		0.750				0.799					
PM Peak	-	-	04:15	-	-	-	04:45	-	-	-	-
Vol.	-	-	127	-	-	-	111	-	-	-	-
P.H.F.			0.882				0.925				
Percentage		34.9%	65.1%			41.1%	58.9%				
ADT/AADT		ADT 2,722		AADT 2,722							

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Clovis
Sunnyside Avenue
B/ Teague Avenue - Nees Avenue
24 Hour Directional Volume Count

CVS020
Site Code: 003-22473

Start Time	24-May-22 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	20			1	24				
12:15		1	19			1	22				
12:30		1	19			0	30				
12:45		2	22	8	80	0	28	2	104	10	184
01:00		0	19			0	27				
01:15		0	25			0	18				
01:30		1	14			0	23				
01:45		0	21	1	79	0	26	0	94	1	173
02:00		1	27			0	28				
02:15		0	18			0	28				
02:30		1	26			0	23				
02:45		0	24	2	95	0	30	0	109	2	204
03:00		0	**37**			0	17				
03:15		0	**35**			1	32				
03:30		0	**38**			0	25				
03:45		0	**32**	0	142	1	24	2	98	2	240
04:00		0	26			3	24				
04:15		0	26			0	28				
04:30		0	30			3	16				
04:45		2	30	2	112	2	**32**	8	100	10	212
05:00		1	47			4	**26**				
05:15		2	23			3	**39**				
05:30		7	27			7	**26**				
05:45		7	26	17	123	11	26	25	117	42	240
06:00		7	24			5	24				
06:15		10	19			14	23				
06:30		22	15			14	17				
06:45		16	16	55	74	23	26	56	90	111	164
07:00		10	25			21	12				
07:15		25	19			28	14				
07:30		12	12			**41**	16				
07:45		16	27	63	83	**37**	17	127	59	190	142
08:00		**28**	18			**51**	21				
08:15		**22**	18			**31**	10				
08:30		**19**	16			29	10				
08:45		**18**	10	87	62	34	18	145	59	232	121
09:00		22	9			25	10				
09:15		8	13			16	8				
09:30		20	4			15	7				
09:45		25	9	75	35	21	7	77	32	152	67
10:00		11	8			18	6				
10:15		17	8			24	2				
10:30		11	8			22	4				
10:45		22	4	61	28	28	0	92	12	153	40
11:00		20	3			28	4				
11:15		19	2			19	3				
11:30		17	1			22	0				
11:45		23	4	79	10	29	2	98	9	177	19
Total		450	923	450	923	632	883	632	883	1082	1806
Combined Total		1373		1373		1515		1515		2888	
AM Peak	-	08:00	-	-	-	07:30	-	-	-	-	-
Vol.	-	87	-	-	-	160	-	-	-	-	-
P.H.F.		0.777				0.784					
PM Peak	-	-	03:00	-	-	-	04:45	-	-	-	-
Vol.	-	-	142	-	-	-	123	-	-	-	-
P.H.F.			0.934				0.788				
Percentage		32.8%	67.2%			41.7%	58.3%				
ADT/AADT		ADT 2,888		AADT 2,888							

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Clovis
Fowler Avenue
B/ Behymer Avenue - Ticonderoga
24 Hour Directional Volume Count

CVS021
Site Code: 003-22473

Start Time	24-May-22 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	38			4	40				
12:15		3	38			3	46				
12:30		3	34			1	33				
12:45		7	40	17	150	1	27	9	146	26	296
01:00		2	35			2	38				
01:15		1	25			3	41				
01:30		5	34			0	35				
01:45		1	37	9	131	1	34	6	148	15	279
02:00		1	35			2	46				
02:15		3	73			2	31				
02:30		1	75			6	**52**				
02:45		1	47	6	230	3	**127**	13	256	19	486
03:00		1	48			3	**114**				
03:15		1	55			3	**55**				
03:30		0	35			1	46				
03:45		3	65	5	203	1	58	8	273	13	476
04:00		0	64			3	67				
04:15		2	48			7	68				
04:30		3	**65**			5	46				
04:45		5	**63**	10	240	10	55	25	236	35	476
05:00		8	**64**			6	55				
05:15		9	**68**			7	50				
05:30		13	50			11	53				
05:45		18	57	48	239	18	44	42	202	90	441
06:00		13	39			22	56				
06:15		24	46			15	42				
06:30		44	44			28	45				
06:45		50	57	131	186	42	42	107	185	238	371
07:00		68	42			47	30				
07:15		**109**	41			57	29				
07:30		**167**	27			**61**	29				
07:45		**131**	29	475	139	**101**	37	266	125	741	264
08:00		**77**	31			**88**	33				
08:15		46	25			**67**	27				
08:30		58	27			38	29				
08:45		34	19	215	102	38	22	231	111	446	213
09:00		35	22			33	26				
09:15		31	20			38	22				
09:30		32	19			33	18				
09:45		35	19	133	80	26	12	130	78	263	158
10:00		31	19			39	7				
10:15		31	20			34	12				
10:30		43	10			38	14				
10:45		30	10	135	59	34	11	145	44	280	103
11:00		30	2			43	8				
11:15		50	7			47	5				
11:30		34	6			34	8				
11:45		46	3	160	18	30	3	154	24	314	42
Total		1344	1777	1344	1777	1136	1828	1136	1828	2480	3605
Combined Total		3121		3121		2964		2964		6085	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	484	-	-	-	317	-	-	-	-	-
P.H.F.		0.725				0.785					
PM Peak	-	-	04:30	-	-	-	02:30	-	-	-	-
Vol.	-	-	260	-	-	-	348	-	-	-	-
P.H.F.			0.867				0.685				
Percentage		43.1%	56.9%			38.3%	61.7%				
ADT/AADT		ADT 6,085		AADT 6,085							

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Clovis
Fowler Avenue
B/ Ticonderoga - Shepherd Avenue
24 Hour Directional Volume Count

CVS022
Site Code: 003-22473

Start Time	24-May-22 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		4	36			4	43				
12:15		3	37			3	46				
12:30		3	35			1	32				
12:45		7	40	17	148	1	27	9	148	26	296
01:00		2	34			2	38				
01:15		0	24			3	41				
01:30		5	33			0	36				
01:45		1	36	8	127	1	34	6	149	14	276
02:00		1	36			2	45				
02:15		3	72			2	31				
02:30		1	72			6	**50**				
02:45		1	45	6	225	3	**125**	13	251	19	476
03:00		1	45			3	**115**				
03:15		1	56			3	**54**				
03:30		0	34			0	46				
03:45		3	65	5	200	1	59	7	274	12	474
04:00		1	66			3	69				
04:15		2	52			7	68				
04:30		3	**65**			5	48				
04:45		5	**63**	11	246	10	55	25	240	36	486
05:00		8	**62**			6	58				
05:15		9	**67**			7	51				
05:30		13	50			10	52				
05:45		19	58	49	237	18	45	41	206	90	443
06:00		15	39			23	57				
06:15		24	46			15	42				
06:30		43	41			28	46				
06:45		50	57	132	183	41	43	107	188	239	371
07:00		68	42			50	29				
07:15		**112**	40			57	30				
07:30		**168**	27			**59**	28				
07:45		**127**	30	475	139	**102**	37	268	124	743	263
08:00		**78**	30			**89**	33				
08:15		46	25			**64**	28				
08:30		58	26			38	29				
08:45		34	21	216	102	40	23	231	113	447	215
09:00		34	22			34	26				
09:15		31	20			39	21				
09:30		31	19			33	18				
09:45		34	20	130	81	25	12	131	77	261	158
10:00		31	18			38	7				
10:15		30	20			34	13				
10:30		43	10			36	14				
10:45		30	10	134	58	35	11	143	45	277	103
11:00		31	2			42	8				
11:15		50	6			48	5				
11:30		32	6			35	8				
11:45		47	3	160	17	32	3	157	24	317	41
Total		1343	1763	1343	1763	1138	1839	1138	1839	2481	3602
Combined Total		3106		3106		2977		2977		6083	
AM Peak	-	07:15	-	-	-	07:30	-	-	-	-	-
Vol.	-	485	-	-	-	314	-	-	-	-	-
P.H.F.		0.722				0.770					
PM Peak	-	-	04:30	-	-	-	02:30	-	-	-	-
Vol.	-	-	257	-	-	-	344	-	-	-	-
P.H.F.			0.959				0.688				
Percentage		43.2%	56.8%			38.2%	61.8%				
ADT/AADT		ADT 6,083		AADT 6,083							

Counts Unlimited, Inc.

PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Clovis
Fowler Avenue
B/ Shepherd Avenue - Teague Avenue
24 Hour Directional Volume Count

CVS023
Site Code: 003-22473

Start Time	24-May-22 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		8	49			3	38				
12:15		4	56			3	46				
12:30		2	49			3	65				
12:45		4	49	18	203	0	49	9	198	27	401
01:00		3	45			2	41				
01:15		3	34			4	37				
01:30		2	50			2	51				
01:45		0	59	8	188	2	48	10	177	18	365
02:00		0	46			1	55				
02:15		1	51			0	57				
02:30		1	54			4	**69**				
02:45		1	60	3	211	1	**83**	6	264	9	475
03:00		0	70			0	**80**				
03:15		1	94			1	**76**				
03:30		0	70			2	54				
03:45		1	73	2	307	4	56	7	266	9	573
04:00		1	74			2	83				
04:15		1	86			5	63				
04:30		0	61			7	72				
04:45		11	**80**	13	301	13	56	27	274	40	575
05:00		6	**88**			12	66				
05:15		5	**70**			13	67				
05:30		11	**85**			11	67				
05:45		27	59	49	302	17	50	53	250	102	552
06:00		26	59			28	63				
06:15		39	76			32	63				
06:30		22	64			28	53				
06:45		42	63	129	262	34	45	122	224	251	486
07:00		29	64			45	38				
07:15		31	45			67	46				
07:30		38	37			**67**	50				
07:45		46	47	144	193	**60**	41	239	175	383	368
08:00		57	41			**61**	32				
08:15		52	35			**76**	33				
08:30		42	37			57	34				
08:45		37	34	188	147	50	29	244	128	432	275
09:00		34	38			36	28				
09:15		27	29			51	23				
09:30		30	27			37	17				
09:45		37	24	128	118	29	7	153	75	281	193
10:00		41	23			39	14				
10:15		35	15			49	11				
10:30		40	11			51	7				
10:45		41	15	157	64	40	7	179	39	336	103
11:00		**41**	8			51	5				
11:15		**55**	6			54	4				
11:30		**50**	5			51	5				
11:45		**62**	7	208	26	50	2	206	16	414	42
Total		1047	2322	1047	2322	1255	2086	1255	2086	2302	4408
Combined Total		3369		3369		3341		3341		6710	
AM Peak	-	11:00	-	-	-	07:30	-	-	-	-	-
Vol.	-	208	-	-	-	264	-	-	-	-	-
P.H.F.		0.839				0.868					
PM Peak	-	-	04:45	-	-	-	02:30	-	-	-	-
Vol.	-	-	323	-	-	-	308	-	-	-	-
P.H.F.			0.918				0.928				
Percentage		31.1%	68.9%			37.6%	62.4%				
ADT/AADT		ADT 6,710		AADT 6,710							

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PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Clovis
Fowler Avenue
B/ Teague Avenue - Nees Avenue
24 Hour Directional Volume Count

CVS024
Site Code: 003-22473

Start Time	24-May-22 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		7	53			3	48				
12:15		4	57			3	44				
12:30		1	52			3	62				
12:45		5	48	17	210	0	46	9	200	26	410
01:00		3	46			1	45				
01:15		3	32			4	37				
01:30		2	49			2	50				
01:45		0	59	8	186	2	47	9	179	17	365
02:00		0	47			1	57				
02:15		1	54			0	55				
02:30		1	56			4	**68**				
02:45		1	58	3	215	1	**78**	6	258	9	473
03:00		0	64			1	**70**				
03:15		0	74			1	**81**				
03:30		0	71			2	54				
03:45		1	69	1	278	4	60	8	265	9	543
04:00		1	75			2	84				
04:15		1	88			5	59				
04:30		0	58			6	68				
04:45		10	**83**	12	304	15	56	28	267	40	571
05:00		4	**89**			12	62				
05:15		5	**71**			16	66				
05:30		10	**85**			14	66				
05:45		28	57	47	302	16	46	58	240	105	542
06:00		27	56			28	64				
06:15		39	77			33	60				
06:30		21	66			30	52				
06:45		41	61	128	260	35	47	126	223	254	483
07:00		33	61			48	34				
07:15		31	46			69	41				
07:30		38	34			**66**	47				
07:45		44	47	146	188	**53**	41	236	163	382	351
08:00		46	37			**64**	35				
08:15		41	31			**75**	32				
08:30		41	40			58	30				
08:45		35	35	163	143	51	27	248	124	411	267
09:00		35	34			36	27				
09:15		28	30			53	26				
09:30		28	23			40	17				
09:45		39	24	130	111	31	6	160	76	290	187
10:00		40	22			40	14				
10:15		36	16			49	9				
10:30		41	10			51	7				
10:45		41	15	158	63	45	7	185	37	343	100
11:00		**45**	8			53	4				
11:15		**54**	6			52	4				
11:30		**54**	5			50	5				
11:45		**52**	7	205	26	52	2	207	15	412	41
Total		1018	2286	1018	2286	1280	2047	1280	2047	2298	4333
Combined Total		3304		3304		3327		3327		6631	
AM Peak	-	11:00	-	-	-	07:30	-	-	-	-	-
Vol.	-	205	-	-	-	258	-	-	-	-	-
P.H.F.		0.949				0.860					
PM Peak	-	-	04:45	-	-	-	02:30	-	-	-	-
Vol.	-	-	328	-	-	-	297	-	-	-	-
P.H.F.			0.921				0.917				
Percentage		30.8%	69.2%			38.5%	61.5%				
ADT/AADT		ADT 6,631		AADT 6,631							

Counts Unlimited, Inc.

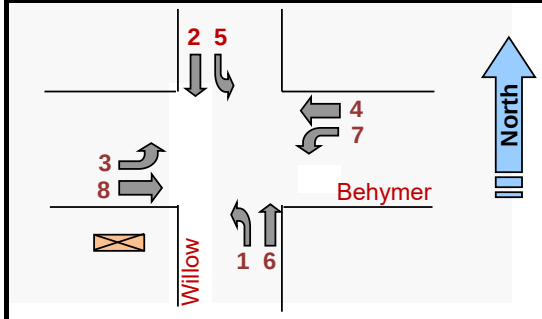
PO Box 1178
Corona, CA 92878
Phone: (951) 268-6268
email: counts@countsunlimited.com

City of Clovis
Fowler Avenue
B/ Nees Avenue - State Route 168 Westbound
24 Hour Directional Volume Count

CVS025
Site Code: 003-22473

Start Time	24-May-22 Tue	Northbound Morning	Northbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Southbound Morning	Southbound Afternoon	Hour Totals Morning	Hour Totals Afternoon	Combined Totals Morning	Combined Totals Afternoon
12:00		19	211			10	112				
12:15		16	189			6	130				
12:30		4	177			5	125				
12:45		11	218	50	795	2	115	23	482	73	1277
01:00		8	153			6	98				
01:15		4	189			5	103				
01:30		5	179			1	110				
01:45		1	171	18	692	3	110	15	421	33	1113
02:00		7	196			1	99				
02:15		7	217			2	127				
02:30		6	220			5	138				
02:45		6	245	26	878	6	95	14	459	40	1337
03:00		5	246			1	128				
03:15		2	253			1	**189**				
03:30		5	243			2	**156**				
03:45		11	250	23	992	12	**133**	16	606	39	1598
04:00		9	287			6	**150**				
04:15		10	292			7	157				
04:30		9	258			13	145				
04:45		27	**290**	55	1127	29	124	55	576	110	1703
05:00		31	**312**			19	140				
05:15		31	**290**			25	137				
05:30		61	**275**			20	131				
05:45		89	230	212	1107	39	153	103	561	315	1668
06:00		100	259			52	128				
06:15		101	194			52	121				
06:30		122	172			47	116				
06:45		166	159	489	784	47	115	198	480	687	1264
07:00		170	173			97	111				
07:15		**211**	161			112	99				
07:30		**238**	171			98	109				
07:45		**243**	177	862	682	108	89	415	408	1277	1090
08:00		**238**	167			113	71				
08:15		184	129			130	73				
08:30		161	144			110	70				
08:45		157	112	740	552	113	66	466	280	1206	832
09:00		127	98			104	57				
09:15		136	103			96	40				
09:30		141	114			90	45				
09:45		145	103	549	418	91	30	381	172	930	590
10:00		173	113			114	20				
10:15		136	79			112	16				
10:30		176	59			115	17				
10:45		194	54	679	305	109	10	450	63	1129	368
11:00		165	35			**116**	17				
11:15		192	32			**128**	7				
11:30		179	16			**120**	9				
11:45		194	23	730	106	**134**	5	498	38	1228	144
Total		4433	8438	4433	8438	2634	4546	2634	4546	7067	12984
Combined Total		12871		12871		7180		7180		20051	
AM Peak	-	07:15	-	-	-	11:00	-	-	-	-	-
Vol.	-	930	-	-	-	498	-	-	-	-	-
P.H.F.		0.957				0.929					
PM Peak	-	-	04:45	-	-	-	03:15	-	-	-	-
Vol.	-	-	1167	-	-	-	628	-	-	-	-
P.H.F.			0.935				0.831				
Percentage		34.4%	65.6%			36.7%	63.3%				
ADT/AADT		ADT 20,051		AADT 20,051							

Movement	NL	ST	EL	WT	SL	NT	WL	ET		
Times [1.1.1]	1	2	3	4	5	6	7	8	9	10
Min Green	8	8	8	8	8	8	8	8		0
Gap, Ext	2	5.8	2	5.1	2	5.8	2	3.5		0
Max 1	20	45	20	30	20	45	20	30		0
Max 2	12	35	12	20	12	35	12	20		0
Yel Clearance	4.3	4.7	5.2	5.5	4.3	4.7	3.6	5.5		0
Red Clearance	1	1	1	1	1	1	1	1		0
Walk	0	5	0	5		5		5		0
Ped Clearance	0	32	0	38		30		36		0
Red Revert	2	2	2	2	2	2	2	2		0
Add Initial	0		0			0		0		0
Max Initial	0		0			0		0		0
Time B4 Reduct	0	8	0	8		8		8		0
Cars B4 Reduct	0		0			0		0		0
Time To Reduce	0	25	0	15		25		15		0
Reduce By	0		0			0		0		0
Min Gap	2	2	2	2	2	2	2	2		0
DyMaxLim	0		0			0		0		0
Max Step	0		0			0		0		0
Options [1.1.2]	1	2	3	4	5	6	7	8	9	10
Enable	X	X	X	X	X	X	X	X		
Min Recall										
Max Recall										
Ped Recall										
Soft Recall		X				X				
Lock Calls										
Auto Flash Entry										
Auto Flash Exit										
Dual Entry		X		X		X		X		
Enable Simul Gap										
Gaurantee Passage										
Rest In Walk										
Conditonal Service										
Non-Actuated 1										
Non-Actuated 2										
Add Init Calc										



Phase Options+ [1.1.3]

Options+	1	2	3	4	5	6	7	8	9	10
Reservice										
PedClr Thru Yel										
SkipRed-NoCall										
Red Rest										
Max II										
*Max III										
Max Inhibit										
Ped Delay										
Red Rest on Gap										
Conflicting Phase	0	0	0	0	0	0	0	0	0	0
Grn/Ped Delay										
Omit Yel, Yel P	0	0	0	0	0	0	0	0	0	0
Ped Out/Olp Ped										
StartYel, Next P	0	0	0	0	0	0	0	0	0	0
*StartupVehCall	1	2	3	4	5	6	7	8		
*StartupPedCall										

Phase Concurrency [1.1.4]

Phase	Ring	StartUp	Concurrent Phases							
1	1	RED	5	6	0	0				
2	1	GREEN	5	6	0	0				
3	1	RED	7	8	0	0				
4	1	RED	7	8	0	0				
5	2	RED	1	2	0	0				
6	2	GREEN	1	2	0	0				
7	2	RED	3	4	0	0				
8	2	RED	3	4	0	0				
9	0	RED	0	0	0	0				
10	0	RED	0	0	0	0				
11	0	RED	0	0	0	0				
12	0	RED	0	0	0	0				

Comm Ports [6.6]

Channel	Port	Echo	Mode
Async 1	SP1	NONE	0
Async 2	SP2	NONE	0
Async 3	SP8	NONE	0
Async 4	OFF	NONE	0
Sync 1	SP5S		
Sync 2	OFF		
TS2CVM	NONE		
Opticom	NONE		
GPS	NONE		

Unit Params [1.2.1]

Screen Size	8	Metric	OFF
Startup Flash	0	Red Revert	2
MCE Timeout	0	Auto Ped Clear	OFF
Loc Flsh Start	RSt	Display Time	60
Yellow < 3"	OFF	Tone Disable	ON
Allow Skip Yel	OFF	AudioPedTime	0
Start Red Tm	6	Phase Mode	STD8
Startup Calls	UseProg	CNA FreeTime	0
TOD Dimming	OFF	Diamond Mode	4Ph
ST over Prmpt	OFF	Free Ring Seq	1
Feature Profile	1	IO Mode	USER
Mx Seek TrkTm	0	Max Cyc Timer	0
Mx Seek Dwell	0	CycFlt Actn	ALARM
Prmpt/Ext Coor	EXT	Clrnc Decide	OFF
Aux Switch	STOPTM	LPAlt Srs	3-6
*InhFYA Red St	OFF	Security Delay	0
RingA1go	0		

* - 76.12B or newer

Times+ [1.1.7]

	1	2	3	4	5	6	7	8
Walk2	0	0	0	0	0	0	0	0
BikeClr	0	0	0	0	0	0	0	0
GrnFlash	0	0	0	0	0	0	0	0
SfClrMn	0	0	0	0	0	0	0	0
SfClrNoFlsh	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
NoPed Reserv								

Comm [6.2]

Port	Baud Rate	FCM
1	38400	6
2	9600	6
3	9600	6
4	9600	6

Comm [6.5] — Host IPs

IP Address:	10	53	26	131	ATMS			
Mask:	255	255	255	0	10	50	10	22
Gateway:	10	53	26	1	SG			
Port #:	5126				0	0	0	0

City of FRESNO

Phase Seq. (2 ring) Chart [1.2.4]

Seq #	Ring	Phases					
1	1	1	2	3	4	0	0
	2	5	6	7	8	0	0
2	1	1	2	3	4	0	0
	2	6	5	7	8	0	0
3	1	2	1	3	4	0	0
	2	5	6	7	8	0	0
4	1	2	1	3	4	0	0
	2	6	5	7	8	0	0
5	1	1	2	3	4	0	0
	2	5	6	8	7	0	0
6	1	1	2	3	4	0	0
	2	6	5	8	7	0	0
7	1	2	1	3	4	0	0
	2	5	6	8	7	0	0
8	1	2	1	3	4	0	0
	2	6	5	8	7	0	0
9	1	1	2	4	3	0	0
	2	5	6	7	8	0	0
10	1	1	2	4	3	0	0
	2	6	5	7	8	0	0
11	1	2	1	4	3	0	0
	2	5	6	7	8	0	0
12	1	2	1	4	3	0	0
	2	6	5	7	8	0	0
13	1	1	2	4	3	0	0
	2	5	6	8	7	0	0
14	1	1	2	4	3	0	0
	2	6	5	8	7	0	0
15	1	2	1	4	3	0	0
	2	5	6	8	7	0	0
16	1	2	1	4	3	0	0
	2	6	5	8	7	0	0

Advance Warning [1.1.9]

	Ph	Tm
Aux Out #1	0	0
Aux Out #2	0	0

NAME: Behymer & Willow **ID:** 285 **Configuration:** Standard File

V76.12/13
Updated 12/6/17

Prepared by:	JT	Date Installed / By:	2/29/2020 (JT)
Checked by:	JT	Date Superseded:	

Date Printed: 2/28/20

[2.1] Coord Modes+

Test OpMode	0
Correction	SHRT/LNG
Maximum	MAX INH
Force Mode	FIXED
Flash Mode	CHANNEL

Coord Modes+ (Page 2)

FreeonSeqCh	ON
Closed Loop	OFF
External	OFF
Latch Sec Frc	OFF
Stop-in-Walk	OFF
Ped Recycle	P1256_INH
Expand Split	OFF
Easy Float	OFF
Auto Reset	ON
NTCIP Yield	+ 0

Leave Walk

Before	TIMED
After	TIMED

Intersection Name: Behymer & Willow

ID: 285

Date Printed: 2/28/2020

[2.4] Patterns

Pat#	Cyc	Off	Split	Seq
1	0	0	1	1
2	0	0	2	1
3	0	0	3	1
4	0	0	4	1
5	0	0	5	1
6	0	0	6	1
7	0	0	7	1
8	0	0	8	1
9	0	0	9	1
10	0	0	10	1
11	0	0	0	1
12	0	0	0	1
13	0	0	0	1

[2.7.1-24] Splits

Split	[2.7]	1	2	3	4	5	6	7	8	9	10
1	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
2	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
3	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
4	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
5	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
6	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
7	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
8	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
9	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
10	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
11	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
12	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
13	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON

[2.5] Transition

Pat#	Short	Long	Dwell	No Shortway Ø				E-Yld	Offset	Ret Hold	Flt	Min Veh	Min Ped	MI
1	10	25	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF
2	10	25	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF
3	10	25	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF
4	10	25	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF
5	10	25	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF
6	10	25	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF
7	10	25	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF
8	10	25	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF
9	10	25	0	0	0	0	0	0	EndGRN	-	-	-	-	OFF
10	10	25	0	0	0	0	0	0	EndGRN	-	-	-	-	OFF
11		17	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF
12	0	17	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF
13		17	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF

[2.1] Coord Modes+

Test OpMode	0
Correction	SHRT/LNG
Maximum	MAX INH
Force Mode	FIXED
Flash Mode	CHANNEL

Coord Modes+ (Page 2)

FreeonSeqCh	ON
Closed Loop	OFF
External	OFF
Latch Sec Frc	OFF
Stop-in-Walk	OFF
Ped Recycle	P1256_INH
Expand Splt	OFF
Easy Float	OFF
Auto Reset	ON
NTCIP Yield	+ 0

Leave Walk

Before	TIMED
After	TIMED

Intersection Name: Behymer & Willow

ID: 285

Date Printed: 2/28/2020

[2.4] Patterns

Pat#	Cyc	Off	Split	Seq
20	0	0	0	1
21	0	0	0	1
22	0	0	0	1
23	0	0	0	1
24	0	0	0	1
25	0	0	0	1
26	0	0	0	1
27	0	0	0	1
28	0	0	0	1
29	0	0	0	1
30	0	0	0	1
31	0	0	0	1
32	0	0	0	1

[2.7.1-24] Splits

Split	[2.7]	1	2	3	4	5	6	7	8	9	10
20	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
21	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
22	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
23	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
24	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
25	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
26	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
27	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
28	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
29	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
30	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
31	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
32	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON

[2.5] Transition

Pat#	Short	Long	Dwell	No Shortway Ø				E-Yld	Offset	Ret Hold	Flt	Min Veh	Min Ped	MI
20		17	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF
21	0	17	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF
22		17	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF
23	0	17	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF
24		17	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF
25	0	17	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF
26		17	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF
27	0	17	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF
28		17	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF
29	0	17	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF
30		17	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF
31	0	17	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF
32		17	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF

[2.7.X.3] TSP Split Table

Pat#	Cyc	Off	Split	Seq	SPLITS	1	2	3	4	5	6	7	8	9	10
1	0	0	1	1		0	0	0	0	0	0	0	0	0	0
					TSP - Max Reduction	0	0	0	0	0	0	0	0	0	0
					TSP - Max Extend	0	0	0	0	0	0	0	0	0	0
					Request	1	2	3	4						
					Strategy	0	0	0	0						
					TimSvcDes	0	0	0	0						
					TimEstDep	0	0	0	0						
2	Cyc	Off	Split	Seq	SPLITS	1	2	3	4	5	6	7	8	9	10
	0	0	2	1		0	0	0	0	0	0	0	0	0	0
					TSP - Max Reduction	0	0	0	0	0	0	0	0	0	0
					TSP - Max Extend	0	0	0	0	0	0	0	0	0	0
					Request	1	2	3	4						
					Strategy	0	0	0	0						
					TimSvcDes	0	0	0	0						
					TimEstDep	0	0	0	0						
3	Cyc	Off	Split	Seq	SPLITS	1	2	3	4	5	6	7	8	9	10
	0	0	3	1		0	0	0	0	0	0	0	0	0	0
					TSP - Max Reduction	0	0	0	0	0	0	0	0	0	0
					TSP - Max Extend	0	0	0	0	0	0	0	0	0	0
					Request	1	2	3	4						
					Strategy	0	0	0	0						
					TimSvcDes	0	0	0	0						
					TimEstDep	0	0	0	0						
4	Cyc	Off	Split	Seq	SPLITS	1	2	3	4	5	6	7	8	9	10
	0	0	4	1		0	0	0	0	0	0	0	0	0	0
					TSP - Max Reduction	0	0	0	0	0	0	0	0	0	0
					TSP - Max Extend	0	0	0	0	0	0	0	0	0	0
					Request	1	2	3	4						
					Strategy	0	0	0	0						
					TimSvcDes	0	0	0	0						
					TimEstDep	0	0	0	0						
5	Cyc	Off	Split	Seq	SPLITS	1	2	3	4	5	6	7	8	9	10
	0	0	5	1		0	0	0	0	0	0	0	0	0	0
					TSP - Max Reduction	0	0	0	0	0	0	0	0	0	0
					TSP - Max Extend	0	0	0	0	0	0	0	0	0	0
					Request	1	2	3	4						
					Strategy	0	0	0	0						
					TimSvcDes	0	0	0	0						
					TimEstDep	0	0	0	0						
6	Cyc	Off	Split	Seq	SPLITS	1	2	3	4	5	6	7	8	9	10
	0	0	6	1		0	0	0	0	0	0	0	0	0	0
					TSP - Max Reduction	0	0	0	0	0	0	0	0	0	0
					TSP - Max Extend	0	0	0	0	0	0	0	0	0	0
					Request	1	2	3	4						
					Strategy	0	0	0	0						
					TimSvcDes	0	0	0	0						
					TimEstDep	0	0	0	0						
9 - FREE	Cyc	Off	Split	Seq	SPLITS	1	2	3	4	5	6	7	8	9	10
	0	0	9	1		0	0	0	0	0	0	0	0	0	0
					TSP - Max Reduction	0	0	0	0	0	0	0	0	0	0
					TSP - Max Extend	0	0	0	0	0	0	0	0	0	0
					Request	1	2	3	4						
					Strategy	0	0	0	0						
					TimSvcDes	0	0	0	0						
					TimEstDep	0	0	0	0						

[2.9.2.(1-8)] Strategy Tables

STRATEGY_1

SvcPhases	0	0	0	0
Phs Omits	0	0	0	0
Ped Omits	0	0	0	0

STRATEGY_2

SvcPhases	0	0	0	0
Phs Omits	0	0	0	0
Ped Omits	0	0	0	0

STRATEGY_3

SvcPhases	0	0	0	0
Phs Omits	0	0	0	0
Ped Omits	0	0	0	0

STRATEGY_4

SvcPhases	0	0	0	0
Phs Omits	0	0	0	0
Ped Omits	0	0	0	0

STRATEGY_5

SvcPhases	0	0	0	0
Phs Omits	0	0	0	0
Ped Omits	0	0	0	0

STRATEGY_6

SvcPhases	0	0	0	0
Phs Omits	0	0	0	0
Ped Omits	0	0	0	0

STRATEGY_7

SvcPhases	0	0	0	0
Phs Omits	0	0	0	0
Ped Omits	0	0	0	0

STRATEGY_8

SvcPhases	0	0	0	0
Phs Omits	0	0	0	0
Ped Omits	0	0	0	0

Overlap 1-8 Program Parms & Parm+ [1.5.2.1] [1.5.2.8]

1	Included Ø									NORMAL	
	Modifier Ø									Grn	
	Conflict Ø									Yel	3
A	Conflict Olap									Red	1
	Conflict Ped										
2	Included Ø									NORMAL	
	Modifier Ø									Grn	
	Conflict Ø									Yel	3
B	Conflict Olap									Red	1
	Conflict Ped										
3	Included Ø									NORMAL	
	Modifier Ø									Grn	
	Conflict Ø									Yel	3
C	Conflict Olap									Red	1
	Conflict Ped										
4	Included Ø									NORMAL	
	Modifier Ø									Grn	
	Conflict Ø									Yel	3
D	Conflict Olap									Red	1
	Conflict Ped										
5	Included Ø									NORMAL	
	Modifier Ø									Grn	
	Conflict Ø									Yel	3
E	Conflict Olap									Red	1
	Conflict Ped										
6	Included Ø									NORMAL	
	Modifier Ø									Grn	
	Conflict Ø									Yel	3
F	Conflict Olap									Red	1
	Conflict Ped										
7	Included Ø									NORMAL	
	Modifier Ø									Grn	
	Conflict Ø									Yel	3
G	Conflict Olap									Red	1
	Conflict Ped										
8	Included Ø									NORMAL	
	Modifier Ø									Grn	
	Conflict Ø									Yel	3
H	Conflict Olap									Red	1
	Conflict Ped										

OLP GENERAL PARAMETERS [1.5.1]

Lock Inhibit	OFF
Conflict Lock Enable	OFF
Parent P Clearance	ON
Xtra Incl Phases	OFF
InhibitLockInterval	Always

Channel Parameters [1.8.3]

Pre Invert Rail Input	OFF

Preemption Options+ [3.Pre #.6]

Pre #	Enable	Type	Output	Pattern	Skip	Co+Pre	Flash	Max/Min
1	OFF	RAIL	TS2		OFF	OFF	OFF	MAX
2	OFF	RAIL	TS2	0	OFF	OFF	OFF	MAX
3	ON	EMERG	TS2		OFF	OFF	OFF	MAX
4	ON	EMERG	TS2	0	OFF	OFF	OFF	MAX
5	ON	EMERG	TS2		OFF	OFF	OFF	MAX
6	ON	EMERG	TS2	0	OFF	OFF	OFF	MAX

Preemption Times [3.#.1]

Pre #	Delay	MinDura	MaxPres	MinGrn	MinWlk	PedClr	Track Grn	Min Dwell
1								
2	0	0	0	0	0	0	0	0
3		10	60	6		33		10
4	0	10	60	6	0	33	0	10
5		10	60	6		33		10
6	0	10	60	6	0	33	0	10

Preemption, Options [3.#.3]

Pre #	Lock Input	Over-ride Auto Flash	Over-ride Higher Preempt	Flash Dwell	Link
1	OFF	OFF	OFF	ON	
2	OFF	OFF	OFF	OFF	0
3	OFF	OFF	OFF	OFF	
4	OFF	OFF	OFF	OFF	0
5	OFF	OFF	OFF	OFF	
6	OFF	OFF	OFF	OFF	0

Preemption, Times+ [3.#.4]

Pre No.	Extend Dwell	Return Max	Ped Clr	Yel	Red
1					
2	0	0	0	0	0
3		20	10	3.9	2
4	0	20	10	3.9	2
5		20	10	3.9	2
6	0	20	10	3.9	2

Pre 1 = RR1
Pre 2 = RR2
Pre 3 = EVA
Pre 4 = EVB
Pre 5 = EVC
Pre 6 = EVD

Prog Parms+ (MM>1>5>2>X>3)

Leading Green	OFF	FYA MCE Disable	OFF
Transit Input	0	FYA Skip Red	OFF
FYA Delay Time	0	FYA AfterPreempt	OFF
Ped Call Clear	OFF		
Ped ClearTime	0	FYA ImmedReturn	OFF
Green Ext Inh	0	0	0

OverlapB+: 1-A

Leading Green	OFF	FYA MCE Disable	OFF
Transit Input	0	FYA Skip Red	OFF
FYA Delay Time	0	FYA AfterPreempt	OFF
Ped Call Clear	OFF		
Ped ClearTime	0	FYA ImmedReturn	OFF
Green Ext Inh	0	0	0

OverlapB+: 2-B

Leading Green	OFF	FYA MCE Disable	OFF
Transit Input	0	FYA Skip Red	OFF
FYA Delay Time	0	FYA AfterPreempt	OFF
Ped Call Clear	OFF		
Ped ClearTime	0	FYA ImmedReturn	OFF
Green Ext Inh	0	0	0

OverlapB+: 3-C

Leading Green	OFF	FYA MCE Disable	OFF
Transit Input	0	FYA Skip Red	OFF
FYA Delay Time	0	FYA AfterPreempt	OFF
Ped Call Clear	OFF		
Ped ClearTime	0	FYA ImmedReturn	OFF
Green Ext Inh	0	0	0

OverlapB+: 4-D

Leading Green	OFF	FYA MCE Disable	OFF
Transit Input	0	FYA Skip Red	OFF
FYA Delay Time	0	FYA AfterPreempt	OFF
Ped Call Clear	OFF		
Ped ClearTime	0	FYA ImmedReturn	OFF
Green Ext Inh	0	0	0

Phases [3.#.2] - set the Dwell Phases

Pre #	Column	1	2	3	4	5	6	7	8	9	10
1	Dwell Veh										
	Peds										
2	Dwell Veh										
	Peds										
3	Dwell Veh	2	5								
	Peds										
4	Dwell Veh	4	7								
	Peds										
5	Dwell Veh	6	1								
	Peds										
6	Dwell Veh	8	3								
	Peds										

Phases [3.#.2] - Trk Veh

Pre #	Phases			
1				
2				
3				
4				
5				
6				

Exit Phases [3.#.2]

No.	Exit Phase			
1				
2				
3	2	5		
4	4	7		
5	1	6		
6	3	8		

Overlaps+ [3.#.5]

Pre #		Preempt Overlaps +									
1	Track	0	0	0	0	0	0	0	0	0	0
	Dwell										
2	Track	0	0	0	0	0	0	0	0	0	0
	Dwell										
3	Track	0	0	0	0	0	0	0	0	0	0
	Dwell										
4	Track	0	0	0	0	0	0	0	0	0	0
	Dwell										
5	Track	0	0	0	0	0	0	0	0	0	0
	Dwell										
6	Track	0	0	0	0	0	0	0	0	0	0
	Dwell										

City of FRESNO

ID: 285 **Name:** Behymer & Willow **Date Printed:** 2/28/2020

CHANNEL SETTINGS [1.8] plus UNIT PARAMETERS [1.2.1]

CHANNEL SETTINGS [1.8.1]

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase / Olap #	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8
Channel Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED
Channel Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK
Flash 1-2 Hertz		X		X		X		X								
	Page 1								Page 2							

Chan Settings [1.8.2]

17	18	19	20	21	22	23	24
VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK

CHANNEL PARMETERS [1.8.3]

CH 17-24 Mapping:	DEFAULT
D-Conn Mapping:	NONE
Invert Rail Inputs:	OFF
C1-C11-ABC IO Mode:	USER

IO PARAMETERS [1.8.6]

C1-C11-ABC IO Mode:	USER
D-Conn Mapping:	NONE
T & F BIU Mapping	DEFAULT
Invert Rail Inputs:	OFF
EVP Ped Confirm	OFF

CHANNELS+ [1.8.4]

Channel	*1*	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*	*11*	*12*	*13*	*14*	*15*	*16*
Flash Green	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Flash Red	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Flash Yellow	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Inh Red Fl in Preempt	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Olap Ovrd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Override Type	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ID: 285 **NAME:** Behymer & Willow

I/O LOGIC [1.8.7]

Prt Date: 2/28/2020

Row#	Result			Operand_1					Operand_2					Operand_3					Timer	
	I/O	Fcn	=	Inv	Src	I/0	Fun	Logic Func	Inv	Src	I/0	Fun	Logic Func	Inv	Src	I/0	Fun	Logic Func	Dly	Sec
1	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0
2	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0
3	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0
4	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0
5	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0
6	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0
7	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0
8	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0
9	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0
10	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0

Ped Parms (MM>5>4)

Det#	Call	No Act	Max Pres	Err Cnt
1	0	0	0	0
2	2	0	0	0
3	0	0	0	0
4	4	0	0	0
5	0	0	0	0
6	6	0	0	0
7	0	0	0	0
8	8	0	0	0

Veh Par 1-32 [5.1]											Vehicle Options 1-32 [5.2]									Parameters+ 1-32 [5.3]								Info Only	
Det #	Input Slot	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time	Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol	Det #	Occupancy G	Occupancy Y	Occupancy R	Delay 1	Delay 2	Type	Src	Dir	Det #
1	1I1U	1					0	0	0	255	1	X	X	-	-	-	-	X	X	1	X	X	-			NORM		NBL1	1
2	2I2U	2	0	0	0	0	0	0	0	255	2	-	X	-	-	-	-	X	X	2	X	X	-	0	0	NORM	0		2
3	2I2L	2	0	0	2	0	0	0	0	255	3	X	-	-	-	-	-	X	X	3	X	X	-	0	0	STOPB	0		3
4	2I3U	2	0	0	2	0	0	0	0	255	4	X	-	-	-	-	-	X	X	4	X	X	-	0	0	STOPB	0	SBT3	4
5	2I3L	2	0	0	2	0	0	0	0	255	5	X	-	-	-	-	-	X	X	5	X	X	-	0	0	STOPB	0	SBR1	5
6	2I4U	2	0	0	2	0	0	0	0	255	6	X	-	-	-	-	-	X	X	6	X	X	-	0	0	STOPB	0	SBT1	6
7	3I5U	3					0	0	0	255	7	X	X	-	-	-	-	X	X	7	X	X	-			NORM		EBL1	7
8	4I6U	4	0	0	0	0	0	0	0	255	8	-	X	-	-	-	-	X	X	8	X	X	-	0	0	NORM	0		8
9	4I6L	4	0	10	2	0	0	0	0	255	9	X	-	-	-	-	-	X	X	9	X	X	-	0	0	STOPB	0		9
10	4I7U	4	0	0	2	0	0	0	0	255	10	X	-	-	-	-	-	X	X	10	X	X	-	0	0	STOPB	0		10
11	4I7L	4		15	2		0	0	0	255	11	X	-	-	-	-	-	X	X	11	X	X	-			STOPB			11
12	4I8U	4			2		0	0	0	255	12	X	-	-	-	-	-	X	X	12	X	X	-			STOPB		WBT1	12
13	1I9U	1	0	0	0	0	0	0	0	255	13	X	X	-	-	-	-	X	X	13	X	X	-	0	0	NORM	0		13
14	3I9L	3	0	0	0	0	0	0	0	255	14	X	X	-	-	-	-	X	X	14	X	X	-	0	0	NORM	0		14
15	5J1U	5	0	0	0	0	0	0	0	255	15	X	X	-	-	-	-	X	X	15	X	X	-	0	0	NORM	0	SBL1	15
16	6J2U	6					0	0	0	255	16	-	X	-	-	-	-	X	X	16	X	X	-			NORM			16
17	6J2L	6			2		0	0	0	255	17	X	-	-	-	-	-	X	X	17	X	X	-			STOPB			17
18	6J3U	6			2		0	0	0	255	18	X	-	-	-	-	-	X	X	18	X	X	-			STOPB		NBT3	18
19	6J3L	6			2		0	0	0	255	19	X	-	-	-	-	-	X	X	19	X	X	-			STOPB		NBR1	19
20	6J4U	6			2		0	0	0	255	20	X	-	-	-	-	-	X	X	20	X	X	-			STOPB		NBT1	20
21	7J5U	7					0	0	0	255	21	X	X	-	-	-	-	X	X	21	X	X	-			NORM		WBL1	21
22	8J6U	8	0	0	0	0	0	0	0	255	22	-	X	-	-	-	-	X	X	22	X	X	-	0	0	NORM	0		22
23	8J6L	8	0	0	2	0	0	0	0	255	23	X	-	-	-	-	-	X	X	23	X	X	-	0	0	STOPB	0		23
24	8J7U	8	0	0	2	0	0	0	0	255	24	X	-	-	-	-	-	X	X	24	X	X	-	0	0	STOPB	0	EBT3	24
25	8J7L	8	0	15	2	0	0	0	0	255	25	X	-	-	-	-	-	X	X	25	X	X	-	0	0	STOPB	0	EBR1	25
26	8J8U	8	0	0	2	0	0	0	0	255	26	X	-	-	-	-	-	X	X	26	X	X	-	0	0	STOPB	0	EBT1	26
27	5J9U	5					0	0	0	255	27	X	X	-	-	-	-	X	X	27	X	X	-			NORM			27
28	7J9L	7					0	0	0	255	28	X	X	-	-	-	-	X	X	28	X	X	-			NORM			28
29	2I11U	2	0	0	2	0	0	0	0	255	29	X	-	-	-	-	-	X	X	29	X	X	-	0	0	STOPB	0		29
30	4I11L	4	0	15	2	0	0	0	0	255	30	X	-	-	-	-	-	X	X	30	X	X	-	0	0	STOPB	0		30
31	6J11U	6			2		0	0	0	255	31	X	-	-	-	-	-	X	X	31	X	X	-			STOPB			31
32	8J11L	8		15	2		0	0	0	255	32	X	-	-	-	-	-	X	X	32	X	X	-			STOPB			32
33	1I1L	1	0	0	0	0	0	0	0	255	33	X	X	-	-	-	-	X	X	33	X	X	-	0	0	NORM	0	NBL2	33
34	2I4L	2			2		0	0	0	255	34	X	-	-	-	-	-	X	X	34	X	X	-			STOPB		SBT2	34
35	3I5L	3	0	0	0	0	0	0	0	255	35	X	X	-	-	-	-	X	X	35	X	X	-	0	0	NORM	0	EBL2	35
36	4I8L	4		15	2		0	0	0	255	36	X	-	-	-	-	-	X	X	36	X	X	-			STOPB		WBR1	36
37	5J1L	5	0	0	0	0	0	0	0	255	37	X	X	-	-	-	-	X	X	37	X	X	-	0	0	NORM	0	SBL2	37
38	6J4L	6			2		0	0	0	255	38	X	-	-	-	-	-	X	X	38	X	X	-			STOPB		NBT2	38
39	7J5L	7	0	0	0	0	0	0	0	255	39	X	X	-	-	-	-	X	X	39	X	X	-	0	0	NORM	0		39
40	8J8L	8			2		0	0	0	255	40	X	-	-	-	-	-	X	X	40	X	X	-			STOPB		EBT2	40
41	4I10U	4					0	0	0	255	41	-	X	-	-	-	-	X	X	41	X	X	-			NORM			41
42	4I10L	4					0	0	0	255	42	-	X	-	-	-	-	X	X	42	X	X	-			NORM			42
43	8J10U	8					0	0	0	255	43	-	X	-	-	-	-	X	X	43	X	X	-			NORM			43
44	8J10L	8					0	0	0	255	44	-	X	-	-	-	-	X	X	44	X	X	-			NORM			44

ID: 285 **Name:** Behymer & Willow

Vol/Occ Period 0 Seconds 5 Minutes

2/28/2020

Alt# 1 Times Table [1.1.6.1]

Column#... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 2 Times Table [1.1.6.1]

Column#... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 3 Times Table [1.1.6.1]

Column#... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 1 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø		0		0		0		0
Lock Calls	-	-	-	-	-	-	-	-
Soft Recall	-	-	-	-	-	-	-	-
Dual Entry	-	-	-	-	-	-	-	-
Enabl SimGap	-	-	-	-	-	-	-	-
Guar Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1		0		0		0		0

Alt# 2 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø		0		0		0		0
Lock Calls	-	-	-	-	-	-	-	-
Soft Recall	-	-	-	-	-	-	-	-
Dual Enrty	-	-	-	-	-	-	-	-
Enabl SimGap	-	-	-	-	-	-	-	-
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1		0		0		0		0

Alt# 3 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø		0		0		0		0
Lock Calls	-	-	-	-	-	-	-	-
Soft Recall	-	-	-	-	-	-	-	-
Dual Enrty	-	-	-	-	-	-	-	-
Enabl SimGap	-	-	-	-	-	-	-	-
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1		0		0		0		0

Alt# 4 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø		0		0		0		0
Lock Calls	-	-	-	-	-	-	-	-
Soft Recall	-	-	-	-	-	-	-	-
Dual Entry	-	-	-	-	-	-	-	-
Enabl SimGap	-	-	-	-	-	-	-	-
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1		0		0		0		0

Alternate Tables [2.6]

Pat#	POpt	PTime	DetGrp	Call/Inh	Olp Off 1 2 3 4 5 6 7 8	ASC	CNA1	Max2	Dia
1	0	0	0	0		0	Off		DFT
2						0	Off		DFT
3	0	0	0	0		0	Off		DFT
4						0	Off		DFT
5	0	0	0	0		0	Off		DFT
6						0	Off		DFT
7	0	0	0	0		0	Off		DFT
8						0	Off		DFT
9	0	0	0	0		0	Off		DFT
10						0	Off		DFT
11	0	0	0	0		0	Off		DFT
12						0	Off		DFT
13	0	0	0	0		0	Off		DFT
14						0	Off		DFT
15	0	0	0	0		0	Off		DFT
16						0	Off		DFT
17	0	0	0	0		0	Off		DFT
18						0	Off		DFT
19	0	0	0	0		0	Off		DFT
20						0	Off		DFT
21	0	0	0	0		0	Off		DFT
22						0	Off		DFT
23	0	0	0	0		0	Off		DFT
24						0	Off		DFT

Time Base Parameters [4.6]

Daylight Savings Time	ENABLE	
Time Base Sync Ref	0	
GMT Offset	-	8
Daylight Savings	**Mon**	**Week**
Spring	3	2
Fall	11	1

NOTE: % and MI parameters are not used and are not shown above.

City of FRESNO

NAME: Behymer & Willow

2/28/2020 **ID:** 285

Annual Schedule [4.3]	Month												Day of Week							Date																																Day Plan
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
1	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	1
2	X	X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2
3	X	X	X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	3
4											X						X			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	X	X	X	X	X	X	X	-	-	-	4
5																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
6																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
7																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
8																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
9																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
10																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
11																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
12																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
13																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
14																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
15																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
16																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
17																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
18																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1

NAME: **Behymer & Willow**

ID No. **285**

DAY PLANS [4.4]

Plan 1				Plan 2				Plan 3				Plan 4				Plan 5			
Evt	Hour	Min	Act	Evt	Hour	Min	Act	Evt	Hour	Min	Act	Evt	Hour	Min	Act	Evt	Hour	Min	Act
1		1	54	1		1	54	1		1	54	1	0	1	54	1			
2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0
3				3				3				3	0			3			
4	0	0	0	4	0	0	0	4	0	0	0	4	0	0	0	4	0	0	0
5				5				5				5	0			5			
6	0	0	0	6	0	0	0	6	0	0	0	6	0	0	0	6	0	0	0
7				7				7				7	0			7			
8	0	0	0	8	0	0	0	8	0	0	0	8	0	0	0	8	0	0	0
9				9				9				9	0			9			
10	0	0	0	10	0	0	0	10	0	0	0	10	0	0	0	10	0	0	0

Plan 6				Plan 7				Plan 8				Plan 9				Plan 10			
Evt	Hour	Min	Act	Evt	Hour	Min	Act	Evt	Hour	Min	Act	Evt	Hour	Min	Act	Evt	Hour	Min	Act
1				1				1				1				1			
2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0
3				3				3				3				3			
4	0	0	0	4	0	0	0	4	0	0	0	4	0	0	0	4	0	0	0
5				5				5				5				5			
6	0	0	0	6	0	0	0	6	0	0	0	6	0	0	0	6	0	0	0
7				7				7				7				7			
8	0	0	0	8	0	0	0	8	0	0	0	8	0	0	0	8	0	0	0
9				9				9				9				9			
10	0	0	0	10	0	0	0	10	0	0	0	10	0	0	0	10	0	0	0

#	Alarm	Ev	Alr
1	Power Up Alarm.	X	X
2	Stop Timing	X	X
3	Cabinet Door Activation	-	-
4	Coordination Failure	X	X
5	External Alarm # 1	-	-
6	External Alarm # 2	-	-
7	External Alarm # 3	-	-
8	External Alarm # 4	-	-
9	Closed Loop Disabled	-	-
10	External Alarm # 5	-	-
11	External Alarm # 6	-	-
12	Manual Control Enable	X	X
13	Coord Free Input	-	-
14	Local Flash Input	X	X
15	CMU/MMU Flash Input	-	-
16	MMU Fault	X	X
17	Cycle Fault	X	-
18	Cycle Failure	X	-
19	Coordination Fault	X	X
20	Controller Fault	X	X
25	EEPROM CRC Fault	X	X
30	Coord Diagnostic Fault	X	X
37	Download Request	X	X
38	Pattern Change	-	-
49	Preempt 1 Input	X	X
50	Preempt 2 Input	X	X
51	Preempt 3 Input	X	X
52	Preempt 4 Input	X	X
53	Preempt 5 Input	X	X
54	Preempt 6 Input	X	X
55	Preempt 7 Input	-	-
56	Preempt 8 Input	-	-
57	Preempt 9 Input	-	-
58	Preempt 10 Input	-	-
59	EEPROM Compare Fault	X	X
60	Coordination Failure	X	X
63	TSP Active Trigger	-	-
73	Controller Access	X	X
81	FIO Changed Status	X	X

#1 Bus Preempt

		Times		Prior. Phases			
Enable	OFF	Min	0	0	0	0	0
Coor+Pre	OFF	Max	0	---TSP---			
Lock Mode	MAX	Lock	0	Headway	0		
No Skip	OFF	Alt Table	0	GrpLock	OFF		
Qjump	OFF	HoldDwell	#N/A	FreeMod	OFF		

#2 Bus Preempt

		Times		Prior. Phases			
Enable	OFF	Min	0	0	0	0	0
Coor+Pre	OFF	Max	0	---TSP---			
Lock Mode	MAX	Lock	0	Headway	0		
No Skip	OFF	Alt Table	0	GrpLock	OFF		
Qjump	OFF	HoldDwell	#N/A	FreeMod	OFF		

#3 Bus Preempt

		Times		Prior. Phases			
Enable	OFF	Min	0	0	0	0	0
Coor+Pre	OFF	Max	0	---TSP---			
Lock Mode	MAX	Lock	0	Headway	0		
No Skip	OFF	Alt Table	0	GrpLock	OFF		
Qjump	OFF	HoldDwell	#N/A	FreeMod	OFF		

#4 Bus Preempt

		Times		Prior. Phases			
Enable	OFF	Min	0	0	0	0	0
Coor+Pre	OFF	Max	0	---TSP---			
Lock Mode	MAX	Lock	0	Headway	0		
No Skip	OFF	Alt Table	0	GrpLock	OFF		
Qjump	OFF	HoldDwell	#N/A	FreeMod	OFF		

I/O INPUT TABLE

	1	2	3	4	5	6	7	8
1	2	16	8	22	3	17	9	23
2	6	20	12	26	198	199	30	31
3	15	1	21	7	27	13	28	14
4	189	189	189	189	4	18	10	24
5	130	134	132	136	200	201	202	203
6	32	5	19	11	25	29	208	207
7	33	34	35	36	37	38	39	40
8	41	42	43	44	189	189	189	189

ACTION Table [4.5]

Act	Pat#	A1	A2	A3	S1	S2	S3	S4	S5	S6	S7	S8	P1	P2
1	1	-	-	-	-	-	-	-	-	-	-	-	0	0
2	2	-	-	-	-	-	-	-	-	-	-	-	0	0
3	3	-	-	-	-	-	-	-	-	-	-	-	0	0
4	4	-	-	-	-	-	-	-	-	-	-	-	0	0
5	5	-	-	-	-	-	-	-	-	-	-	-	0	0
6	6	-	-	-	-	-	-	-	-	-	-	-	0	0
7	7	-	-	-	-	-	-	-	-	-	-	-	0	0
8	8	-	-	-	-	-	-	-	-	-	-	-	0	0
9	9	-	-	-	-	-	-	-	-	-	-	-	0	0
10	10	-	-	-	-	-	-	-	-	-	-	-	0	0
11	11	-	-	-	-	-	-	-	-	-	-	-	0	0
12	12	-	-	-	-	-	-	-	-	-	-	-	0	0
13	13	-	-	-	-	-	-	-	-	-	-	-	0	0
14	14	-	-	-	-	-	-	-	-	-	-	-	0	0
15	15	-	-	-	-	-	-	-	-	-	-	-	0	0
16	0	-	-	-	-	-	-	-	-	-	-	-	0	0
54	254	-	-	-	-	-	-	-	-	-	-	-	0	0
55	0	-	-	-	-	-	-	-	-	-	-	-	0	0

Alarm Parameters [1.6.7.1]

Pattern Events:	ON
Local Txmt Alarms:	OFF
Reassign User Alarm #1 In (5):	0
Reassign User Alarm #2 In (6):	0
Preempt Events:	ON

City of FRESNO

Date Printed
2/28/2020

ID: 285 **Name:** Behymer & Willow

I/O Inputs - 1.8.9.1.5

C-1 PIN	I/O Source	Function	Input Name
39	I1-1	2	Veh Det 2
40	I1-2	16	Veh Det 16
41	I1-3	8	Veh Det 8
42	I1-4	22	Veh Det 22
43	I1-5	3	Veh Det 3
44	I1-6	17	Veh Det 17
45	I1-7	9	Veh Det 9
46	I1-8	23	Veh Det 23
47	I2-1	6	Veh Det 6
48	I2-2	20	Veh Det 20
49	I2-3	12	Veh Det 12
50	I2-4	26	Veh Det 26
51	I2-5	198	Pre 1 In
52	I2-6	199	Pre 2 In
53	I2-7	30	Veh Det 30
54	I2-8	31	Veh Det 31
55	I3-1	15	Veh Det 15
56	I3-2	1	Veh Det 1
57	I3-3	21	Veh Det 21
58	I3-4	7	Veh Det 7
59	I3-5	27	Veh Det 27
60	I3-6	13	Veh Det 13
61	I3-7	28	Veh Det 28
62	I3-8	14	Veh Det 14
63	I4-5	4	Veh Det 4
64	I4-6	18	Veh Det 18
65	I4-7	10	Veh Det 10
66	I4-8	24	Veh Det 24
67	I5-1	130	Ped Call 2
68	I5-2	134	Ped Call 6
69	I5-3	132	Ped Call 4
70	I5-4	136	Ped Call 8
71	I5-5	200	Pre 3 In
72	I5-6	201	Pre 4 In
73	I5-7	202	Pre 5 In
74	I5-8	203	Pre 6 In
75	I6-1	32	Veh Det 32
76	I6-2	5	Veh Det 5
77	I6-3	19	Veh Det 19
78	I6-4	11	Veh Det 11
79	I6-5	25	Veh Det 25
80	I6-6	29	Veh Det 29
81	I6-7	208	Local Flash
82	I6-8	207	Comp StopTm

I/O OUTPUTS - 1.8.9.2.5

C-1 PIN	I/O Source	Function	Output Name
1	Logic Grd		
2	O1-1	14	Red Ch 14
3	O1-2	62	Grn Chan 14
4	O1-3	4	Red Ch 4
5	O1-4	28	Yel Chan 4
6	O1-5	52	Grn Chan 4
7	O1-6	3	Red Ch 3
8	O1-7	27	Yel Chan 3
9	O1-8	51	Grn Chan 3
10	O2-1	13	Red Ch 13
11	O2-2	61	Grn Chan 13
12	O2-3	2	Red Ch 2
13	O2-4	26	Yel Chan 2
14	Logic Grd		
15	O2-5	50	Grn Chan 2
16	O2-6	1	Red Ch 1
17	O2-7	25	Yel Chan 1
18	O2-8	49	Grn Chan 1
19	O3-1	16	Red Ch 16
20	O3-2	64	Grn Chan 16
21	O3-3	8	Red Ch 8
22	O3-4	32	Yel Chan 8
23	O3-5	56	Grn Chan 8
24	O3-6	7	Red Ch 7
25	O3-7	31	Yel Chan 7
26	O3-8	55	Grn Chan 7
27	O4-1	15	Red Ch 15
28	O4-2	63	Grn Chan 15
29	O4-3	6	Red Ch 6
30	O4-4	30	Yel Chan 6
31	O4-5	54	Grn Chan 6
32	O4-6	5	Red Ch 5
33	O4-7	29	Yel Chan 5
34	O4-8	53	Grn Chan 5
35	O5-1	37	Yel Chan 13
36	O5-2	39	Yel Chan 15
37	O5-3	38	Yel Chan 14
38	O5-4	40	Yel Chan 16
100	O5-5	42	Yel Chan 18
101	O5-6	41	Yel Chan 17
102	O5-7	115	Not Used
103	O5-8	114	Watchdog

C-1 PIN	I/O Source	Function	Output Name
83	O6-1	18	Red Ch 18
84	O6-2	66	Grn Chan 18
85	O6-3	12	Red Ch 12
86	O6-4	36	Yel Chan 12
87	O6-5	60	Grn Chan 12
88	O6-6	11	Red Ch 11
89	O6-7	35	Yel Chan 11
90	O6-8	59	Grn Chan 11
91	O7-1	17	Red Ch 17
92	Logic Grd		
93	O7-2	65	Grn Chan 17
94	O7-3	10	Red Ch 10
95	O7-4	34	Yel Chan 10
96	O7-5	58	Grn Chan 10
97	O7-6	9	Red Ch 9
98	O7-7	33	Yel Chan 9
99	O7-8	57	Grn Chan 9

I/O Outputs - 1.8.9.2.5
C-11 OUTPUTS

1	O8-1	115	Not Used
2	O8-2	115	Not Used
3	O8-3	115	Not Used
4	O8-4	115	Not Used

I/O Inputs - 1.8.9.1.5
C-11 INPUTS

15	I7-1	33	Veh Det 33
16	I7-2	34	Veh Det 34
17	I7-3	35	Veh Det 35
18	I7-4	36	Veh Det 36
19	I7-5	37	Veh Det 37
20	I7-6	38	Veh Det 38
21	I7-7	39	Veh Det 39
22	I7-8	40	Veh Det 40
23	I8-1	41	Veh Det 41
24	I8-2	42	Veh Det 42
25	I8-3	43	Veh Det 43
26	I8-4	44	Veh Det 44
27	I8-5	189	Unused
28	I8-6	189	Unused
29	I8-7	189	Unused
30	I8-8	189	Unused

City of FRESNO

ID: 285

NAME: Behymer & Willow

Date Printed: 2/28/2020

ID Number: 285

LOCATION: Behymer & Willow

City of Fresno
332 Cabinet
44 Detector Plus Setup

DETECTOR ASSIGNMENTS

ISOLATORS

"I"	I1	I2	I3	I4	I5	I6	I7	I8	I9	I10	I11	I12	I13	I14
UPPER	Ph 1 Call&Ext T2-1&2 C1-56 Det 1 NBL1	Ph 2 Ext T2-5&6 C1-39 Det 2 SB Far	Ph 2 Call&TP3 T2-9&10 C1-63 Det 4 SB Mid	Ph 2 Call&TP3 T4-1&2 C1-47 Det 6 SBT1	Ph 3 Call&Ext T4-5&6 C1-58 Det 7 EBL1	Ph 4 Ext T4-9&10 C1-41 Det 8 WB Far	Ph 4 Call&TP3 T6-1&2 C1-65 Det 10 WB Mid	Ph 4 Call&TP3 T6-5&6 C1-49 Det 12 WBT1	Ph 1 Call&Ext T6-9&10 C1-60 Det 13 NBLt Bk	Ph 2/4 Ext T10-5&6 C11-23 Det 41	Ph 2 Call&Ext T8-1 C1-80 Det 29 BIKE	Ph 2 PPB T8-4 C1-67	Ph 6 PPB T8-7 C1-68	FLASH SENSE T8-10 C1-81
LOWER	Ph 1 Call&Ext T2-3&4 C11-15 Det 33 NBL2	Ph 2 Call&TP3 T2-7&8 C1-43 Det 3 SB Bk	Ph 2 Call&Ext T2-11&12 C1-76 Det 5 SBRt	Ph 2 Call&TP3 T4-3&4 C11-16 Det 34 SBT2	Ph 3 Call&Ext T4-7&8 C11-17 Det 35 EBL2	Ph 4 Call&TP3 T4-11&12 C1-45 Det 9 WB Bk	Ph 4 Call&Ext T6-3&4 C1-78 Det 11 WBRt	Ph 4 Call&TP3 T6-7&8 C11-18 Det 36 WBT2	Ph 3 Call&Ext T6-11&12 C1-62 Det 14 EBLt Bk	Ph 2/4 Ext T10-7&8 C11-24 Det 42	Ph 4 Call&Ext T8-2 C1-53 Det 30 BIKE	Ph 4 PPB T8-5 C1-69	Ph 8 PPB T8-8 C1-70	STOP TIMING T8-11 C1-82
"J"	J1	J2	J3	J4	J5	J6	J7	J8	J9	J10	J11	J12	J13	J14
UPPER	Ph 5 Call&Ext T3-1&2 C1-55 Det 15 SBL1	Ph 6 Ext T3-5&6 C1-40 Det 16 NB Far	Ph 6 Call&TP3 T3-9&10 C1-64 Det 18 NB Mid	Ph 6 Call&TP3 T5-1&2 C1-48 Det 20 NBT1	Ph 7 Call&Ext T5-5&6 C1-57 Det 21 WBL1	Ph 8 Ext T5-9&10 C1-42 Det 22 EB Far	Ph 8 Call&TP3 T7-1&2 C1-66 Det 24 EB Mid	Ph 8 Call&TP3 T7-5&6 C1-50 Det 26 EBT1	Ph 5 Call&Ext T7-9&10 C1-59 Det 27 SBLt Bk	Ph 6/8 Ext T10-9&10 C11-25 Det 43	Ph 6 Call&Ext T9-1 C1-54 Det 31 BIKE	EMER A Ph 2 + 5 T9-4 C1-71	EMER B Ph 4 + 7 T9-5 C1-72	RR1 FLASH T9-10 C1-51
LOWER	Ph 5 Call&Ext T3-3&4 C11-19 Det 37 SBL2	Ph 6 Call&TP3 T3-7&8 C1-44 Det 17 NB Bk	Ph 6 Call&Ext T3-11&12 C1-77 Det 19 NBRt	Ph 6 Call&TP3 T5-3&4 C11-20 Det 38 NBT2	Ph 7 Call&Ext T5-7&8 C11-21 Det 39 WBL2	Ph 8 Call&TP3 T5-11&12 C1-46 Det 23 EB Bk	Ph 8 Call&Ext T7-3&4 C1-79 Det 25 EBRt	Ph 8 Call&TP3 T7-7&8 C11-22 Det 40 EBT2	Ph 7 Call&Ext T7-11&12 C1-61 Det 28 WBLt Bk	Ph 6/8 EXT T10-11&12 C11-26 Det 44	Ph 8 Call&Ext T9-2 C1-75 Det 32 BIKE	EMER C Ph 1 + 6 T9-7 C1-73	EMER D Ph 3 + 8 T9-8 C1-74	RR2 LTD OP T9-11 C1-52

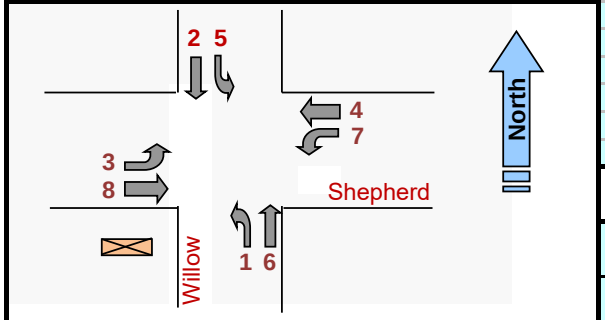
COMMENTS:

TIMING UPDATES AND MODIFICATIONS

ID: 285 **NAME:** Behymer & Willow

DATE	CHANGES MADE	ATMS or CABINET	BY
2/28/2020	Updated All Red Start from 4 to 6 seconds. Updated timing calculations, FDW, and detector attributes.	ATMS	JT

Movement	NL	ST	EL	WT	SL	NT	WL	ET		
Times [1.1.1]	1	2	3	4	5	6	7	8	9	10
Min Green	8	8	8	8	8	8	8	8		0
Gap, Ext	2	5.8	2	3.9	2	5.8	2	5.2		0
Max 1	25	35	25	25	25	35	25	25		0
Max 2	17	25	17	15	17	25	17	15		0
Yel Clearance	4.3	4.7	3.6	5.2	4.3	4.7	4.8	5.2		0
Red Clearance	2	1	2	1	2	1	2	1		0
Walk	0	5	0	5		5		5		0
Ped Clearance	0	30	0	34		29		36		0
Red Revert	2	2	2	2	2	2	2	2		0
Add Initial	0		0			0		0		0
Max Initial	0		0			0		0		0
Time B4 Reduct	0	8	0	8		8		8		0
Cars B4 Reduct	0		0			0		0		0
Time To Reduce	0	18	0	11		18		11		0
Reduce By	0		0			0		0		0
Min Gap	2	2	2	2	2	2	2	2		0
DyMaxLim	0	60	0			60		0		0
Max Step	0	10	0			10		0		0
Options [1.1.2]	1	2	3	4	5	6	7	8	9	10
Enable	X	X	X	X	X	X	X	X		
Min Recall										
Max Recall										
Ped Recall										
Soft Recall		X				X				
Lock Calls										
Auto Flash Entry										
Auto Flash Exit										
Dual Entry		X		X		X		X		
Enable Simul Gap										
Gaurantee Passage										
Rest In Walk										
Conditonal Service										
Non-Actuated 1										
Non-Actuated 2										
Add Init Calc										



Phase Options+ [1.1.3]

Options+	1	2	3	4	5	6	7	8	9	10
Reservice										
PedClr Thru Yel										
SkipRed-NoCall										
Red Rest										
Max II										
*Max III										
Max Inhibit										
Ped Delay										
Red Rest on Gap										
Conflicting Phase	0	0	0	0	0	0	0	0	0	0
Grn/Ped Delay										
Omit Yel, Yel P	0	0	0	0	0	0	0	0	0	0
Ped Out/Olp Ped										
StartYel, Next P	0	0	0	0	0	0	0	0	0	0
*StartupVehCall	1	2	3	4	5	6	7	8		
*StartupPedCall										

Phase Concurrency [1.1.4]

Phase	Ring	StartUp	Concurrent Phases							
1	1	RED	5	6	0	0				
2	1	GREEN	5	6	0	0				
3	1	RED	7	8	0	0				
4	1	RED	7	8	0	0				
5	2	RED	1	2	0	0				
6	2	GREEN	1	2	0	0				
7	2	RED	3	4	0	0				
8	2	RED	3	4	0	0				
9	0	RED	0	0	0	0				
10	0	RED	0	0	0	0				
11	0	RED	0	0	0	0				
12	0	RED	0	0	0	0				

Comm Ports [6.6]

Channel	Port	Echo	Mode
Async 1	SP1	NONE	0
Async 2	SP2	NONE	0
Async 3	SP8	NONE	0
Async 4	OFF	NONE	0
Sync 1	SP5S		
Sync 2	OFF		
TS2CVM	NONE		
Opticom	NONE		
GPS	NONE		

Unit Params [1.2.1]

Screen Size	8	Metric	OFF
Startup Flash	0	Red Revert	2
MCE Timeout	0	Auto Ped Clear	OFF
Loc Flsh Start	RSt	Display Time	60
Yellow < 3"	OFF	Tone Disable	ON
Allow Skip Yel	OFF	AudioPedTime	0
Start Red Tm	6	Phase Mode	STD8
Startup Calls	UseProg	CNA FreeTime	0
TOD Dimming	OFF	Diamond Mode	4Ph
ST over Prmpt	OFF	Free Ring Seq	1
Feature Profile	1	IO Mode	USER
Mx Seek TrkTm	0	Max Cyc Timer	0
Mx Seek Dwell	0	CycFlt Actn	ALARM
Prmpt/Ext Coor	EXT	Clrnc Decide	OFF
Aux Switch	STOPTM	LPAlt Srs	3-6
*InhFYA Red St	OFF	Security Delay	0
RingA1go	0		

* - 76.12B or newer

Times+ [1.1.7]

	1	2	3	4	5	6	7	8
Walk2	0	0	0	0	0	0	0	0
BikeClr	0	0	0	0	0	0	0	0
GrnFlash	0	0	0	0	0	0	0	0
SfClrMn	0	0	0	0	0	0	0	0
SfClrNoFlsh	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
NoPed Reserv								

Comm [6.2]

Port	Baud Rate	FCM
1	38400	6
2	9600	6
3	9600	6
4	9600	6

Comm [6.5]

					Host IPs			
IP Address:	10	53	24	131	ATMS			
Mask:	255	255	255	0	10	50	10	22
Gateway:	10	53	24	1	SG			
Port #:	5125				0	0	0	0

City of FRESNO

Phase Seq. (2 ring) Chart [1.2.4]

Seq #	Ring	Phases					
1	1	1	2	3	4	0	0
	2	5	6	7	8	0	0
2	1	1	2	3	4	0	0
	2	6	5	7	8	0	0
3	1	2	1	3	4	0	0
	2	5	6	7	8	0	0
4	1	2	1	3	4	0	0
	2	6	5	7	8	0	0
5	1	1	2	3	4	0	0
	2	5	6	8	7	0	0
6	1	1	2	3	4	0	0
	2	6	5	8	7	0	0
7	1	2	1	3	4	0	0
	2	5	6	8	7	0	0
8	1	2	1	3	4	0	0
	2	6	5	8	7	0	0
9	1	1	2	4	3	0	0
	2	5	6	7	8	0	0
10	1	1	2	4	3	0	0
	2	6	5	7	8	0	0
11	1	2	1	4	3	0	0
	2	5	6	7	8	0	0
12	1	2	1	4	3	0	0
	2	6	5	7	8	0	0
13	1	1	2	4	3	0	0
	2	5	6	8	7	0	0
14	1	1	2	4	3	0	0
	2	6	5	8	7	0	0
15	1	2	1	4	3	0	0
	2	5	6	8	7	0	0
16	1	2	1	4	3	0	0
	2	6	5	8	7	0	0

Advance Warning [1.1.9]

	Ph	Tm
Aux Out #1	0	0
Aux Out #2	0	0

NAME: Shepherd & Willow **ID:** 283 **Configuration:** Standard File

V76.12/13
Updated 12/6/17

Prepared by:	JT	Date Installed / By:	2/22/2020 (JT)
Checked by:	JT	Date Superseded:	

Date Printed: 2/22/20

[2.1] Coord Modes+

Test OpMode	0
Correction	SHRT/LNG
Maximum	MAX INH
Force Mode	FIXED
Flash Mode	CHANNEL

Coord Modes+ (Page 2)

FreeonSeqCh	ON
Closed Loop	OFF
External	OFF
Latch Sec Frc	OFF
Stop-in-Walk	OFF
Ped Recycle	P1256_INH
Expand Split	OFF
Easy Float	OFF
Auto Reset	ON
NTCIP Yield	+ 0

Leave Walk

Before	TIMED
After	TIMED

Intersection Name: Shepherd & Willow

ID: 283

Date Printed: 2/22/2020

[2.4] Patterns

Pat#	Cyc	Off	Split	Seq
1	0	0	1	1
2	0	0	2	1
3	0	0	3	1
4	0	0	4	1
5	0	0	5	1
6	0	0	6	1
7	0	0	7	1
8	0	0	8	1
9	0	0	9	1
10	0	0	10	1
11	0	0	0	1
12	0	0	0	1
13	0	0	0	1

[2.7.1-24] Splits

Split	[2.7]	1	2	3	4	5	6	7	8	9	10
1	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
2	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
3	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
4	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
5	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
6	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
7	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
8	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
9	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
10	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
11	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
12	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
13	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON

[2.5] Transition

Pat#	Short	Long	Dwell	No Shortway Ø				E-Yld	Offset	Ret Hold	Flt	Min Veh	Min Ped	MI
1	10	25	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF
2	10	25	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF
3	10	25	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF
4	10	25	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF
5	10	25	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF
6	10	25	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF
7	10	25	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF
8	10	25	0	0	0	0	0	0	EndGRN	-	-	-	X	OFF
9	10	25	0	0	0	0	0	0	EndGRN	-	-	-	-	OFF
10	10	25	0	0	0	0	0	0	EndGRN	-	-	-	-	OFF
11		17	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF
12	0	17	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF
13		17	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF

[2.1] Coord Modes+

Test OpMode	0
Correction	SHRT/LNG
Maximum	MAX INH
Force Mode	FIXED
Flash Mode	CHANNEL

Coord Modes+ (Page 2)

FreeonSeqCh	ON
Closed Loop	OFF
External	OFF
Latch Sec Frc	OFF
Stop-in-Walk	OFF
Ped Recycle	P1256_INH
Expand Splt	OFF
Easy Float	OFF
Auto Reset	ON
NTCIP Yield	+ 0

Leave Walk

Before	TIMED
After	TIMED

Intersection Name: Shepherd & Willow

ID: 283

Date Printed: 2/22/2020

[2.4] Patterns

Pat#	Cyc	Off	Split	Seq
20	0	0	0	1
21	0	0	0	1
22	0	0	0	1
23	0	0	0	1
24	0	0	0	1
25	0	0	0	1
26	0	0	0	1
27	0	0	0	1
28	0	0	0	1
29	0	0	0	1
30	0	0	0	1
31	0	0	0	1
32	0	0	0	1

[2.7.1-24] Splits

Split	[2.7]	1	2	3	4	5	6	7	8	9	10
20	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
21	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
22	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
23	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
24	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
25	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
26	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
27	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
28	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
29	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
30	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
31	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
32	Split	0	0	0	0	0	0	0	0	0	0
	Crd-P										
	Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON

[2.5] Transition

Pat#	Short	Long	Dwell	No Shortway Ø				E-Yld	Offset	Ret Hold	Flt	Min Veh	Min Ped	MI
20		17	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF
21	0	17	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF
22		17	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF
23	0	17	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF
24		17	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF
25	0	17	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF
26		17	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF
27	0	17	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF
28		17	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF
29	0	17	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF
30		17	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF
31	0	17	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF
32		17	0	0	0	0	0	0	BegGRN	-	-	-	-	OFF

[2.7.X.3] TSP Split Table

Pat#	Cyc	Off	Split	Seq	SPLITS	1	2	3	4	5	6	7	8	9	10
1	0	0	1	1		0	0	0	0	0	0	0	0	0	0
					TSP - Max Reduction	0	0	0	0	0	0	0	0	0	0
					TSP - Max Extend	0	0	0	0	0	0	0	0	0	0
					Request	1	2	3	4						
					Strategy	0	0	0	0						
					TimSvcDes	0	0	0	0						
					TimEstDep	0	0	0	0						
2	Cyc	Off	Split	Seq	SPLITS	1	2	3	4	5	6	7	8	9	10
	0	0	2	1		0	0	0	0	0	0	0	0	0	0
					TSP - Max Reduction	0	0	0	0	0	0	0	0	0	0
					TSP - Max Extend	0	0	0	0	0	0	0	0	0	0
					Request	1	2	3	4						
					Strategy	0	0	0	0						
					TimSvcDes	0	0	0	0						
					TimEstDep	0	0	0	0						
3	Cyc	Off	Split	Seq	SPLITS	1	2	3	4	5	6	7	8	9	10
	0	0	3	1		0	0	0	0	0	0	0	0	0	0
					TSP - Max Reduction	0	0	0	0	0	0	0	0	0	0
					TSP - Max Extend	0	0	0	0	0	0	0	0	0	0
					Request	1	2	3	4						
					Strategy	0	0	0	0						
					TimSvcDes	0	0	0	0						
					TimEstDep	0	0	0	0						
4	Cyc	Off	Split	Seq	SPLITS	1	2	3	4	5	6	7	8	9	10
	0	0	4	1		0	0	0	0	0	0	0	0	0	0
					TSP - Max Reduction	0	0	0	0	0	0	0	0	0	0
					TSP - Max Extend	0	0	0	0	0	0	0	0	0	0
					Request	1	2	3	4						
					Strategy	0	0	0	0						
					TimSvcDes	0	0	0	0						
					TimEstDep	0	0	0	0						
5	Cyc	Off	Split	Seq	SPLITS	1	2	3	4	5	6	7	8	9	10
	0	0	5	1		0	0	0	0	0	0	0	0	0	0
					TSP - Max Reduction	0	0	0	0	0	0	0	0	0	0
					TSP - Max Extend	0	0	0	0	0	0	0	0	0	0
					Request	1	2	3	4						
					Strategy	0	0	0	0						
					TimSvcDes	0	0	0	0						
					TimEstDep	0	0	0	0						
6	Cyc	Off	Split	Seq	SPLITS	1	2	3	4	5	6	7	8	9	10
	0	0	6	1		0	0	0	0	0	0	0	0	0	0
					TSP - Max Reduction	0	0	0	0	0	0	0	0	0	0
					TSP - Max Extend	0	0	0	0	0	0	0	0	0	0
					Request	1	2	3	4						
					Strategy	0	0	0	0						
					TimSvcDes	0	0	0	0						
					TimEstDep	0	0	0	0						
9 - FREE	Cyc	Off	Split	Seq	SPLITS	1	2	3	4	5	6	7	8	9	10
	0	0	9	1		0	0	0	0	0	0	0	0	0	0
					TSP - Max Reduction	0	0	0	0	0	0	0	0	0	0
					TSP - Max Extend	0	0	0	0	0	0	0	0	0	0
					Request	1	2	3	4						
					Strategy	0	0	0	0						
					TimSvcDes	0	0	0	0						
					TimEstDep	0	0	0	0						

[2.9.2.(1-8)] Strategy Tables

STRATEGY_1

SvcPhases	0	0	0	0
Phs Omits	0	0	0	0
Ped Omits	0	0	0	0

STRATEGY_2

SvcPhases	0	0	0	0
Phs Omits	0	0	0	0
Ped Omits	0	0	0	0

STRATEGY_3

SvcPhases	0	0	0	0
Phs Omits	0	0	0	0
Ped Omits	0	0	0	0

STRATEGY_4

SvcPhases	0	0	0	0
Phs Omits	0	0	0	0
Ped Omits	0	0	0	0

STRATEGY_5

SvcPhases	0	0	0	0
Phs Omits	0	0	0	0
Ped Omits	0	0	0	0

STRATEGY_6

SvcPhases	0	0	0	0
Phs Omits	0	0	0	0
Ped Omits	0	0	0	0

STRATEGY_7

SvcPhases	0	0	0	0
Phs Omits	0	0	0	0
Ped Omits	0	0	0	0

STRATEGY_8

SvcPhases	0	0	0	0
Phs Omits	0	0	0	0
Ped Omits	0	0	0	0

Overlap 1-8 Program Parms & Parm+ [1.5.2.1] [1.5.2.8]

1	Included Ø									NORMAL	
	Modifier Ø									Grn	
	Conflict Ø									Yel	3
A	Conflict Olap									Red	1
	Conflict Ped										
2	Included Ø									NORMAL	
	Modifier Ø									Grn	
	Conflict Ø									Yel	3
B	Conflict Olap									Red	1
	Conflict Ped										
3	Included Ø									NORMAL	
	Modifier Ø									Grn	
	Conflict Ø									Yel	3
C	Conflict Olap									Red	1
	Conflict Ped										
4	Included Ø									NORMAL	
	Modifier Ø									Grn	
	Conflict Ø									Yel	3
D	Conflict Olap									Red	1
	Conflict Ped										
5	Included Ø									NORMAL	
	Modifier Ø									Grn	
	Conflict Ø									Yel	3
E	Conflict Olap									Red	1
	Conflict Ped										
6	Included Ø									NORMAL	
	Modifier Ø									Grn	
	Conflict Ø									Yel	3
F	Conflict Olap									Red	1
	Conflict Ped										
7	Included Ø									NORMAL	
	Modifier Ø									Grn	
	Conflict Ø									Yel	3
G	Conflict Olap									Red	1
	Conflict Ped										
8	Included Ø									NORMAL	
	Modifier Ø									Grn	
	Conflict Ø									Yel	3
H	Conflict Olap									Red	1
	Conflict Ped										

OLP GENERAL PARAMETERS [1.5.1]

Lock Inhibit	OFF
Conflict Lock Enable	OFF
Parent P Clearance	ON
Xtra Incl Phases	OFF
InhibitLockInterval	Always

Channel Parameters [1.8.3]

Pre Invert Rail Input	OFF

Preemption Options+ [3.Pre #.6]

Pre #	Enable	Type	Output	Pattern	Skip	Co+Pre	Flash	Max/Min
1	OFF	RAIL	TS2		OFF	OFF	OFF	MAX
2	OFF	RAIL	TS2	0	OFF	OFF	OFF	MAX
3	ON	EMERG	TS2		OFF	OFF	OFF	MAX
4	ON	EMERG	TS2	0	OFF	OFF	OFF	MAX
5	ON	EMERG	TS2		OFF	OFF	OFF	MAX
6	ON	EMERG	TS2	0	OFF	OFF	OFF	MAX

Preemption Times [3.#.1]

Pre #	Delay	MinDura	MaxPres	MinGrn	MinWlk	PedClr	Track Grn	Min Dwell
1								
2	0	0	0	0	0	0	0	0
3		10	60	6		32		10
4	0	10	60	6	0	32	0	10
5		10	60	6		32		10
6	0	10	60	6	0	32	0	10

Preemption, Options [3.#.3]

Pre #	Lock Input	Over-ride Auto Flash	Over-ride Higher Preempt	Flash Dwell	Link
1	OFF	OFF	OFF	ON	
2	OFF	OFF	OFF	OFF	0
3	OFF	OFF	OFF	OFF	
4	OFF	OFF	OFF	OFF	0
5	OFF	OFF	OFF	OFF	
6	OFF	OFF	OFF	OFF	0

Preemption, Times+ [3.#.4]

Pre No.	Extend Dwell	Return Max	Ped Clr	Yel	Red
1					
2	0	0	0	0	0
3		20	10	3.9	2
4	0	20	10	3.9	2
5		20	10	3.9	2
6	0	20	10	3.9	2

Pre 1 = RR1
Pre 2 = RR2
Pre 3 = EVA
Pre 4 = EVB
Pre 5 = EVC
Pre 6 = EVD

Prog Parms+ (MM>1>5>2>X>3)

Leading Green	OFF	FYA MCE Disable	OFF
Transit Input	0	FYA Skip Red	OFF
FYA Delay Time	0	FYA AfterPreempt	OFF
Ped Call Clear	OFF		
Ped ClearTime	0	FYA ImmedReturn	OFF
Green Ext Inh	0	0	0

OverlapB+: 1-A

Leading Green	OFF	FYA MCE Disable	OFF
Transit Input	0	FYA Skip Red	OFF
FYA Delay Time	0	FYA AfterPreempt	OFF
Ped Call Clear	OFF		
Ped ClearTime	0	FYA ImmedReturn	OFF
Green Ext Inh	0	0	0

OverlapB+: 2-B

Leading Green	OFF	FYA MCE Disable	OFF
Transit Input	0	FYA Skip Red	OFF
FYA Delay Time	0	FYA AfterPreempt	OFF
Ped Call Clear	OFF		
Ped ClearTime	0	FYA ImmedReturn	OFF
Green Ext Inh	0	0	0

OverlapB+: 3-C

Leading Green	OFF	FYA MCE Disable	OFF
Transit Input	0	FYA Skip Red	OFF
FYA Delay Time	0	FYA AfterPreempt	OFF
Ped Call Clear	OFF		
Ped ClearTime	0	FYA ImmedReturn	OFF
Green Ext Inh	0	0	0

OverlapB+: 4-D

Leading Green	OFF	FYA MCE Disable	OFF
Transit Input	0	FYA Skip Red	OFF
FYA Delay Time	0	FYA AfterPreempt	OFF
Ped Call Clear	OFF		
Ped ClearTime	0	FYA ImmedReturn	OFF
Green Ext Inh	0	0	0

Phases [3.#.2] - set the Dwell Phases

Pre #	Column	1	2	3	4	5	6	7	8	9	10
1	Dwell Veh										
	Peds										
2	Dwell Veh										
	Peds										
3	Dwell Veh	2	5								
	Peds										
4	Dwell Veh	4	7								
	Peds										
5	Dwell Veh	6	1								
	Peds										
6	Dwell Veh	8	3								
	Peds										

Phases [3.#.2] - Trk Veh

Pre #	Phases			
1				
2				
3				
4				
5				
6				

Exit Phases [3.#.2]

No.	Exit Phase			
1				
2				
3	2	5		
4	4	7		
5	1	6		
6	3	8		

Overlaps+ [3.#.5]

Pre #		Preempt Overlaps +									
1	Track	0	0	0	0	0	0	0	0	0	0
	Dwell										
2	Track	0	0	0	0	0	0	0	0	0	0
	Dwell										
3	Track	0	0	0	0	0	0	0	0	0	0
	Dwell										
4	Track	0	0	0	0	0	0	0	0	0	0
	Dwell										
5	Track	0	0	0	0	0	0	0	0	0	0
	Dwell										
6	Track	0	0	0	0	0	0	0	0	0	0
	Dwell										

City of FRESNO

ID: 283 **Name:** Shepherd & Willow **Date Printed:** 2/22/2020

CHANNEL SETTINGS [1.8] plus UNIT PARAMETERS [1.2.1]

CHANNEL SETTINGS [1.8.1]

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase / Olap #	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8
Channel Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED
Channel Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK
Flash 1-2 Hertz		X		X		X		X								
	Page 1								Page 2							

Chan Settings [1.8.2]

17	18	19	20	21	22	23	24
VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK

CHANNEL PARMETERS [1.8.3]

CH 17-24 Mapping:	DEFAULT
D-Conn Mapping:	NONE
Invert Rail Inputs:	OFF
C1-C11-ABC IO Mode:	USER

IO PARAMETERS [1.8.6]

C1-C11-ABC IO Mode:	USER
D-Conn Mapping:	NONE
T & F BIU Mapping	DEFAULT
Invert Rail Inputs:	OFF
EVP Ped Confirm	OFF

CHANNELS+ [1.8.4]

Channel	*1*	*2*	*3*	*4*	*5*	*6*	*7*	*8*	*9*	*10*	*11*	*12*	*13*	*14*	*15*	*16*
Flash Green	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Flash Red	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Flash Yellow	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Inh Red Fl in Preempt	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Olap Ovrd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Override Type	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

ID: 283 **NAME:** Shepherd & Willow

I/O LOGIC [1.8.7]

Prt Date: 2/22/2020

Row#	Result			Operand_1					Operand_2					Operand_3					Timer	
	I/O	Fcn	=	Inv	Src	I/0	Fun	Logic Func	Inv	Src	I/0	Fun	Logic Func	Inv	Src	I/0	Fun	Logic Func	Dly	Sec
1	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0
2	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0
3	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0
4	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0
5	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0
6	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0
7	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0
8	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0
9	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0
10	I	0	=	-	0	I	OFF	----	-	0	I	OFF	----	-	0	I	OFF	----	DLY	0

Ped Parms (MM>5>4)

Det#	Call	No Act	Max Pres	Err Cnt
1	0	0	0	0
2	2	0	0	0
3	0	0	0	0
4	4	0	0	0
5	0	0	0	0
6	6	0	0	0
7	0	0	0	0
8	8	0	0	0

Veh Par 1-32 [5.1]											Vehicle Options 1-32 [5.2]									Parameters+ 1-32 [5.3]								Info Only	
Det #	Input Slot	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time	Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol	Det #	Occupancy G	Occupancy Y	Occupancy R	Delay 1	Delay 2	Type	Src	Dir	Det #
1	1I1U	1					0	0	0	255	1	X	X	-	-	-	-	X	X	1	X	X	-			NORM		NBL1	1
2	2I2U	2	0	0	0	0	0	0	0	255	2	-	X	-	-	-	-	X	X	2	X	X	-	0	0	NORM	0		2
3	2I2L	2	0	0	2	0	0	0	0	255	3	X	-	-	-	-	-	X	X	3	X	X	-	0	0	STOPB	0		3
4	2I3U	2	0	0	2	0	0	0	0	255	4	X	-	-	-	-	-	X	X	4	X	X	-	0	0	STOPB	0	SBT3	4
5	2I3L	2	0	0	2	0	0	0	0	255	5	X	-	-	-	-	-	X	X	5	X	X	-	0	0	STOPB	0	SBR1	5
6	2I4U	2	0	0	2	0	0	0	0	255	6	X	-	-	-	-	-	X	X	6	X	X	-	0	0	STOPB	0	SBT1	6
7	3I5U	3					0	0	0	255	7	X	X	-	-	-	-	X	X	7	X	X	-			NORM		EBL1	7
8	4I6U	4	0	0	0	0	0	0	0	255	8	-	X	-	-	-	-	X	X	8	X	X	-	0	0	NORM	0		8
9	4I6L	4	0	0	2	0	0	0	0	255	9	X	-	-	-	-	-	X	X	9	X	X	-	0	0	STOPB	0		9
10	4I7U	4	0	0	2	0	0	0	0	255	10	X	-	-	-	-	-	X	X	10	X	X	-	0	0	STOPB	0	WBT3	10
11	4I7L	4		15	2		0	0	0	255	11	X	-	-	-	-	-	X	X	11	X	X	-			STOPB		WBR1	11
12	4I8U	4			2		0	0	0	255	12	X	-	-	-	-	-	X	X	12	X	X	-			STOPB		WBT1	12
13	1I9U	1	0	0	0	0	0	0	0	255	13	X	X	-	-	-	-	X	X	13	X	X	-	0	0	NORM	0		13
14	3I9L	3	0	0	0	0	0	0	0	255	14	X	X	-	-	-	-	X	X	14	X	X	-	0	0	NORM	0		14
15	5J1U	5	0	0	0	0	0	0	0	255	15	X	X	-	-	-	-	X	X	15	X	X	-	0	0	NORM	0	SBL1	15
16	6J2U	6					0	0	0	255	16	-	X	-	-	-	-	X	X	16	X	X	-			NORM			16
17	6J2L	6			2		0	0	0	255	17	X	-	-	-	-	-	X	X	17	X	X	-			STOPB			17
18	6J3U	6			2		0	0	0	255	18	X	-	-	-	-	-	X	X	18	X	X	-			STOPB		NBT3	18
19	6J3L	6			2		0	0	0	255	19	X	-	-	-	-	-	X	X	19	X	X	-			STOPB		NBR1	19
20	6J4U	6			2		0	0	0	255	20	X	-	-	-	-	-	X	X	20	X	X	-			STOPB		NBT1	20
21	7J5U	7					0	0	0	255	21	X	X	-	-	-	-	X	X	21	X	X	-			NORM		WBL1	21
22	8J6U	8	0	0	0	0	0	0	0	255	22	-	X	-	-	-	-	X	X	22	X	X	-	0	0	NORM	0		22
23	8J6L	8	0	0	2	0	0	0	0	255	23	X	-	-	-	-	-	X	X	23	X	X	-	0	0	STOPB	0		23
24	8J7U	8	0	0	2	0	0	0	0	255	24	X	-	-	-	-	-	X	X	24	X	X	-	0	0	STOPB	0	EBT3	24
25	8J7L	8	0	15	2	0	0	0	0	255	25	X	-	-	-	-	-	X	X	25	X	X	-	0	0	STOPB	0	EBR1	25
26	8J8U	8	0	0	2	0	0	0	0	255	26	X	-	-	-	-	-	X	X	26	X	X	-	0	0	STOPB	0	EBT1	26
27	5J9U	5					0	0	0	255	27	X	X	-	-	-	-	X	X	27	X	X	-			NORM			27
28	7J9L	7					0	0	0	255	28	X	X	-	-	-	-	X	X	28	X	X	-			NORM			28
29	2I11U	2	0	0	2	0	0	0	0	255	29	X	-	-	-	-	-	X	X	29	X	X	-	0	0	STOPB	0		29
30	4I11L	4	0	15	2	0	0	0	0	255	30	X	-	-	-	-	-	X	X	30	X	X	-	0	0	STOPB	0		30
31	6J11U	6			2		0	0	0	255	31	X	-	-	-	-	-	X	X	31	X	X	-			STOPB			31
32	8J11L	8		15	2		0	0	0	255	32	X	-	-	-	-	-	X	X	32	X	X	-			STOPB			32
33	1I1L	1	0	0	0	0	0	0	0	255	33	X	X	-	-	-	-	X	X	33	X	X	-	0	0	NORM	0	NBL2	33
34	2I4L	2			2		0	0	0	255	34	X	-	-	-	-	-	X	X	34	X	X	-			STOPB		SBT2	34
35	3I5L	3	0	0	0	0	0	0	0	255	35	X	X	-	-	-	-	X	X	35	X	X	-	0	0	NORM	0	EBL2	35
36	4I8L	4			2		0	0	0	255	36	X	-	-	-	-	-	X	X	36	X	X	-			STOPB		WBT2	36
37	5J1L	5	0	0	0	0	0	0	0	255	37	X	X	-	-	-	-	X	X	37	X	X	-	0	0	NORM	0	SBL2	37
38	6J4L	6			2		0	0	0	255	38	X	-	-	-	-	-	X	X	38	X	X	-			STOPB		NBT2	38
39	7J5L	7	0	0	0	0	0	0	0	255	39	X	X	-	-	-	-	X	X	39	X	X	-	0	0	NORM	0	WBL2	39
40	8J8L	8			2		0	0	0	255	40	X	-	-	-	-	-	X	X	40	X	X	-			STOPB		EBT2	40
41	4I10U	2					0	0	0	255	41	-	X	-	-	-	-	X	X	41	X	X	-			NORM			41
42	4I10L	2					0	0	0	255	42	-	X	-	-	-	-	X	X	42	X	X	-			NORM			42
43	8J10U	6					0	0	0	255	43	-	X	-	-	-	-	X	X	43	X	X	-			NORM			43
44	8J10L	6					0	0	0	255	44	-	X	-	-	-	-	X	X	44	X	X	-			NORM			44

ID: 283 **Name:** Shepherd & Willow

Vol/Occ Period 0 Seconds 5 Minutes

2/22/2020

Alt# 1 Times Table [1.1.6.1]

Column#... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 2 Times Table [1.1.6.1]

Column#... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 3 Times Table [1.1.6.1]

Column#... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 1 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø		0		0		0		0
Lock Calls	-	-	-	-	-	-	-	-
Soft Recall	-	-	-	-	-	-	-	-
Dual Entry	-	-	-	-	-	-	-	-
Enabl SimGap	-	-	-	-	-	-	-	-
Guar Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1		0		0		0		0

Alt# 2 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø		0		0		0		0
Lock Calls	-	-	-	-	-	-	-	-
Soft Recall	-	-	-	-	-	-	-	-
Dual Enrty	-	-	-	-	-	-	-	-
Enabl SimGap	-	-	-	-	-	-	-	-
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1		0		0		0		0

Alt# 3 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø		0		0		0		0
Lock Calls	-	-	-	-	-	-	-	-
Soft Recall	-	-	-	-	-	-	-	-
Dual Enrty	-	-	-	-	-	-	-	-
Enabl SimGap	-	-	-	-	-	-	-	-
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1		0		0		0		0

Alt# 4 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø		0		0		0		0
Lock Calls	-	-	-	-	-	-	-	-
Soft Recall	-	-	-	-	-	-	-	-
Dual Entry	-	-	-	-	-	-	-	-
Enabl SimGap	-	-	-	-	-	-	-	-
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1		0		0		0		0

Alternate Tables [2.6]

Pat#	POpt	PTime	DetGrp	Call/Inh	Olp Off 1 2 3 4 5 6 7 8	ASC	CNA1	Max2	Dia
1	0	0	0	0		0	Off		DFT
2						0	Off		DFT
3	0	0	0	0		0	Off		DFT
4						0	Off		DFT
5	0	0	0	0		0	Off		DFT
6						0	Off		DFT
7	0	0	0	0		0	Off		DFT
8						0	Off		DFT
9	0	0	0	0		0	Off		DFT
10						0	Off		DFT
11	0	0	0	0		0	Off		DFT
12						0	Off		DFT
13	0	0	0	0		0	Off		DFT
14						0	Off		DFT
15	0	0	0	0		0	Off		DFT
16						0	Off		DFT
17	0	0	0	0		0	Off		DFT
18						0	Off		DFT
19	0	0	0	0		0	Off		DFT
20						0	Off		DFT
21	0	0	0	0		0	Off		DFT
22						0	Off		DFT
23	0	0	0	0		0	Off		DFT
24						0	Off		DFT

Time Base Parameters [4.6]

Daylight Savings Time	ENABLE	
Time Base Sync Ref	0	
GMT Offset	-	8
Daylight Savings	**Mon**	**Week**
Spring	3	2
Fall	11	1

NOTE: % and MI parameters are not used and are not shown above.

City of FRESNO

NAME: Shepherd & Willow

2/22/2020 **ID:** 283

NAME: **Shepherd & Willow**

ID No. **283**

Annual Schedule [4.3]

	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Day Plan
1	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	1
2	X	X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2
3	X	X	X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	3
4											X						X			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	X	X	X	X	X	X	X	-	-	-	4
5																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
6																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
7																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
8																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
9																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
10																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
11																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
12																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
13																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
14																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
15																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
16																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
17																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
18																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1

DAY PLANS [4.4]

Plan 1				Plan 2				Plan 3				Plan 4				Plan 5			
Evt	Hour	Min	Act	Evt	Hour	Min	Act	Evt	Hour	Min	Act	Evt	Hour	Min	Act	Evt	Hour	Min	Act
1		1	54	1		1	54	1		1	54	1	0	1	54	1			
2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0
3				3				3				3	0			3			
4	0	0	0	4	0	0	0	4	0	0	0	4	0	0	0	4	0	0	0
5				5				5				5	0			5			
6	0	0	0	6	0	0	0	6	0	0	0	6	0	0	0	6	0	0	0
7				7				7				7	0			7			
8	0	0	0	8	0	0	0	8	0	0	0	8	0	0	0	8	0	0	0
9				9				9				9	0			9			
10	0	0	0	10	0	0	0	10	0	0	0	10	0	0	0	10	0	0	0

Plan 6				Plan 7				Plan 8				Plan 9				Plan 10			
Evt	Hour	Min	Act	Evt	Hour	Min	Act	Evt	Hour	Min	Act	Evt	Hour	Min	Act	Evt	Hour	Min	Act
1				1				1				1				1			
2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0	2	0	0	0
3				3				3				3				3			
4	0	0	0	4	0	0	0	4	0	0	0	4	0	0	0	4	0	0	0
5				5				5				5				5			
6	0	0	0	6	0	0	0	6	0	0	0	6	0	0	0	6	0	0	0
7				7				7				7				7			
8	0	0	0	8	0	0	0	8	0	0	0	8	0	0	0	8	0	0	0
9				9				9				9				9			
10	0	0	0	10	0	0	0	10	0	0	0	10	0	0	0	10	0	0	0

#	Alarm	Ev	Alr
1	Power Up Alarm.	X	X
2	Stop Timing	X	X
3	Cabinet Door Activation	-	-
4	Coordination Failure	X	X
5	External Alarm # 1	-	-
6	External Alarm # 2	-	-
7	External Alarm # 3	-	-
8	External Alarm # 4	-	-
9	Closed Loop Disabled	-	-
10	External Alarm # 5	-	-
11	External Alarm # 6	-	-
12	Manual Control Enable	X	X
13	Coord Free Input	-	-
14	Local Flash Input	X	X
15	CMU/MMU Flash Input	-	-
16	MMU Fault	X	X
17	Cycle Fault	X	-
18	Cycle Failure	X	-
19	Coordination Fault	X	X
20	Controller Fault	X	X
25	EEPROM CRC Fault	X	X
30	Coord Diagnostic Fault	X	X
37	Download Request	X	X
38	Pattern Change	-	-
49	Preempt 1 Input	X	X
50	Preempt 2 Input	X	X
51	Preempt 3 Input	X	X
52	Preempt 4 Input	X	X
53	Preempt 5 Input	X	X
54	Preempt 6 Input	X	X
55	Preempt 7 Input	-	-
56	Preempt 8 Input	-	-
57	Preempt 9 Input	-	-
58	Preempt 10 Input	-	-
59	EEPROM Compare Fault	X	X
60	Coordination Failure	X	X
63	TSP Active Trigger	-	-
73	Controller Access	X	X
81	FIO Changed Status	X	X

#1 Bus Preempt

		Times		Prior. Phases			
Enable	OFF	Min	0	0	0	0	0
Coor+Pre	OFF	Max	0	---TSP---			
Lock Mode	MAX	Lock	0	Headway	0		
No Skip	OFF	Alt Table	0	GrpLock	OFF		
Qjump	OFF	HoldDwell	#N/A	FreeMod	OFF		

#2 Bus Preempt

		Times		Prior. Phases			
Enable	OFF	Min	0	0	0	0	0
Coor+Pre	OFF	Max	0	---TSP---			
Lock Mode	MAX	Lock	0	Headway	0		
No Skip	OFF	Alt Table	0	GrpLock	OFF		
Qjump	OFF	HoldDwell	#N/A	FreeMod	OFF		

#3 Bus Preempt

		Times		Prior. Phases			
Enable	OFF	Min	0	0	0	0	0
Coor+Pre	OFF	Max	0	---TSP---			
Lock Mode	MAX	Lock	0	Headway	0		
No Skip	OFF	Alt Table	0	GrpLock	OFF		
Qjump	OFF	HoldDwell	#N/A	FreeMod	OFF		

#4 Bus Preempt

		Times		Prior. Phases			
Enable	OFF	Min	0	0	0	0	0
Coor+Pre	OFF	Max	0	---TSP---			
Lock Mode	MAX	Lock	0	Headway	0		
No Skip	OFF	Alt Table	0	GrpLock	OFF		
Qjump	OFF	HoldDwell	#N/A	FreeMod	OFF		

I/O INPUT TABLE

	1	2	3	4	5	6	7	8
1	2	16	8	22	3	17	9	23
2	6	20	12	26	198	199	30	31
3	15	1	21	7	27	13	28	14
4	189	189	189	189	4	18	10	24
5	130	134	132	136	200	201	202	203
6	32	5	19	11	25	29	208	207
7	33	34	35	36	37	38	39	40
8	41	42	43	44	189	189	189	189

ACTION Table [4.5]

Act	Pat#	A1	A2	A3	S1	S2	S3	S4	S5	S6	S7	S8	P1	P2
1	1	-	-	-	-	-	-	-	-	-	-	-	0	0
2	2	-	-	-	-	-	-	-	-	-	-	-	0	0
3	3	-	-	-	-	-	-	-	-	-	-	-	0	0
4	4	-	-	-	-	-	-	-	-	-	-	-	0	0
5	5	-	-	-	-	-	-	-	-	-	-	-	0	0
6	6	-	-	-	-	-	-	-	-	-	-	-	0	0
7	7	-	-	-	-	-	-	-	-	-	-	-	0	0
8	8	-	-	-	-	-	-	-	-	-	-	-	0	0
9	9	-	-	-	-	-	-	-	-	-	-	-	0	0
10	10	-	-	-	-	-	-	-	-	-	-	-	0	0
11	11	-	-	-	-	-	-	-	-	-	-	-	0	0
12	12	-	-	-	-	-	-	-	-	-	-	-	0	0
13	13	-	-	-	-	-	-	-	-	-	-	-	0	0
14	14	-	-	-	-	-	-	-	-	-	-	-	0	0
15	15	-	-	-	-	-	-	-	-	-	-	-	0	0
16	0	-	-	-	-	-	-	-	-	-	-	-	0	0
54	254	-	-	-	-	-	-	-	-	-	-	-	0	0
55	0	-	-	-	-	-	-	-	-	-	-	-	0	0

Alarm Parameters [1.6.7.1]

Pattern Events:	ON
Local Txmt Alarms:	OFF
Reassign User Alarm #1 In (5):	0
Reassign User Alarm #2 In (6):	0
Preempt Events:	ON

City of FRESNO

Date Printed
2/22/2020

ID: 283 **Name:** Shepherd & Willow

I/O Inputs - 1.8.9.1.5

C-1 PIN	I/O Source	Function	Input Name
39	I1-1	2	Veh Det 2
40	I1-2	16	Veh Det 16
41	I1-3	8	Veh Det 8
42	I1-4	22	Veh Det 22
43	I1-5	3	Veh Det 3
44	I1-6	17	Veh Det 17
45	I1-7	9	Veh Det 9
46	I1-8	23	Veh Det 23
47	I2-1	6	Veh Det 6
48	I2-2	20	Veh Det 20
49	I2-3	12	Veh Det 12
50	I2-4	26	Veh Det 26
51	I2-5	198	Pre 1 In
52	I2-6	199	Pre 2 In
53	I2-7	30	Veh Det 30
54	I2-8	31	Veh Det 31
55	I3-1	15	Veh Det 15
56	I3-2	1	Veh Det 1
57	I3-3	21	Veh Det 21
58	I3-4	7	Veh Det 7
59	I3-5	27	Veh Det 27
60	I3-6	13	Veh Det 13
61	I3-7	28	Veh Det 28
62	I3-8	14	Veh Det 14
63	I4-5	4	Veh Det 4
64	I4-6	18	Veh Det 18
65	I4-7	10	Veh Det 10
66	I4-8	24	Veh Det 24
67	I5-1	130	Ped Call 2
68	I5-2	134	Ped Call 6
69	I5-3	132	Ped Call 4
70	I5-4	136	Ped Call 8
71	I5-5	200	Pre 3 In
72	I5-6	201	Pre 4 In
73	I5-7	202	Pre 5 In
74	I5-8	203	Pre 6 In
75	I6-1	32	Veh Det 32
76	I6-2	5	Veh Det 5
77	I6-3	19	Veh Det 19
78	I6-4	11	Veh Det 11
79	I6-5	25	Veh Det 25
80	I6-6	29	Veh Det 29
81	I6-7	208	Local Flash
82	I6-8	207	Comp StopTm

I/O OUTPUTS - 1.8.9.2.5

C-1 PIN	I/O Source	Function	Output Name
1	Logic Grd		
2	O1-1	14	Red Ch 14
3	O1-2	62	Grn Chan 14
4	O1-3	4	Red Ch 4
5	O1-4	28	Yel Chan 4
6	O1-5	52	Grn Chan 4
7	O1-6	3	Red Ch 3
8	O1-7	27	Yel Chan 3
9	O1-8	51	Grn Chan 3
10	O2-1	13	Red Ch 13
11	O2-2	61	Grn Chan 13
12	O2-3	2	Red Ch 2
13	O2-4	26	Yel Chan 2
14	Logic Grd		
15	O2-5	50	Grn Chan 2
16	O2-6	1	Red Ch 1
17	O2-7	25	Yel Chan 1
18	O2-8	49	Grn Chan 1
19	O3-1	16	Red Ch 16
20	O3-2	64	Grn Chan 16
21	O3-3	8	Red Ch 8
22	O3-4	32	Yel Chan 8
23	O3-5	56	Grn Chan 8
24	O3-6	7	Red Ch 7
25	O3-7	31	Yel Chan 7
26	O3-8	55	Grn Chan 7
27	O4-1	15	Red Ch 15
28	O4-2	63	Grn Chan 15
29	O4-3	6	Red Ch 6
30	O4-4	30	Yel Chan 6
31	O4-5	54	Grn Chan 6
32	O4-6	5	Red Ch 5
33	O4-7	29	Yel Chan 5
34	O4-8	53	Grn Chan 5
35	O5-1	37	Yel Chan 13
36	O5-2	39	Yel Chan 15
37	O5-3	38	Yel Chan 14
38	O5-4	40	Yel Chan 16
100	O5-5	42	Yel Chan 18
101	O5-6	41	Yel Chan 17
102	O5-7	115	Not Used
103	O5-8	114	Watchdog

C-1 PIN	I/O Source	Function	Output Name
83	O6-1	18	Red Ch 18
84	O6-2	66	Grn Chan 18
85	O6-3	12	Red Ch 12
86	O6-4	36	Yel Chan 12
87	O6-5	60	Grn Chan 12
88	O6-6	11	Red Ch 11
89	O6-7	35	Yel Chan 11
90	O6-8	59	Grn Chan 11
91	O7-1	17	Red Ch 17
92	Logic Grd		
93	O7-2	65	Grn Chan 17
94	O7-3	10	Red Ch 10
95	O7-4	34	Yel Chan 10
96	O7-5	58	Grn Chan 10
97	O7-6	9	Red Ch 9
98	O7-7	33	Yel Chan 9
99	O7-8	57	Grn Chan 9

I/O Outputs - 1.8.9.2.5
C-11 OUTPUTS

1	O8-1	115	Not Used
2	O8-2	115	Not Used
3	O8-3	115	Not Used
4	O8-4	115	Not Used

I/O Inputs - 1.8.9.1.5
C-11 INPUTS

15	I7-1	33	Veh Det 33
16	I7-2	34	Veh Det 34
17	I7-3	35	Veh Det 35
18	I7-4	36	Veh Det 36
19	I7-5	37	Veh Det 37
20	I7-6	38	Veh Det 38
21	I7-7	39	Veh Det 39
22	I7-8	40	Veh Det 40
23	I8-1	41	Veh Det 41
24	I8-2	42	Veh Det 42
25	I8-3	43	Veh Det 43
26	I8-4	44	Veh Det 44
27	I8-5	189	Unused
28	I8-6	189	Unused
29	I8-7	189	Unused
30	I8-8	189	Unused

City of FRESNO

ID: 283

NAME: Shepherd & Willow

Date Printed: 2/22/2020

ID Number: 283

LOCATION: Shepherd & Willow

City of Fresno
332 Cabinet
44 Detector Plus Setup

	DETECTOR ASSIGNMENTS											ISOLATORS		
"I"	I1	I2	I3	I4	I5	I6	I7	I8	I9	I10	I11	I12	I13	I14
UPPER	Ph 1 Call&Ext T2-1&2 C1-56 Det 1 NBL1	Ph 2 Ext T2-5&6 C1-39 Det 2 SB Far	Ph 2 Call&TP3 T2-9&10 C1-63 Det 4 SB Mid	Ph 2 Call&TP3 T4-1&2 C1-47 Det 6 SBT1	Ph 3 Call&Ext T4-5&6 C1-58 Det 7 EBL1	Ph 4 Ext T4-9&10 C1-41 Det 8 WB Far	Ph 4 Call&TP3 T6-1&2 C1-65 Det 10 WB Mid	Ph 4 Call&TP3 T6-5&6 C1-49 Det 12 WBT1	Ph 1 Call&Ext T6-9&10 C1-60 Det 13 NBLt Bk	Ph 2/4 Ext T10-5&6 C11-23 Det 41	Ph 2 Call&Ext T8-1 C1-80 Det 29 BIKE	Ph 2 PPB T8-4 C1-67	Ph 6 PPB T8-7 C1-68	FLASH SENSE T8-10 C1-81
LOWER	Ph 1 Call&Ext T2-3&4 C11-15 Det 33 NBL2	Ph 2 Call&TP3 T2-7&8 C1-43 Det 3 SB Bk	Ph 2 Call&Ext T2-11&12 C1-76 Det 5 SBRt	Ph 2 Call&TP3 T4-3&4 C11-16 Det 34 SBT2	Ph 3 Call&Ext T4-7&8 C11-17 Det 35 EBL2	Ph 4 Call&TP3 T4-11&12 C1-45 Det 9 WB Bk	Ph 4 Call&Ext T6-3&4 C1-78 Det 11 WBRt	Ph 4 Call&TP3 T6-7&8 C11-18 Det 36 WBT2	Ph 3 Call&Ext T6-11&12 C1-62 Det 14 EBLt Bk	Ph 2/4 Ext T10-7&8 C11-24 Det 42	Ph 4 Call&Ext T8-2 C1-53 Det 30 BIKE	Ph 4 PPB T8-5 C1-69	Ph 8 PPB T8-8 C1-70	STOP TIMING T8-11 C1-82
"J"	J1	J2	J3	J4	J5	J6	J7	J8	J9	J10	J11	J12	J13	J14
UPPER	Ph 5 Call&Ext T3-1&2 C1-55 Det 15 SBL1	Ph 6 Ext T3-5&6 C1-40 Det 16 NB Far	Ph 6 Call&TP3 T3-9&10 C1-64 Det 18 NB Mid	Ph 6 Call&TP3 T5-1&2 C1-48 Det 20 NBT1	Ph 7 Call&Ext T5-5&6 C1-57 Det 21 WBL1	Ph 8 Ext T5-9&10 C1-42 Det 22 EB Far	Ph 8 Call&TP3 T7-1&2 C1-66 Det 24 EB Mid	Ph 8 Call&TP3 T7-5&6 C1-50 Det 26 EBT1	Ph 5 Call&Ext T7-9&10 C1-59 Det 27 SBLt Bk	Ph 6/8 Ext T10-9&10 C11-25 Det 43	Ph 6 Call&Ext T9-1 C1-54 Det 31 BIKE	EMER A Ph 2 + 5 T9-4 C1-71	EMER B Ph 4 + 7 T9-5 C1-72	RR1 FLASH T9-10 C1-51
LOWER	Ph 5 Call&Ext T3-3&4 C11-19 Det 37 SBL2	Ph 6 Call&TP3 T3-7&8 C1-44 Det 17 NB Bk	Ph 6 Call&Ext T3-11&12 C1-77 Det 19 NBRt	Ph 6 Call&TP3 T5-3&4 C11-20 Det 38 NBT2	Ph 7 Call&Ext T5-7&8 C11-21 Det 39 WBL2	Ph 8 Call&TP3 T5-11&12 C1-46 Det 23 EB Bk	Ph 8 Call&Ext T7-3&4 C1-79 Det 25 EBRt	Ph 8 Call&TP3 T7-7&8 C11-22 Det 40 EBT2	Ph 7 Call&Ext T7-11&12 C1-61 Det 28 WBLt Bk	Ph 6/8 EXT T10-11&12 C11-26 Det 44	Ph 8 Call&Ext T9-2 C1-75 Det 32 BIKE	EMER C Ph 1 + 6 T9-7 C1-73	EMER D Ph 3 + 8 T9-8 C1-74	RR2 LTD OP T9-11 C1-52

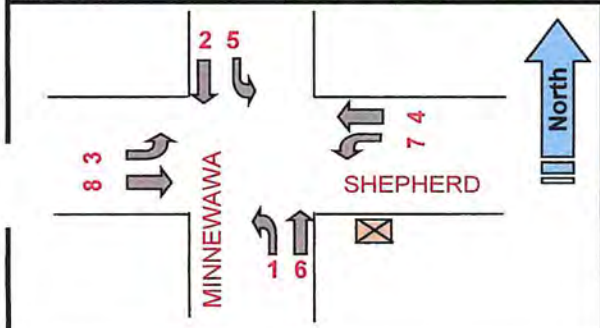
COMMENTS:

TIMING UPDATES AND MODIFICATIONS

ID: 283 **NAME:** Shepherd & Willow

DATE	CHANGES MADE	ATMS or CABINET	BY
2/22/2020	Made minor changes to timing calculations and updated detector attributes. Set intersection back to 8 phase operation from Split		
	Phase operations due to construction.		

Movement	NL	ST	EL	WT	SL	NT	WL	ET
Times [1.1.1]	1	2	3	4	5	6	7	8
Min Green	11	8	11	9	11	8	11	9
Gap, Ext	2	4	2	4.4	2	3.2	2	4.2
Max 1	25	40	25	40	25	40	25	40
Max 2	0		0					
Yel Clearance	3.0	5.0	3.0	5.0	3.0	5.0	3.0	5.0
Red Clearance	1	1	1	1	1	1	1	1
Walk	0	7	0	7		7		7
Ped Clearance	0	25	0	23		25		25
Red Revert	1	1	1	1	1	1	1	1
Add Initial	0		0					
Max Initial	0		0					
Time B4 Reduct	0	19	0	18		19		18
Cars B4 Reduct	0		0					
Time To Reduce	0	11	0	12		11		12
Reduce By	0		0					
Min Gap	2	2.5	2	2.8	2	2	2	2.6
DyMaxLim	31	46	31	46	31	46	31	46
Max Step	6	6	6	6	6	6	6	6
Options [1.1.2]	1	2	3	4	5	6	7	8
Enable	X	X	X	X	X	X	X	X
Min Recall								
Max Recall								
Ped Recall								
Soft Recall				X				X
Lock Calls								
Auto Flash Entry								
Auto Flash Exit								
Dual Entry		X		X		X		X
Enable Simul Gap	X	X	X	X	X	X	X	X
Gaurantee Passage								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								



Phase Options+ [1.1.3]

Options+	1	2	3	4	5	6	7	8
Reservice								
PedClr Thru Yel								
SkipRed-NoCall								
Red Rest								
Max II								
*Max III								
Max Inhibit								
Ped Delay								
Red Rest on Gap								
Conflicting Phase								
Grn/Ped Delay								
Omit Yel, Yel P								
Ped Out/Olp Ped								
StartYel, Next P								
*StartupVehCall	1	2	3	4	5	6	7	8
*StartupPedCall								

Phase Concurrency [1.1.4]

Phase	Ring	StartUp	Concurrent Phases			
1	1	RED	5	6	0	0
2	1	RED	5	6	0	0
3	1	RED	7	8	0	0
4	1	GREEN	7	8	0	0
5	2	RED	1	2	0	0
6	2	RED	1	2	0	0
7	2	RED	3	4	0	0
8	2	GREEN	3	4	0	0
9	0	RED	0	0	0	0
10	0	RED	0	0	0	0
11	0	RED	0	0	0	0
12	0	RED	0	0	0	0

Comm Ports [6.6]

Channel	Port	Echo	Mode
Async 1	SP1	NONE	0
Async 2	SP2	NONE	0
Async 3	SP8	NONE	0
Async 4	OFF	NONE	0
Sync 1	SP5S		
Sync 2	OFF		
TS2CVM	NONE		
Opticom	NONE		
GPS	NONE		

Unit Params [1.2.1]

*Screen Size	8	Metric	OFF
Startup Flash	0	Red Revert	1
MCE Timeout	0	Auto Ped Clear	OFF
Loc Flsh Start	RSt	Display Time	30
Yellow < 3"	OFF	Tone Disable	ON
Allow Skip Yel	OFF	AudioPedTime	OFF
Start Red Tm	6	Phase Mode	STD8
*Startup Calls	OFF	CNA FreeTime	0
TOD Dimming	OFF	Diamond Mode	4Ph
ST over Prmpt	OFF	Free Ring Seq	1
Feature Profile	1	IO Mode	USER
Mx Seek TrkTm	0	Max Cyc Timer	0
Mx Seek Dwell	0	CycFlt Actn	ALARM
Prmpt/Ext Coor	EXT	Clmc Decide	OFF
Aux Switch	STOPTM	LPAlt Srs	OFF
*InhFYA Red St	Off	*SecurityDelay	0

* - 76.12B or newer

Times+ [1.1.7]

	1	2	3	4	5	6	7	8
Walk2	0	0	0	0	0	0	0	0
BikeClr	0	0	0	0	0	0	0	0
GrnFlash	0	0	0	0	0	0	0	0
SfClrMn	0	0	0	0	0	0	0	0
SfClrNoFlsh	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

Comm [6.2]

Port	Baud Rate	FCM
1	9600	6
2	9600	6
3	1200	0
4	1200	0

Comm [6.5]

IP Address:	10	128	1	51
Mask:	255	255	255	0
Gateway:	10	128	1	254
Port #:	5051			

Host IPs

ATMS				
172	26	17	230	
SG				
0	0	0	0	

CITY of CLOVIS

Phase Seq. (2 ring) Chart [1.2.4]

Seq #	Ring	Phases					
1	1	1	2	3	4	0	0
	2	5	6	7	8	0	0
2	1	1	2	3	4	0	0
	2	6	5	7	8	0	0
3	1	2	1	3	4	0	0
	2	5	6	7	8	0	0
4	1	2	1	3	4		0
	2	6	5	7	8		0
5	1	1	2	3	4	0	0
	2	5	6	8	7	0	0
6	1	1	2	3	4	0	0
	2	6	5	8	7	0	0
7	1	2	1	3	4	0	0
	2	5	6	8	7	0	0
8	1	2	1	3	4	0	0
	2	6	5	8	7	0	0
9	1	1	2	4	3	0	0
	2	5	6	7	8	0	0
10	1	1	2	4	3	0	0
	2	6	5	7	8	0	0
11	1	2	1	4	3	0	0
	2	5	6	7	8	0	0
12	1	2	1	4	3	0	0
	2	6	5	7	8	0	0
13	1	1	2	4	3		0
	2	5	6	8	7		0
14	1	1	2	4	3	0	0
	2	6	5	8	7	0	0
15	1	2	1	4	3	0	0
	2	5	6	8	7	0	0
16	1	2	1	4	3	0	0
	2	6	5	8	7	0	0

Advance Warning [1.1.9]

	Ph	Tm
Aux Out #1	0	0
Aux Out #2	0	0

NAME: MINNEWAWA @ SHEPHERD **ID:** 299 **Configuration:** Standard File

V76.12
ATMS 1.5.45.263

Prepared by:	T. Barker	Date Installed / By:	1/10/2022
Checked by:	T. Barker	Date Superseded:	

Date Printed: 1/10/22

[2.1] Coord Modes+

Test OpMode	0
Correction	LONG
Maximum	MAX INH
Force Mode	FIXED
Flash Mode	CHANNEL

Coord Modes+ (Page 2)

FreeonSeqCh	ON
Closed Loop	OFF
External	OFF
Latch Sec Frc	OFF
Stop-in-Walk	OFF
Ped Recycle	P1256_INH
Expand Splt	OFF
Easy Float	OFF
Auto Reset	ON
NTCIP Yield	+ 0
Leave Walk	
Before	TIMED
After	TIMED

Intersection Name: MINNEWAWA @ SHEPHERD

CITY OF CLOVIS

ID: 293

Date Printed: 12/2/2019

[2.4] Patterns

Pat#	Cyc	Off-Set	Split	Seq
1	0	0	1	1
2	0	0	2	1
3	0	0	3	1
4	0	0	4	1
5	0	0	5	1
6	0	0	6	1
7		0	7	1
8	0	0	8	1
9	0	0	9	1
10	0	0	10	1
30	0	0	0	1
31	0	0	0	1
32	0	0	0	1

[2.7.1-24] Splits

Split	[2.7]	1	2	3	4	5	6	7	8
1	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
2	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
3	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
4	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
5	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
6	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
7	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
8	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
9	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
10	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
30	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
31	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
32	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON

[2.5] Transition

Pat#	Short	Long	Dwell	No Shortway Ø				E-Yld	Offset	Ret Hold	Flt	Veh	Ped	FRC MODE
1	10	25	0	0	0	0	0	0	EndGRN	-	-	-	-	
2	10	25	0	0	0	0	0	0	EndGRN	-	-	-	-	
3	10	25	0	0	0	0	0	0	EndGRN	-	-	-	-	
4	10	25	0	0	0	0	0	0	EndGRN	-	-	-	-	
5	10	25	0	0	0	0	0	0	EndGRN	-	-	-	-	
6	10	25	0	0	0	0	0	0	EndGRN	-	-	-	-	
7	10	25	0	0	0	0	0	0	EndGRN	-	-	-	-	
8	10	25	0	0	0	0	0	0	EndGRN	-	-	-	-	
9	10	25	0	0	0	0	0	0	EndGRN	-	-	-	-	
10	10	25	0	0	0	0	0	0	EndGRN	-	-	-	-	
30		17	0	0	0	0	0	0	BegGRN	-	-	-	-	
31		17	0	0	0	0	0	0	BegGRN	-	-	-	-	
32		17	0	0	0	0	0	0	BegGRN	-	-	-	-	

Overlap 1-8 Program Parms & Parm+ [1.5.2.1] [1.5.2.8]

1 A	Included Ø		NORMAL	
	Modifier Ø		Grn	
	Conflict Ø		Yel	3
	Conflict Olap		Red	1
	Conflict Ped		LG	OFF
2 B	Included Ø		NORMAL	
	Modifier Ø		Grn	
	Conflict Ø		Yel	3
	Conflict Olap		Red	1
	Conflict Ped		LG	OFF
3 C	Included Ø		NORMAL	
	Modifier Ø		Grn	
	Conflict Ø		Yel	3
	Conflict Olap		Red	1
	Conflict Ped		LG	OFF
4 D	Included Ø		NORMAL	
	Modifier Ø		Grn	
	Conflict Ø		Yel	3
	Conflict Olap		Red	1
	Conflict Ped		LG	OFF
5 E	Included Ø		NORMAL	
	Modifier Ø		Grn	
	Conflict Ø		Yel	3
	Conflict Olap		Red	1
	Conflict Ped		LG	OFF
6 F	Included Ø		NORMAL	
	Modifier Ø		Grn	
	Conflict Ø		Yel	3
	Conflict Olap		Red	1
	Conflict Ped		LG	OFF
7 G	Included Ø		NORMAL	
	Modifier Ø		Grn	
	Conflict Ø		Yel	3
	Conflict Olap		Red	1
	Conflict Ped		LG	OFF
8 H	Included Ø		NORMAL	
	Modifier Ø		Grn	
	Conflict Ø		Yel	3
	Conflict Olap		Red	1
	Conflict Ped		LG	OFF

Unit Parameters [1.2.1]

Stop Timer Over Preempt	OFF
Preempt or Ext Output	EXT
Max Seek Track Time	0
Max Seek Dwell Time	0

Channel Parameters [1.8.3]

Pre Invert Rail Input	OFF

Preemption Options+ [3.Pre #.6]

Pre #	Enable	Type	Output	Pattern	Skip	Co+Pre	Flash	Max/Min
1	ON	RAIL	TS2		OFF	OFF	OFF	MAX
2	OFF	EMERG	TS2		OFF	OFF	OFF	MAX
3	ON	EMERG	TS2		OFF	OFF	OFF	MAX
4	ON	EMERG	TS2		OFF	OFF	OFF	MAX
5	ON	EMERG	TS2		OFF	OFF	OFF	MAX
6	ON	EMERG	TS2		OFF	OFF	OFF	MAX

Preemption Times [3.#.1]

Pre #	Delay	MinDura	MaxPres	MinGrn	MinWlk	PedClr	Track Grn	Min Dwell
1								
2								
3					4	19		
4					4	18		
5					4	19		
6					4	20		

Preemption, Options [3.#.3]

Pre #	Lock Input	Over-ride Auto Flash	Over-ride Higher Preempt#	Flash Dwell	Link
1	ON	ON	OFF	ON	
2	OFF	ON	OFF	OFF	
3	OFF	OFF	OFF	OFF	
4	OFF	OFF	OFF	OFF	
5	OFF	OFF	OFF	OFF	
6	OFF	OFF	OFF	OFF	

Preemption, Times+ [3.#.4]

Pre No.	Extend Dwell	Return Max	Ped Clr	Yel	Red
1					
2					
3					
4					
5					
6					

Pre 1 = RR1
Pre 2 = RR2
Pre 3 = EVA
Pre 4 = EVB
Pre 5 = EVC
Pre 6 = EVD

Phases [3.#.2] - set the Dwell Phases

Pre #	Column	1	2	3	4	5	6	7	8	9	10
1	Dwell Veh										
	Peds										
2	Dwell Veh										
	Peds										
3	Dwell Veh	2	5								
	Peds										
4	Dwell Veh	4	7								
	Peds										
5	Dwell Veh	1	6								
	Peds										
6	Dwell Veh	3	8								
	Peds										

Phases [3.#.2] - Trk Veh

Pre #	Phases
1	
2	
3	
4	
5	
6	

Exit Phases [3.#.2]

No.	Exit Phase							
1	4	8						
2								
3	2	6						
4	4	8						
5	2	6						
6	4	8						

Overlaps+ [3.#.5]

Pre #		Preempt Overlaps +
1	Track	
	Dwell	
2	Track	
	Dwell	
3	Track	
	Dwell	
4	Track	
	Dwell	
5	Track	
	Dwell	
6	Track	
	Dwell	

Low Priority Preempts [3.X; where X = 7 thru 10]

Pre #	Enb	C+P	Lock	NoSkip	Qjump	Times Alt Tbl	Times Min	Times Max	Times Lock	Priorty Phases			
7	OFF	OFF	MAX	OFF	OFF		0	0	0	0	0	0	0
8	OFF	OFF	MAX	OFF	OFF		0	0	0	0	0	0	0
9	OFF	OFF	MAX	OFF	OFF		0	0	0	0	0	0	0
10	OFF	OFF	MAX	OFF	OFF		0	0	0	0	0	0	0

Advance Times [3.x.6]

	1	2	3	4	5	6
YelChng	0	0	0	0	0	0
RedClr	0	0	0	0	0	0
TrkYelChng	0	0	0	0	0	0
TrkRedClr	0	0	0	0	0	0

OLP GENERAL PARAMETERS [1.5.1]

Lock Inhibit	OFF
Conflict Lock Enable	OFF
Parent P Clearance	OFF
Xtra Incl Phases	OFF
InhibitLockInterval	Always

PREEMPTION NOTE: Each preemption has it's own set of menus. To access each menu :

a. Press "3" for preemption

b. Then enter "Preempt number" (1 through 6 and shown as "#" in Schedules above)

c. Then enter "number of Menu item" you want to access (*1-Times, 2-Phases, 3-Options, 4-Times+, 5-Overlaps+ or 6-Options+*)

d. Once in an above menu push Escape once to go back to main preempton menu.

City of CLOVIS

Name: MINNEWAWA @ SHEI

ID: 293

Date Printed: 12/2/2019

CHANNEL SETTINGS [1.8] plus UNIT PARAMETERS [1.2.1]

CHANNEL SETTINGS [1.8.1]

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase / Olap #	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8
Channel Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED
Channel Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK
Flash 1-2 Hertz		X		X		X		X								
	Page 1								Page 2							

Chan Settings [1.8.2]

17	18	19	20	21	22	23	24
VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH
DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK

CHANNEL PARMETERS [1.8.3]

CH 17-24 Mapping:	DEFAULT
D-Conn Mapping:	NONE
Invert Rail Inputs:	OFF
C1-C11-ABC IO Mode:	USER

CHANNELS+ [1.8.4]

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flash Red	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Flash Yellow	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Inh Red Fl in Preempt	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Olap Ovrd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

IO PARAMETERS [1.8.6]

C1-C11-ABC IO Mode:	USER
D-Conn Mapping:	NONE
T & F BIU Mapping	DEFAULT
Invert Rail Inputs:	OFF
EVP Ped Confirm	OFF

City of CLOVIS

I/O LOGIC [1.8.7]

Row#	Result		Function			OP	Function			OP	Function			OP	Timer	
	I/O	Fcn	Inv	I/0	Fcn	Logic	Inv	I/0	Fcn	Logic	Inv	I/0	Fcn	Logic	Dly	Sec
1	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
2	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
3	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
4	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
5	I	0	-	I	----	0	-	I	---	0	-	I	----	0	DLY	0
6	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
7	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
8	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
9	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
10	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0

Ped Parms (MM>5>4)

Det#	Call	No Act	Max Pres	Err Cnt
1	0	0	0	0
2	2	0	5	0
3	0	0	0	0
4	4	0	5	0
5	0	0	0	0
6	6	0	5	0
7	0	0	0	0
8	8	0	5	0

Date Printed:
12/2/2019

ID: 293

Veh Par 1-32 [5.1]											Vehicle Options 1-32 [5.2]									Parameters+ 1-32 [5.3]								Info Only		
Det #	Input Slot	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time	Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol	Det #	Occupancy G	Occupancy Y	Occupancy R	Delay 1	Delay 2	Type	Src	Dir	Type	Det #
1	1I1U	1					0	0	0	255	1	X	X	-	-	X	-	-	X	1	-	-	-			NORM		NBLT Front		1
2	2I2U	2	0	0.0	1.4	0	0	0	0	255	2	X	X	-	-	-	-	-	X	2	-	-	-	0	0	NORM	0	SB INT		2
3	2I2L	2	0	0.0	0.0	0	0	0	0	255	3	X	X	-	-	-	-	-	X	3	-	-	-	0	0	NORM	0	SB FAR		3
4	2I3U	2	0	10.0	0.0	0	0	0	0	255	4	X	X	-	-	-	-	-	X	4	-	-	-	0	0	NORM	0	SBRT		4
5	2I3L	2	0	0.0	2.0	0	0	0	0	255	5	X	X	-	-	-	-	-	-	5	-	-	-	0	0	NORM	0	SB BIKE		5
6	2I4U	2	0	0.0	2.0	20	0	0	0	255	6	X	-	X	-	-	-	-	X	6	-	-	-	0	0	NORM	0	SB Front		6
7	3I5U	3					0	0	0	255	7	X	X	-	-	X	-	-	X	7	-	-	-			NORM		EBLT Front		7
8	4I6U	4	0	0.0	1.5	0	0	0	0	255	8	X	X	-	-	-	-	-	X	8	-	-	-	0	0	NORM	0	WB INT		8
9	4I6L	4	0	0.0	0.0	0	0	0	0	255	9	X	X	-	-	-	-	-	X	9	-	-	-	0	0	NORM	0	WB FAR		9
10	4I7U	4	0	10.0	0.0	0	0	0	0	255	10	X	X	-	-	-	-	-	X	10	-	-	-	0	0	NORM	0	WBRT		10
11	4I7L	4			2.0		0	0	0	255	11	X	X	-	-	X	-	-	-	11	-	-	-			NORM		WB BIKE		11
12	4I8U	4			2.0	20	0	0	0	255	12	X	-	X	-	-	-	-	X	12	-	-	-			NORM		WB Front		[illegible]
13	1I9U	1					0	0	0	255	13	X	X	-	-	X	-	-	-	13	-	-	-			NORM		NBLT Loops		
14	3I9L	3					0	0	0	255	14	X	X	-	-	X	-	-	-	14	-	-	-			NORM		EBLT Loops		14
15	5J1U	5					0	0	0	255	15	X	X	-	-	X	-	-	X	15	-	-	-			NORM		SBLT Front		15
16	6J2U	6			1.2		0	0	0	255	16	-	X	-	-	-	-	-	X	16	-	-	-			NORM		NB INT		16
17	6J2L	6			0.7		0	0	0	255	17	X	X	-	-	-	-	-	X	17	-	-	-			NORM		NB FAR		17
18	6J3U	6		10.0			0	0	0	255	18	X	X	-	-	-	-	-	X	18	-	-	-			NORM		NBRT		18
19	6J3L	6			2.0		0	0	0	255	19	X	X	-	-	X	-	-	-	19	-	-	-			NORM		NB BIKE		19
20	6J4U	6			2.0	20	0	0	0	255	20	X	-	X	-	-	-	-	X	20	-	-	-			NORM		NB Front		20
21	7J5U	7					0	0	0	255	21	X	X	-	-	X	-	-	X	21	-	-	-			NORM		WBLT Front		21
22	8J6U	8	0	0.0	1.4	0	0	0	0	255	22	X	X	-	-	-	-	-	X	22	-	-	-	0	0	NORM	0	EB INT		22
23	8J6L	8	0	0.0	0.1	0	0	0	0	255	23	X	X	-	-	-	-	-	X	23	-	-	-	0	0	NORM	0	EB FAR		23
24	8J7U	8	0	10.0	0.0	0	0	0	0	255	24	X	X	-	-	-	-	-	X	24	-	-	-	0	0	NORM	0	EBRT		24
25	8J7L	8	0	0.0	2.0	20	0	0	0	255	25	X	-	X	-	-	-	-	-	25	-	-	-	0	0	NORM	0	EB Back		25
26	8J8U	8	0	0.0	2.0	20	0	0	0	255	26	X	-	X	-	-	-	-	X	26	-	-	-	0	0	NORM	0	EB #1 Front		26
27	5J9U	5					0	0	0	255	27	X	X	-	-	X	-	-	-	27	-	-	-			NORM		SBLT Loops		27
28	7J9L	7					0	0	0	255	28	X	X	-	-	X	-	-	-	28	-	-	-			NORM		WBLT Loops		28
29	2I11U	2	0	0.0	0.0	0	0	0	0	255	29	-	-	-	-	-	-	-	-	29	-	-	-	0	0	BIKE	0	Not in Use		29
30	4I11L	4	0	0.0	0.0	0	0	0	0	255	30	-	-	-	-	-	-	-	-	30	-	-	-	0	0	BIKE	0	Not in Use		[illegible]
31	6J11U	6					0	0	0	255	31	-	-	-	-	-	-	-	-	31	-	-	-			BIKE		Not in Use		31
32	8J11L	8					0	0	0	255	32	-	-	-	-	-	-	-	-	32	-	-	-			BIKE		Not in Use		32
33	1I1L	1	0	0.0	0.0	0	0	0	0	255	33	X	X	-	-	X	-	-	X	33	-	-	-			NORM		Not in Use		33
34	2I4L	2			2.0	20	0	0	0	255	34	X	-	X	-	-	-	-	-	34	-	-	-			NORM		SB Back		34
35	3I5L	3	0	0.0	0.0	0	0	0	0	255	35	X	X	-	-	X	-	-	X	35	-	-	-			NORM		Not in Use		35
36	4I8L	4			2.0	20	0	0	0	255	36	X	-	X	-	-	-	-	-	36	-	-	-			NORM		WB Back		36
37	5J1L	5	0	0.0	0.0	0	0	0	0	255	37	X	X	-	-	X	-	-	X	37	-	-	-			NORM		Not in Use		37
38	6J4L	6			2.0	20	0	0	0	255	38	X	-	X	-	-	-	-	X	38	-	-	-			NORM		NB Back		38
39	7J5L	7	0	0.0	0.0	0	0	0	0	255	39	X	X	-	-	X	-	-	X	39	-	-	-			NORM		Not in Use		39
40	8J8L	8			2.0	20	0	0	0	255	40	X	-	X	-	-	-	-	X	40	-	-	-			NORM		EB #2 Front		40
41	4I10U	4					0	0	0	255	41	-	X	-	-	-	-	-	-	41	-	-	-			NORM		Not in Use		41
42	4I10L	4					0	0	0	255	42	-	X	-	-	-	-	-	-	42	-	-	-			NORM		Not in Use		42
43	8J10U	8					0	0	0	255	43	-	X	-	-	-	-	-	-	43	-	-	-			NORM		Not in Use		43
44	8J10L	8					0	0	0	255	44	-	X	-	-	-	-	-	-	44	-	-	-			NORM		Not in Use		44

ID:	299	Name:	MINNEWAWA @ SHEPHERD	Vol/Occ Period	0	Seconds	1/10/2022	Page 5
					15	Minutes		

Alt# 1 Times Table [1.1.6.1]

Column#... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 2 Times Table [1.1.6.1]

Column#... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 3 Times Table [1.1.6.1]

Column#... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr								
Red Clr								
Walk								
Ped Clr								

Alt# 1 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø	1	2	3	4	5	6	7	8
Lock Calls	-	-	-	-	-	-	-	-
Soft Recall	-	-	-	-	-	-	-	-
Dual Entry	-	-	-	-	-	-	-	-
Enabl SimGap	X	X	X	X	X	X	X	X
Guar Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	X	X	X	X	X	X	X	X
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1								
Conflicting Ø2								

Alt# 2 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	X	X	X	X	X	X	X	X
Soft Recall	-	-	-	-	-	-	-	-
Dual Enrty	-	-	-	-	-	-	-	-
Enabl SimGap	X	X	X	X	X	X	X	X
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1								
Conflicting Ø2								

Alt# 3 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	X	X	X	X	X	X	X	X
Soft Recall	-	-	-	-	-	-	-	-
Dual Enrty	-	-	-	-	-	-	-	-
Enabl SimGap	X	X	X	X	X	X	X	X
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1								
Conflicting Ø2								

Alt# 4 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	X	X	X	X	X	X	X	X
Soft Recall	-	-	-	-	-	-	-	-
Dual Entry	-	-	-	-	-	-	-	-
Enabl SimGap	X	X	X	X	X	X	X	X
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1								
Conflicting Ø2								

Alternate Tables [2.6]

Pat#	POpt	PTime	DetGrp	Call/Inh	Olp Off 1 2 3 4 5 6 7 8	ASC	CNA1	Max2	Dia
1						0	Off		DFT
2						0	Off		DFT
3						0	Off		DFT
4						0	Off		DFT
5						0	Off		DFT
6						0	Off		DFT
7						0	Off		DFT
8						0	Off		DFT
9						0	Off		DFT
10	1					0	Off		DFT
11						0	Off		DFT
12						0	Off		DFT
13						0	Off		DFT
14						0	Off		DFT
15						0	Off		DFT
16						0	Off		DFT
17						0	Off		DFT
18						0	Off		DFT
19						0	Off		DFT
20						0	Off		DFT
21						0	Off		DFT
22						0	Off		DFT
23						0	Off		DFT
24						0	Off		DFT

Time Base Parameters [4.6]

Daylight Savings Time	DISABLE	
Time Base Sync Ref	0	
GMT Offset	-	0
Daylight Savings	Mon	Week
Spring	3	2
Fall	11	1

City of CLOVIS

NAME: MINNEWAWA @ SHEPHERD

12/2/2019 **ID:** 293

Annual Schedule [4.3]

	Month												Day of Week							Date																							Day	Link
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Plan	To
1	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	1	0
2	X	X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2	0
3	X	X	X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	3	0
4																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0
5																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0
6																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0
7																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0
8																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0
9																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0
10																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0
11																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0
12																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0

DAY PLANS [4.4]

Plan 1				Plan 2				Plan 3				Plan 4				Plan 5				Plan 6			
Evt	Hour	Min	Act	Evt	Hour	Min	Act	Evt	Hour	Min	Act	Evt	Hour	Min	Act	Evt	Hr	Min	Act	Evt	Hour	Min	Act
1		1	10	1		1	10	1		1	10	1				1				1	0	0	0
2	5	30	54	2	5	30	10	2	5	30	10	2				2				2	0	0	0
3	6	30	54	3	6	30	54	3	6	30	10	3				3				3	0	0	0
4	9		54	4	9		54	4	7		54	4				4				4	0	0	0
5	14	45	54	5	14	45	54	5	14	45	54	5				5				5	0	0	0
6	19		54	6	19		54	6	19		54	6				6				6	0	0	0
7	23		10	7	23		10	7	22		10	7				7				7	0	0	0
8				8				8				8				8				8	0	0	0

Plan 7				Plan 8				Plan 9				Plan 10				Plan 11				Plan 12			
Evt	Hour	Min	Act	Evt	Hour	Min	Act	Evt	Hour	Min	Act	Evt	Hour	Min	Act	Evt	Hr	Min	Act	Evt	Hour	Min	Act
1				1				1				1				1				1	0	0	0
2				2				2				2				2				2	0	0	0
3				3				3				3				3				3	0	0	0
4				4				4				4				4				4	0	0	0
5				5				5				5				5				5	0	0	0
6				6				6				6				6				6	0	0	0
7				7				7				7				7				7	0	0	0
8				8				8				8				8				8	0	0	0

Comments:

Minute Table [4.5]

Act	Pat#	A1	A2	A3	S1	S2	S3	S4	S5	S6	S7	S8	P1	P2
1	1	-	-	-	-	-	-	-	-	-	-	-	0	0
2	2	-	-	-	-	-	-	-	-	-	-	-	0	0
3	3	-	-	-	-	-	-	-	-	-	-	-	0	0
4	4	-	-	-	-	-	-	-	-	-	-	-	0	0
5	5	-	-	-	-	-	-	-	-	-	-	-	0	0
6	6	-	-	-	-	-	-	-	-	-	-	-	0	0
7	7	-	-	-	-	-	-	-	-	-	-	-	0	0
8	8	-	-	-	-	-	-	-	-	-	-	-	0	0
9	9	-	-	-	-	-	-	-	-	-	-	-	0	0
10	10	-	-	-	-	-	-	-	-	-	-	-	0	0
11	0	-	-	-	-	-	-	-	-	-	-	-	0	0
12	0	-	-	-	-	-	-	-	-	-	-	-	0	0
13	0	-	-	-	-	-	-	-	-	-	-	-	0	0
14	0	-	-	-	-	-	-	-	-	-	-	-	0	0
15	0	-	-	-	-	-	-	-	-	-	-	-	0	0
16	0	-	-	-	-	-	-	-	-	-	-	-	0	0
54	254	-	-	-	-	-	-	-	-	-	-	-	0	0
55	255	-	-	-	-	-	-	-	-	-	-	-	0	0

City of CLOVIS

Name: MINNEWAWA @ SHEPHERD

ID: 293

Date Printed: 12/2/2019

#	Alarm	Ev	Air
1	Power Up Alarm.	X	X
2	Stop Timing	X	X
3	Cabinet Door Activation	-	-
4	Coordination Failure	X	X
5	External Alarm # 1	-	-
6	External Alarm # 2	-	-
7	External Alarm # 3	-	-
8	External Alarm # 4	-	-
9	Closed Loop Disabled	-	-
10	External Alarm # 5	-	-
11	External Alarm # 6	-	-
12	Manual Control Enable	X	X
13	Coord Free Input	-	-
14	Local Flash Input	X	X
15	CMU/MMU Flash Input	-	-
16	MMU Fault	-	-
17	Cycle Fault	X	X
18	Cycle Failure	X	X
19	Coordination Fault	X	X
20	Controller Fault	X	X
21	Detector SDLC Fault	-	-
22	MMU SDLC Fault	-	-
23	Critical SDLC Fault	-	-
24	SDLC Res. Frame Fault	-	-
25	EEPROM CRC Fault	X	X
26	Detector Diagnostic Fault	-	-
27	Detector Fault from SDLC	-	-
28	Queue detector alarm	-	-
29	Ped Fault	-	-
30	Coord Diagnostic Fault	X	X
37	Download Request	X	X
38	Pattern Change	-	-
49	Preempt 1 Input	X	X
50	Preempt 2 Input	-	-
51	Preempt 3 Input	X	X
52	Preempt 4 Input	X	X
53	Preempt 5 Input	X	X
54	Preempt 6 Input	X	X
55	Preempt 7 Input	-	-
56	Preempt 8 Input	-	-
57	Preempt 9 Input	-	-
58	Preempt 10 Input	-	-
59	EEPROM Compare Fault	-	-
60	Coordination Failure	X	X
73	Controller Access	X	X
81	FIO Changed Status	X	X

Call Phases[1.1.5]

Ø	Phases Called By Ø
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Redirect Phases[1.1.5]

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

Inhibit Phases[1.1.5]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Alt Call & Redirect # 1 [1.1.6.3]

Col	Ø	Phases Called By Ø
1		
2		
3		
4		
5		
6		
7		
8		

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								

Alt Inhibit Phases # 1 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Alt Call & Redirect # 2 [1.1.6.3]

Col	Ø	Phases Called By Ø
1		
2		
3		
4		
5		
6		
7		
8		

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								

Alt Inhibit Phases # 2 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Alarm Parameters [1.6.7.1]

Preempt Events Enable:	ON
Loc Pattern Event Enable:	ON
Reassign User Alarm #1 In (5):	0
Reassign User Alarm #2 In (6):	0
Local Txmt Alarms:	OFF
Mon/Flash Alarm Delay:	15

City of CLOVIS

Date Printed
12/2/2019

ID: 293 Name: MINNEWAWA @ SHEPHERD

I/O Inputs - 1.8.9.1.5

C-1 PIN	I/O Source	Function	Input Name
39	I1-1	2	Veh Det 2
40	I1-2	16	Veh Det 16
41	I1-3	8	Veh Det 8
42	I1-4	22	Veh Det 22
43	I1-5	3	Veh Det 3
44	I1-6	17	Veh Det 17
45	I1-7	9	Veh Det 9
46	I1-8	23	Veh Det 23
47	I2-1	6	Veh Det 6
48	I2-2	20	Veh Det 20
49	I2-3	12	Veh Det 12
50	I2-4	26	Veh Det 26
51	I2-5	198	Pre 1 In
52	I2-6	199	Pre 2 In
53	I2-7	189	Unused
54	I2-8	189	Unused
55	I3-1	15	Veh Det 15
56	I3-2	1	Veh Det 1
57	I3-3	21	Veh Det 21
58	I3-4	7	Veh Det 7
59	I3-5	27	Veh Det 27
60	I3-6	13	Veh Det 13
61	I3-7	28	Veh Det 28
62	I3-8	14	Veh Det 14
63	I4-5	4	Veh Det 4
64	I4-6	18	Veh Det 18
65	I4-7	10	Veh Det 10
66	I4-8	24	Veh Det 24
67	I5-1	130	Ped Call 2
68	I5-2	134	Ped Call 6
69	I5-3	132	Ped Call 4
70	I5-4	136	Ped Call 8
71	I5-5	200	Pre 3 In
72	I5-6	201	Pre 4 In
73	I5-7	202	Pre 5 In
74	I5-8	203	Pre 6 In
75	I6-1	189	Unused
76	I6-2	5	Veh Det 5
77	I6-3	19	Veh Det 19
78	I6-4	11	Veh Det 11
79	I6-5	25	Veh Det 25
80	I6-6	178	Int Advance
81	I6-7	208	Local Flash
82	I6-8	207	Comp StopTm

I/O OUTPU - 1.8.9.2.5

C-1 PIN	I/O Source	Function	Output Name
1	Logic Grd		
2	O1-1	14	Red Ch 14
3	O1-2	62	Grn Chan 14
4	O1-3	4	Red Ch 4
5	O1-4	28	Yel Chan 4
6	O1-5	52	Grn Chan 4
7	O1-6	3	Red Ch 3
8	O1-7	27	Yel Chan 3
9	O1-8	51	Grn Chan 3
10	O2-1	13	Red Ch 13
11	O2-2	61	Grn Chan 13
12	O2-3	2	Red Ch 2
13	O2-4	26	Yel Chan 2
14	Logic Grd		
15	O2-5	50	Grn Chan 2
16	O2-6	1	Red Ch 1
17	O2-7	25	Yel Chan 1
18	O2-8	49	Grn Chan 1
19	O3-1	16	Red Ch 16
20	O3-2	64	Grn Chan 16
21	O3-3	8	Red Ch 8
22	O3-4	32	Yel Chan 8
23	O3-5	56	Grn Chan 8
24	O3-6	7	Red Ch 7
25	O3-7	31	Yel Chan 7
26	O3-8	55	Grn Chan 7
27	O4-1	15	Red Ch 15
28	O4-2	63	Grn Chan 15
29	O4-3	6	Red Ch 6
30	O4-4	30	Yel Chan 6
31	O4-5	54	Grn Chan 6
32	O4-6	5	Red Ch 5
33	O4-7	29	Yel Chan 5
34	O4-8	53	Grn Chan 5
35	O5-1	37	Yel Chan 13
36	O5-2	39	Yel Chan 15
37	O5-3	38	Yel Chan 14
38	O5-4	40	Yel Chan 16
100	O5-5	42	Yel Chan 18
101	O5-6	41	Yel Chan 17
102	O5-7	115	Not Used
103	O5-8	114	Watchdog

C-1 PIN	I/O Source	Function	Output Name
83	O6-1	18	Red Ch 18
84	O6-2	66	Grn Chan 18
85	O6-3	12	Red Ch 12
86	O6-4	36	Yel Chan 12
87	O6-5	60	Grn Chan 12
88	O6-6	11	Red Ch 11
89	O6-7	35	Yel Chan 11
90	O6-8	59	Grn Chan 11
91	O7-1	17	Red Ch 17
92	Logic Grd		
93	O7-2	65	Grn Chan 17
94	O7-3	10	Red Ch 10
95	O7-4	34	Yel Chan 10
96	O7-5	58	Grn Chan 10
97	O7-6	9	Red Ch 9
98	O7-7	33	Yel Chan 9
99	O7-8	57	Grn Chan 9
I/O Outputs - 1.8.9.2.5			
C-11 OUTPUTS			
1	O8-1	115	Not Used
2	O8-2	115	Not Used
3	O8-3	115	Not Used
4	O8-4	115	Not Used
I/O Inputs - 1.8.9.1.5			
C-11 INPUTS			
15	I7-1	33	Veh Det 33
16	I7-2	34	Veh Det 34
17	I7-3	35	Veh Det 35
18	I7-4	36	Veh Det 36
19	I7-5	37	Veh Det 37
20	I7-6	38	Veh Det 38
21	I7-7	39	Veh Det 39
22	I7-8	40	Veh Det 40
23	I8-1	41	Veh Det 41
24	I8-2	42	Veh Det 42
25	I8-3	43	Veh Det 43
26	I8-4	44	Veh Det 44
27	I8-5	189	Unused
28	I8-6	189	Unused
29	I8-7	189	Unused
30	I8-8	189	Unused

City of CLOVIS

ID: 293

NAME: MINNEWAWA @ SHEPHERD

Date Printed: 12/2/2019

ID NUMBER: C0293

LOCATION: MINNEWAWA and SHEPHERD

T. Barker
6/22/2020

CITY OF CLOVIS
332L CABINET
44 DETECTOR SETUP

DETECTOR ASSIGNMENTS

	NBLT	SB INT	SBRT	SB NEAR	EBLT	WB INT	WBRT	WB NEAR	NBLT			ISOLATORS		
												West Leg	East Leg	
I	I1	I2	I3	I4	I5	I6	I7	I8	I9	I10	I11	I12	I13	I14
UPPER	Ph 1 Call & Ext T2-1 & 2 C1-56 DET 1 RED LOCK FRONT	Ph 2 Call & Ext T2-5 & 6 C1-39 DET 2 1.4	Ph 2 Call & Ext T2-9 & 10 C1-63 DET 4 10.0 Sec	Ph 2 Call & TP3 T4-1 & 2 C1-47 DET 6 Queue 20 2.0 FRONT	Ph 3 Call & Ext T4-5 & 6 C1-58 DET 7 RED LOCK FRONT	Ph 4 Call & Ext T4-9 & 10 C1-41 DET 8 1.5	Ph 4 Call & Ext T6-1 & 2 C1-65 DET 10 10.0 Sec	Ph 4 Call & TP3 T6-5 & 6 C1-49 DET 12 Queue 20 2.0 FRONT	Ph 1 Call & Ext T6-9 & 10 C1-60 DET 13 RED LOCK 2nd & 3rd Loop	Ph 2/4 Ext T10-5 & 6 C11-23 DET 41	Ph 2 Call & Ext T8-1 C1-80 DET 29	Ph 2 PED CALL T8-4 C1-67	Ph 6 PED CALL T8-7 C1-68	FLASH SENSE T8-10 C1-81
LOWER	Ph 1 Call & Ext T2-3 & 4 C11-15 DET 33 RED LOCK	Ph 2 Call & Ext T2-7 & 8 C1-43 DET 3 0.0	Ph 2 Call & Ext T2-11 & 12 C1-76 DET 5 RED LOCK 2.0	Ph 2 Call & TP3 T4-3 & 4 C11-16 DET 34 Queue 20 2.0 BACK	Ph 3 Call & Ext T4-7 & 8 C11-17 DET 35 RED LOCK	Ph 4 Call & Ext T4-11 & 12 C1-45 DET 9 0.0	Ph 4 Call & Ext T6-3 & 4 C1-78 DET 11 RED LOCK 2.0	Ph 4 Call & TP3 T6-7 & 8 C11-18 DET 36 Queue 20 2.0 BACK	Ph 3 Call & Ext T6- 11 & 12 C1-62 DET 14 RED LOCK 2nd & 3rd Loop	Ph 2/4 Ext T10-7 & 8 C11-24 DET 42	Ph 4 Call & Ext T8-2 C1-53 DET 30	Ph 4 PED CALL T8-5 C1-69	Ph 8 PED CALL T8-8 C1-70	STOP TIME T8-11 C1-82
		SB FAR	SB BIKE	SB NEAR		WB FAR	WB BIKE	WB NEAR	EBLT			North Leg	South Leg	

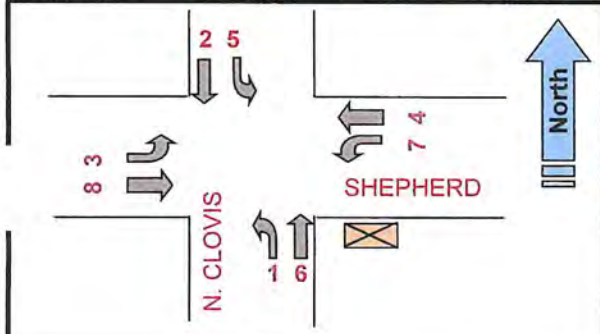
	SBLT	NB INT	NBRT	NB NEAR	WBLT	EB INT	EBRT	EB NEAR	SBLT			SB	WB	UPS
J	J1	J2	J3	J4	J5	J6	J7	J8	J9	J10	J11	J12	J13	J14
UPPER	Ph 5 Call & Ext T3-1 & 2 C1-55 DET 15 RED LOCK FRONT	Ph 6 Ext T3-5 & 6 C1-40 DET 16 1.2	Ph 6 Call & Ext T3-9 & 10 C1-64 DET 18 10.0 Sec	Ph 6 Call & TP3 T5-1 & 2 C1-48 DET 20 QUEUE 20 2.0 FRONT	Ph 7 Call & Ext T5-5 & 6 C1-57 DET 21 RED LOCK FRONT	Ph 8 Call & Ext T5- 9 & 10 C1-42 DET 22 1.4	Ph 8 Call & Ext T7-1 & 2 C1-66 DET 24 10.0 Sec	Ph 8 Call & TP3 T7- 5 & 6 C1-50 DET 26 QUEUE 20 2.0 #1 LANE	Ph 5 Call & Ext T7- 9 & 10 C1-59 DET 27 RED LOCK 2nd & 3rd Loop	Ph 6/8 Ext T10-9 & 10 C11-25 DET 43	Ph 6 Call & Ext T9-1 C1-54 DET 31	PH 2 & 5 EVA Preempt T9-4 C1 - 71	PH 4 & 7 EVB Preempt T9-5 C1 - 72	LOW BATT RAILROAD 1 T9-10 C1-51
LOWER	Ph 5 Call & Ext T3-3 & 4 C11-19 DET 37 RED LOCK	Ph 6 Call & Ext T3-7 & 8 C1-44 DET 17 0.7	Ph 6 Call & Ext T3-11 & 12 C1-77 DET 19 RED LOCK 2.0	Ph 6 Call & TP3 T5-3 & 4 C11-20 DET 38 QUEUE 20 2.0 BACK	Ph 7 Call & Ext T5-7 & 8 C11-21 DET 39 RED LOCK	Ph 8 Call & Ext T5-11 & 12 C1-46 DET 23 0.1	Ph 8 Call & TP3 T7- 3 & 4 C1-79 DET 25 QUEUE 20 2.0 BACK	Ph 8 Call & TP3 T7- 7 & 8 C11-22 DET 40 QUEUE 20 2.0 #2 LANE	Ph 7 Call & Ext T7-11 & 12 C1-61 DET 28 RED LOCK 2nd & 3rd Loop	Ph 6/8 Ext T10-11 & 12 C11-26 DET 44	Ph 8 Call & Ext T9-2 C1-75 DET 32	PH 6 & 1 EVC Preempt T9-7 C1 - 73	PH 8 EVD Preempt T9-8 C1 - 74	RAILROAD 2 T9-11 C1-52
		NB FAR	BIKE LANE	NB NEAR		EB FAR	EB NEAR	EB NEAR	WBLT			NB	EB	

COMMENTS:

DET #16 (NB INT) - Extend only due to northbound traffic exiting Serena Avenue crossing over the detection zone. "CALL" removed.
DET #19 (NB BIKE LANE) - Just added by CIP 18-08 Minnewawa Street Improvement Project.

222 Loop Amplifier
764 Discriminator
242 Isolator

Movement	NL	ST	EL	WT	SL	NT	WL	ET
Times [1.1.1]	1	2	3	4	5	6	7	8
Min Green	10	10	10	10	10	10	10	10
Gap, Ext	2	6.6	2	4.1	2	5.1	2	4.1
Max 1	30	40	30	40	30	40	30	40
Max 2								
Yel Clearance	3.6	4.7	3.6	5	3.6	4.7	3.6	5
Red Clearance	2	1	2	1	2	1	2	1
Walk		7		7		7		7
Ped Clearance		26		26		26		26
Red Revert	1	1	1	1	1	1	1	1
Add Initial								
Max Initial								
Time B4 Reduct		20		20		20		20
Cars B4 Reduct								
Time To Reduce		10		10		10		10
Reduce By								
Min Gap	2	4.6	2	2.6	2	3.5	2	2.6
DyMaxLim	36	46	36	46	36	46	36	46
Max Step	6	6	6	6	6	6	6	6
Options [1.1.2]	1	2	3	4	5	6	7	8
Enable	X	X	X	X	X	X	X	X
Min Recall								
Max Recall								
Ped Recall								
Soft Recall		X				X		
Lock Calls								
Auto Flash Entry								
Auto Flash Exit								
Dual Entry		X		X		X		X
Enable Simul Gap	X	X	X	X	X	X	X	X
Gaurantee Passage								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								



Phase Options+ [1.1.3]

Options+	1	2	3	4	5	6	7	8
Reservice								
PedClr Thru Yel								
SkipRed-NoCall								
Red Rest								
Max II								
*Max III								
Max Inhibit								
Ped Delay								
Red Rest on Gap								
Conflicting Phase								
Grn/Ped Delay								
Omit Yel, Yel P								
Ped Out/Olp Ped								
StartYel, Next P								
*StartupVehCall	1	2	3	4	5	6	7	8
*StartupPedCall								

Phase Concurrency [1.1.4]

Phase	Ring	StartUp	Concurrent Phases			
1	1	RED	5	6	0	0
2	1	RED	5	6	0	0
3	1	RED	7	8	0	0
4	1	GREEN	7	8	0	0
5	2	RED	1	2	0	0
6	2	RED	1	2	0	0
7	2	RED	3	4	0	0
8	2	GREEN	3	4	0	0
9	3	RED	0	0	0	0
10	3	RED	0	0	0	0
11	3	RED	0	0	0	0
12	3	RED	0	0	0	0

Comm Ports [6.6]

Channel	Port	Echo	Mode
Async 1	SP1	NONE	0
Async 2	SP2	NONE	0
Async 3	SP8	NONE	0
Async 4	OFF	NONE	0
Sync 1	SP5S		
Sync 2	OFF		
TS2CVM	NONE		
Opticom	NONE		
GPS	NONE		

Unit Params [1.2.1]

Screen Size	8	Metric	OFF
Startup Flash	0	Red Revert	1
MCE Timeout	0	Auto Ped Clear	OFF
Loc Flsh Start	RSt	Display Time	30
Yellow < 3"	OFF	Tone Disable	ON
Allow Skip Yel	OFF	AudioPedTime	OFF
Start Red Tm	6	Phase Mode	STD8
*Startup Calls	UsePrg	CNA FreeTime	0
TOD Dimming	OFF	Diamond Mode	4Ph
ST over Prmpt	OFF	Free Ring Seq	1
Feature Profile	1	IO Mode	USER
Mx Seek TrkTm	0	Max Cyc Timer	0
Mx Seek Dwell	0	CycFlt Actn	ALARM
Prmpt/Ext Coor	EXT	Clrnc Decide	OFF
Aux Switch	STOPTM	LPAlt Srs	OFF
*InhFYA Red St	Off	*SecurityDelay	0

* - 76.12B or newer

Times+ [1.1.7]

	1	2	3	4	5	6	7	8
Walk2	0	0	0	0	0	0	0	0
BikeClr	0	0	0	0	0	0	0	0
GrnFlash	0	0	0	0	0	0	0	0
SfClrMn	0	0	0	0	0	0	0	0
SfClrNoFlsh	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

Comm [6.2]

Port	Baud Rate	FCM
1	9600	6
2	9600	6
3	1200	0
4	1200	0

Comm [6.5]

					Host IPs			
IP Address:	10	128	1	57	ATMS			
Mask:	255	255	255	0	172	26	17	230
Gateway:	10	128	1	254	SG			
Port #:	5057				0	0	0	0

Phase Seq. (2 ring) Chart [1.2.4]

Seq #	Ring	Phases					
1	1	1	2	3	4	0	0
	2	5	6	7	8	0	0
2	1	1	2	3	4	0	0
	2	6	5	7	8	0	0
3	1	2	1	3	4	0	0
	2	5	6	7	8	0	0
4	1	2	1	3	4	0	0
	2	6	5	7	8		0
5	1	1	2	3	4	0	0
	2	5	6	8	7	0	0
6	1	1	2	3	4	0	0
	2	6	5	8	7	0	0
7	1	2	1	3	4	0	0
	2	5	6	8	7	0	0
8	1	2	1	3	4	0	0
	2	6	5	8	7	0	0
9	1	1	2	4	3	0	0
	2	5	6	7	8	0	0
10	1	1	2	4	3	0	0
	2	6	5	7	8	0	0
11	1	2	1	4	3	0	0
	2	5	6	7	8	0	0
12	1	2	1	4	3	0	0
	2	6	5	7	8	0	0
13	1	1	2	4	3	0	0
	2	5	6	8	7		0
14	1	1	2	4	3		0
	2	6	5	8	7	0	0
15	1	2	1	4	3	0	0
	2	5	6	8	7	0	0
16	1	2	1	4	3	0	0
	2	6	5	8	7	0	0

Advance Warning [1.1.9]

	Ph	Tm
Aux Out #1	0	0
Aux Out #2	0	0

NAME: CLOVIS @ SHEPHERD **ID:** C 0298 **Configuration:** Standard File

V76.15.9 (z)
ATMS 1.5.45.263

Prepared by:	Tim Burke	**Date Installed / By:**	6/10/2021
Checked by:		**Date Superseded:**	

Date Printed: 6/11/21

[2.1] Coord Modes+

Test OpMode	0
Correction	LONG
Maximum	MAX INH
Force Mode	FIXED
Flash Mode	CHANNEL

Coord Modes+ (Page 2)

FreeonSeqCh	ON
Closed Loop	OFF
External	OFF
Latch Sec Frc	OFF
Stop-in-Walk	OFF
Ped Recycle	P1256_INH
Expand Splt	OFF
Easy Float	OFF
Auto Reset	ON
NTCIP Yield	+ 0
Leave Walk	
Before	TIMED
After	TIMED

Intersection Name: CLOVIS @ SHEPHERD

ID: C 0298

Date Printed: 6/8/2021

[2.4] Patterns

Pat#	Cyc	Off	Split	Seq
1	0	0	1	1
2	0	0	2	1
3	0	0	3	1
4	0	0	4	1
5	0	0	5	1
6	0	0	6	1
7		0	7	1
8	0	0	8	1
9	0	0	9	1
10	0	0	10	1
30	0	0	0	1
31	0	0	0	1
32	0	0	0	1

[2.7.1-24] Splits

Split	[2.7]	1	2	3	4	5	6	7	8
1	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
2	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
3	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
4	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
5	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
6	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
7	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
8	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
9	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
10	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
30	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
31	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
32	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON

[2.5] Transition

Pat#	Short	Long	Dwell	No Shortway Ø				E-Yld	Offset	Ret Hold	Flt	Veh	Ped	FRC MODE
1	10	17	0	0	0	0	0	0	EndGRN	-	-	-	-	
2	10	17	0	0	0	0	0	0	EndGRN	-	-	-	-	
3	10	17	0	0	0	0	0	0	EndGRN	-	-	-	-	
4	10	17	0	0	0	0	0	0	EndGRN	-	-	-	-	
5	10	17	0	0	0	0	0	0	EndGRN	-	-	-	-	
6	10	17	0	0	0	0	0	0	EndGRN	-	-	-	-	
7	10	17	0	0	0	0	0	0	EndGRN	-	-	-	-	
8	10	17	0	0	0	0	0	0	EndGRN	-	-	-	-	
9	10	17	0	0	0	0	0	0	BegGRN	-	-	-	-	
10	10	17	0	0	0	0	0	0	BegGRN	-	-	-	-	
30		17	0	0	0	0	0	0	BegGRN	-	-	-	-	
31		17	0	0	0	0	0	0	BegGRN	-	-	-	-	
32		17	0	0	0	0	0	0	BegGRN	-	-	-	-	

Overlap 1-8 Program Parms & Parm+ [1.5.2.1] [1.5.2.8]

1 A	Included Ø	NORMAL	
	Modifier Ø	Grn	
	Conflict Ø	Yel	3.5
	Conflict Olap	Red	1.5
	Conflict Ped	LG	
2 B	Included Ø	NORMAL	
	Modifier Ø	Grn	
	Conflict Ø	Yel	3.5
	Conflict Olap	Red	1.5
	Conflict Ped	LG	
3 C	Included Ø	NORMAL	
	Modifier Ø	Grn	
	Conflict Ø	Yel	3.5
	Conflict Olap	Red	1.5
	Conflict Ped	LG	
4 D	Included Ø	NORMAL	
	Modifier Ø	Grn	
	Conflict Ø	Yel	3.5
	Conflict Olap	Red	1.5
	Conflict Ped	LG	
5 E	Included Ø	NORMAL	
	Modifier Ø	Grn	
	Conflict Ø	Yel	3.5
	Conflict Olap	Red	1.5
	Conflict Ped	LG	
6 F	Included Ø	NORMAL	
	Modifier Ø	Grn	
	Conflict Ø	Yel	3.5
	Conflict Olap	Red	1.5
	Conflict Ped	LG	
7 G	Included Ø	NORMAL	
	Modifier Ø	Grn	
	Conflict Ø	Yel	3.5
	Conflict Olap	Red	1.5
	Conflict Ped	LG	
8 H	Included Ø	NORMAL	
	Modifier Ø	Grn	
	Conflict Ø	Yel	3.5
	Conflict Olap	Red	1.5
	Conflict Ped	LG	

Unit Parameters [1.2.1]

Stop Timer Over Preempt	OFF
Preempt or Ext Output	EXT
Max Seek Track Time	0
Max Seek Dwell Time	0

Channel Parameters [1.8.3]

Pre Invert Rail Input	OFF

Preemption Options+ [3.Pre #.6]

Pre #	Enable	Type	Output	Pattern	Skip	Co+Pre	Flash	Max/Min
1	ON	RAIL	TS2		OFF	OFF	OFF	MAX
2	OFF	EMERG	TS2		OFF	OFF	OFF	MAX
3	ON	EMERG	TS2		OFF	OFF	OFF	MAX
4	ON	EMERG	TS2		OFF	OFF	OFF	MAX
5	ON	EMERG	TS2		OFF	OFF	OFF	MAX
6	ON	EMERG	TS2		OFF	OFF	OFF	MAX

Preemption Times [3.#.1]

Pre #	Delay	MinDura	MaxPres	MinGrn	MinWlk	PedClr	Track Grn	Min Dwell
1								
2								
3			60		4	22		
4			60		4	22		
5			60		4	22		
6			60		4	22		

Preemption, Options [3.#.3]

Pre #	Lock Input	Over-ride Auto Flash	Over-ride Higher Preempt#	Flash Dwell	Link
1	ON	ON	OFF	ON	
2	OFF	ON	OFF	OFF	
3	OFF	OFF	OFF	OFF	
4	OFF	OFF	OFF	OFF	
5	OFF	OFF	OFF	OFF	
6	OFF	OFF	OFF	OFF	

Preemption, Times+ [3.#.4]

Pre No.	Extend Dwell	Return Max	Ped Clr	Yel	Red
1					
2					
3					
4					
5					
6					

Pre 1 = RR1
Pre 2 = RR2
Pre 3 = EVA
Pre 4 = EVB
Pre 5 = EVC
Pre 6 = EVD

Phases [3.#.2] - set the Dwell Phases

Pre #	Column	1	2	3	4	5	6	7	8	9	10
1	Dwell Veh										
	Peds										
2	Dwell Veh										
	Peds										
3	Dwell Veh	2	5								
	Peds										
4	Dwell Veh	4	7								
	Peds										
5	Dwell Veh	1	6								
	Peds										
6	Dwell Veh	3	8								
	Peds										

Phases [3.#.2] - Trk Veh

Pre #	Phases			
1				
2				
3				
4				
5				
6				

Exit Phases [3.#.2]

No.	Exit Phase			
1	4	8		
2				
3	2	6		
4	4	8		
5	2	6		
6	4	8		

Overlaps+ [3.#.5]

Pre #		Preempt Overlaps +									
1	Track										
	Dwell										
2	Track										
	Dwell										
3	Track										
	Dwell										
4	Track										
	Dwell										
5	Track										
	Dwell										
6	Track										
	Dwell										

Low Priority Preempts [3.X; where X = 7 thru 10]

Pre #	Enb	C+P	Lock	NoSkip	Qjump	Times: Alt Tbl	Min	Max	Lock	Priorty Phases			
7	OFF	OFF	MAX	OFF	OFF		0	0	0	0	0	0	0
8	OFF	OFF	MAX	OFF	OFF		0	0	0	0	0	0	0
9	OFF	OFF	MAX	OFF	OFF		0	0	0	0	0	0	0
10	OFF	OFF	MAX	OFF	OFF		0	0	0	0	0	0	0

Advance Times [3.x.8]

	1	2	3	4	5	6
YelChng	0	0	0	0	0	0
RedClr	0	0	0	0	0	0
TrkYelChng	0	0	0	0	0	0
TrkRedClr	0	0	0	0	0	0

OLP GENERAL PARAMETERS [1.5.1]

Lock Inhibit	OFF
Conflict Lock Enable	OFF
Parent P Clearance	OFF
Xtra Incl Phases	OFF
InhibitLockInterval	Always

PREEMPTION NOTE: Each preemption has it's own set of menus. To access each menu :

a. Press "3" for preemption

b. Then enter "Preempt number" (1 through 6 and shown as "#" in Schedules above)

c. Then enter "number of Menu item" you want to access (*1-Times, 2-Phases, 3-Options, Times+, 5-Overlaps+ or 6-Options+*)

d. Once in an above menu push Escape once to go back to main preempton menu.

Name: CLOVIS @ SHEPHERD

ID: C 0298 **Date Printed:** 6/8/2021

CHANNEL SETTINGS [1.8] plus UNIT PARAMETERS [1.2.1]

CHANNEL SETTINGS [1.8.1]

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase / Olap #	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8
Channel Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED
Channel Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK
Flash 1-2 Hertz		X		X		X		X								
	Page 1								Page 2							

Chan Settings [1.8.2]

17	18	19	20	21	22	23	24
1	3	5	7				
PED	PED	PED	PED	VEH	VEH	VEH	VEH
DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK

CHANNEL PARMETERS [1.8.3]

CH 17-24 Mapping:	DEFAULT
D-Conn Mapping:	NONE
Invert Rail Inputs:	OFF
C1-C11-ABC IO Mode:	USER

IO PARAMETERS [1.8.6]

C1-C11-ABC IO Mode:	USER
D-Conn Mapping:	NONE
T & F BIU Mapping	DEFAULT
Invert Rail Inputs:	OFF
EVP Ped Confirm	OFF

CHANNELS+ [1.8.4]

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flash Red	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Flash Yellow	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Inh Red Fl in Preempt	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Olap Ovrd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

I/O LOGIC [1.8.7]

Row#	Result		Function			OP	Function			OP	Function			OP	Timer	
	I/O	Fcn	Inv	I/0	Fcn	Logic	Inv	I/0	Fcn	Logic	Inv	I/0	Fcn	Logic	Dly	Sec
1	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
2	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
3	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
4	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
5	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
6	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
7	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
8	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
9	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
10	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0

Ped Parms (MM>5>4)

Det#	Call	No Act	Max Pres	Err Cnt
1	0	0	0	0
2	2	0	5	0
3	0	0	0	0
4	4	0	5	0
5	0	0	0	0
6	6	0	5	0
7	0	0	0	0
8	8	0	5	0

Date Printed: 6/8/2021

ID: C 0298

Veh Par 1-32 [5.1]											Vehicle Options 1-32 [5.2]									Parameters+ 1-32 [5.3]								Info Only		
Det #	Input Slot	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time	Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol	Det #	Occupancy G	Occupancy Y	Occupancy R	Delay 1	Delay 2	Type	Src	Dir	Type	Det #
1	1I1U	1					0	0	0	2	1	X	X	-	-	X	-	-	X	1	X	X	-			NORM		NBLT1&2	Loop	1
2	2I2U	2			3.6		0	0	0	2	2	X	X	-	-	X	-	-	X	2	X	X	-			NORM		SB BIKE	Loop	2
3	2I2L	2			2		0	0	0	2	3	X	X	-	-	-	-	X	-	3	X	X	-			NORM		SB FAR	Loop	3
4	2I3U	2			2	21	0	0	0	2	4	X	-	X	-	-	-	-	-	4	X	X	-			NORM		SB NEAR	Loop	4
5	2I3L	2		10			0	0	0	2	5	X	X	-	-	-	-	-	X	5	X	X	-			NORM		SBRT	Loop	5
6	2I4U	2			2	21	0	0	0	2	6	X	-	X	-	-	-	-	X	6	X	X	-			NORM		SB CT1&2	Loop	6
7	3I5U	3					0	0	0	2	7	X	X	-	-	X	-	-	X	7	X	X	-			NORM		EBLT1&2	Loop	7
8	4I6U	4			1.4		0	0	0	2	8	X	X	-	-	-	-	-	-	8	X	X	-			NORM		WB INT	Loop	8
9	4I6L	4			1.1		0	0	0	2	9	X	X	-	-	-	-	X	-	9	X	X	-			NORM		WB FAR	Loop	9
10	4I7U	4			2	21	0	0	0	2	10	X	-	X	-	-	-	-	-	10	X	X	-			NORM		WB NEAR	Mag	10
11	4I7L	4			5.6		0	0	0	2	11	X	X	-	-	X	-	-	X	11	X	X	-			NORM		WB BIKE	Mag	11
12	4I8U	4			2	21	0	0	0	2	12	X	-	X	-	-	-	-	X	12	X	X	-			NORM		WB CT1&2	Loop	12
13	1I9U	1					0	0	0	2	13	X	X	-	-	X	-	-	-	13	X	X	-			NORM		NBLT BACK	Loop	
14	3I9L	3					0	0	0	2	14	X	X	-	-	X	-	-	-	14	X	X	-			NORM		EBLT BACK	Loop	14
15	5J1U	5					0	0	0	2	15	X	X	-	-	X	-	-	X	15	X	X	-			NORM		SBLT1&2	Loop	15
16	6J2U	6			1.6		0	0	0	2	16	X	X	-	-	-	-	-	-	16	X	X	-			NORM		NB INT	Loop	16
17	6J2L	6					0	0	0	2	17	X	X	-	-	-	-	X	-	17	X	X	-			NORM		NB FAR	Loop	17
18	6J3U	6			2	21	0	0	0	2	18	X	-	X	-	-	-	-	-	18	X	X	-			NORM		NB NEAR	Loop	18
19	6J3L	6		10			0	0	0	2	19	X	X	-	-	-	-	-	X	19	X	X	-			NORM		NBRT	Loop	19
20	6J4U	6			2	21	0	0	0	2	20	X	-	X	-	-	-	-	X	20	X	X	-			NORM		NB CT1&2	Loop	20
21	7J5U	7					0	0	0	2	21	X	X	-	-	X	-	-	X	21	X	X	-			NORM		WBLT1&2	Loop	21
22	8J6U	8			1.4		0	0	0	2	22	X	X	-	-	-	-	-	-	22	X	X	-			NORM		EB INT	Loop	22
23	8J6L	8			1.1		0	0	0	2	23	X	X	-	-	-	-	X	-	23	X	X	-			NORM		EB FAR	Loop	23
24	8J7U	8			2	21	0	0	0	2	24	X	-	X	-	-	-	-	-	24	X	X	-			NORM		EB NEAR	Loop	24
25	8J7L	8		10			0	0	0	2	25	X	X	-	-	-	-	-	X	25	X	X	-			NORM		EBRT	Loop	25
26	8J8U	8			2	21	0	0	0	2	26	X	-	X	-	-	-	-	X	26	X	X	-			NORM		EB CT1&2	Loop	26
27	5J9U	5					0	0	0	2	27	X	X	-	-	X	-	-	-	27	X	X	-			NORM		SBLT BACK	Loop	27
28	7J9L	7					0	0	0	2	28	X	X	-	-	X	-	-	-	28	X	X	-			NORM		WBLT BACK	Loop	28
29	2I11U						0	0	0	0	29	-	-	-	-	-	-	-	-	29	-	-	-			NORM				29
30	4I11L						0	0	0	0	30	-	-	-	-	-	-	-	-	30	-	-	-			NORM				
31	6J11U						0	0	0	0	31	-	-	-	-	-	-	-	-	31	-	-	-			NORM				31
32	8J11L						0	0	0	0	32	-	-	-	-	-	-	-	-	32	-	-	-			NORM				32
33	1I1L						0	0	0	0	33	-	-	-	-	-	-	-	-	33	-	-	-			NORM				33
34	2I4L						0	0	0	0	34	-	-	-	-	-	-	-	-	34	-	-	-			NORM				34
35	3I5L						0	0	0	0	35	-	-	-	-	-	-	-	-	35	-	-	-			NORM				35
36	4I8L						0	0	0	0	36	-	-	-	-	-	-	-	-	36	-	-	-			NORM				36
37	5J1L						0	0	0	0	37	-	-	-	-	-	-	-	-	37	-	-	-			NORM				37
38	6J4L						0	0	0	0	38	-	-	-	-	-	-	-	-	38	-	-	-			NORM				38
39	7J5L						0	0	0	0	39	-	-	-	-	-	-	-	-	39	-	-	-			NORM				39
40	8J8L						0	0	0	0	40	-	-	-	-	-	-	-	-	40	-	-	-			NORM				40
41	4I10U						0	0	0	0	41	-	-	-	-	-	-	-	-	41	-	-	-			NORM				41
42	4I10L						0	0	0	0	42	-	-	-	-	-	-	-	-	42	-	-	-			NORM				42
43	8J10U						0	0	0	0	43	-	-	-	-	-	-	-	-	43	-	-	-			NORM				43
44	8J10L						0	0	0	0	44	-	-	-	-	-	-	-	-	44	-	-	-			NORM				44

ID: C 0298 **Name:** CLOVIS @ SHEPHERD

Vol/Occ Period 0 Seconds / 5 Minutes

6/8/2021

Alt# 1 Times Table [1.1.6.1]

Column#... ->	1	2	3	4	5	6	7	8
Assign Ø		0		0		0		0
Min Grn		0		0		0		0
Gap, Ext		0		0		0		0
Max 1		0		0		0		0
Max 2		0		0		0		0
Yel Clr		0		0		0		0
Red Clr		0		0		0		0
Walk		0		0		0		0
Ped Clr		0		0		0		0

Alt# 2 Times Table [1.1.6.1]

Column#... ->	1	2	3	4	5	6	7	8
Assign Ø		0		0		0		0
Min Grn		0		0		0		0
Gap, Ext		0		0		0		0
Max 1		0		0		0		0
Max 2		0		0		0		0
Yel Clr		0		0		0		0
Red Clr		0		0		0		0
Walk		0		0		0		0
Ped Clr		0		0		0		0

Alt# 3 Times Table [1.1.6.1]

Column#... ->	1	2	3	4	5	6	7	8
Assign Ø		0		0		0		0
Min Grn		0		0		0		0
Gap, Ext		0		0		0		0
Max 1		0		0		0		0
Max 2		0		0		0		0
Yel Clr		0		0		0		0
Red Clr		0		0		0		0
Walk		0		0		0		0
Ped Clr		0		0		0		0

Alt# 1 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø	1	2	3	4	5	6	7	8
Lock Calls	X	X	X	X	X	X	X	X
Soft Recall	-	-	-	-	-	-	-	-
Dual Entry	-	-	-	-	-	-	-	-
Enabl SimGap	X	X	X	X	X	X	X	X
Guar Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1		0		0		0		0
Conflicting Ø2		0		0		0		0

Alt# 2 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø	1	2	3	4	5	6	7	8
Lock Calls	X	X	X	X	X	X	X	X
Soft Recall	-	-	-	-	-	-	-	-
Dual Enrty	-	-	-	-	-	-	-	-
Enabl SimGap	X	X	X	X	X	X	X	X
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1		0		0		0		0
Conflicting Ø2		0		0		0		0

Alt# 3 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø	1	2	3	4	5	6	7	8
Lock Calls	X	X	X	X	X	X	X	X
Soft Recall	-	-	-	-	-	-	-	-
Dual Enrty	-	-	-	-	-	-	-	-
Enabl SimGap	X	X	X	X	X	X	X	X
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1		0		0		0		0
Conflicting Ø2		0		0		0		0

Alt# 4 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø	1	2	3	4	5	6	7	8
Lock Calls	-	-	-	-	-	-	-	-
Soft Recall	-	-	-	-	-	-	-	-
Dual Entry	-	-	-	-	-	-	-	-
Enabl SimGap	X	X	X	X	X	X	X	X
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	X	X	X	X	X	X	X	X
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1		0		0		0		0
Conflicting Ø2		0		0		0		0

Alternate Tables [2.6]

Pat#	POpt	PTime	DetGrp	Call/Inh	Olp Off 1 2 3 4 5 6 7 8	ASC	CNA1	Max2	Dia
1	0		0	0		0	Off		DFT
2						0	Off		DFT
3	0	0	0	0		0	Off		DFT
4	4					0	Off		DFT
5	0	0	0	0		0	Off		DFT
6						0	Off		DFT
7	0	0	0	0		0	Off		DFT
8						0	Off		DFT
9	0	0	0	0		0	Off		DFT
10						0	Off		DFT
11	0	0	0	0		0	Off		DFT
12						0	Off		DFT
13	0	0	0	0		0	Off		DFT
14						0	Off		DFT
15	0	0	0	0		0	Off		DFT
16						0	Off		DFT
17	0	0	0	0		0	Off		DFT
18						0	Off		DFT
19	0	0	0	0		0	Off		DFT
20						0	Off		DFT
21	0	0	0	0		0	Off		DFT
22						0	Off		DFT
23	0	0	0	0		0	Off		DFT
24						0	Off		DFT

Time Base Parameters [4.6]

Daylight Savings Time	ENABLE	
Time Base Sync Ref	0	
GMT Offset	+	0
Daylight Savings	**Mon**	**Week**
Spring	3	2
Fall	11	1

NAME: CLOVIS @ SHEPHERD

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Annual Schedule [4.3]

	Month												Day of Week							Date																						Day	Link
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Plan	To
1	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	1	0
2	X	X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2	0
3	X	X	X	X	X	X	X	X	X	X	X	X	X							X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2	0
4																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	0
5																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	0
6																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	0
7																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	0
8																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	0
9																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	0
10																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	0
11																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	0
12																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	0

DAY PLANS [4.4]

Plan 1				Plan 2				Plan 3				Plan 4				Plan 5				Plan 6			
Evt	Hour	Min	Act	Evt	Hour	Min	Act	Evt	Hour	Min	Act	Evt	Hour	Min	Act	Evt	Hr	Min	Act	Evt	Hour	Min	Act
1			4	1			4	1			4	1				1				1	0	0	0
2	5	30	54	2	5	30	4	2	5	30	4	2				2				2	0	0	0
3	6	30	54	3	6	30	54	3	6	30	54	3				3				3	0	0	0
4	9		54	4	9		54	4	7		54	4				4				4	0	0	0
5	14	45	54	5	14	45	54	5	14	45	54	5				5				5	0	0	0
6	19	30	54	6	19	45	4	6	19	45	4	6				6				6	0	0	0
7	21	30	4	7	21	30	4	7	21	30	4	7				7				7	0	0	0
8				8				8				8				8				8	0	0	0

Plan 7				Plan 8				Plan 9				Plan 10				Plan 11				Plan 12			
Evt	Hour	Min	Act	Evt	Hour	Min	Act	Evt	Hour	Min	Act	Evt	Hour	Min	Act	Evt	Hr	Min	Act	Evt	Hour	Min	Act
1				1				1				1				1				1	0	0	0
2				2				2				2				2				2	0	0	0
3				3				3				3				3				3	0	0	0
4				4				4				4				4				4	0	0	0
5				5				5				5				5				5	0	0	0
6				6				6				6				6				6	0	0	0
7				7				7				7				7				7	0	0	0
8				8				8				8				8				8	0	0	0

Comments:

Minute Table [4.5]

Act	Pat#	A1	A2	A3	S1	S2	S3	S4	S5	S6	S7	S8	P1	P2
1	1	-	-	-	-	-	-	-	-	-	-	-	0	0
2	2	-	-	-	-	-	-	-	-	-	-	-	0	0
3	3	-	-	-	-	-	-	-	-	-	-	-	0	0
4	4	-	-	-	-	-	-	-	-	-	-	-	0	0
5	5	-	-	-	-	-	-	-	-	-	-	-	0	0
6	6	-	-	-	-	-	-	-	-	-	-	-	0	0
7	7	-	-	-	-	-	-	-	-	-	-	-	0	0
8	8	-	-	-	-	-	-	-	-	-	-	-	0	0
9	9	-	-	-	-	-	-	-	-	-	-	-	0	0
10	10	-	-	-	-	-	-	-	-	-	-	-	0	0
11	0	-	-	-	-	-	-	-	-	-	-	-	0	0
12	0	-	-	-	-	-	-	-	-	-	-	-	0	0
13	0	-	-	-	-	-	-	-	-	-	-	-	0	0
14	0	-	-	-	-	-	-	-	-	-	-	-	0	0
15	0	-	-	-	-	-	-	-	-	-	-	-	0	0
16	0	-	-	-	-	-	-	-	-	-	-	-	0	0
54	254	-	-	-	-	-	-	-	-	-	-	-	0	0
55	255	-	-	-	-	-	-	-	-	-	-	-	0	0

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ID: C 0298

Date Printed: 6/11/2021

#	Alarm	Ev	Alr
1	Power Up Alarm.	X	X
2	Stop Timing	X	X
3	Cabinet Door Activation	-	-
4	Coordination Failure	X	X
5	External Alarm # 1	-	-
6	External Alarm # 2	-	-
7	External Alarm # 3	-	-
8	External Alarm # 4	-	-
9	Closed Loop Disabled	-	-
10	External Alarm # 5	-	-
11	External Alarm # 6	-	-
12	Manual Control Enable	X	X
13	Coord Free Input	-	-
14	Local Flash Input	X	X
15	CMU/MMU Flash Input	-	-
16	MMU Fault	-	-
17	Cycle Fault	X	X
18	Cycle Failure	X	X
19	Coordination Fault	X	X
20	Controller Fault	X	X
21	Detector SDLC Fault	-	-
22	MMU SDLC Fault	-	-
23	Critical SDLC Fault	-	-
24	SDLC Res. Frame Fault	-	-
25	EEPROM CRC Fault	X	X
26	Detector Diagnostic Fault	-	-
27	Detector Fault from SDLC	-	-
28	Queue detector alarm	-	-
29	Ped Fault	-	-
30	Coord Diagnostic Fault	X	X
37	Download Request	X	X
38	Pattern Change	-	-
49	Preempt 1 Input	X	X
50	Preempt 2 Input	-	-
51	Preempt 3 Input	X	X
52	Preempt 4 Input	X	X
53	Preempt 5 Input	X	X
54	Preempt 6 Input	X	X
55	Preempt 7 Input	-	-
56	Preempt 8 Input	-	-
57	Preempt 9 Input	-	-
58	Preempt 10 Input	-	-
59	EEPROM Compare Fault	-	-
60	Coordination Failure	X	X
73	Controller Access	X	X
81	FIO Changed Status	X	X

Call Phases[1.1.5]

Ø	Phases Called By Ø
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Redirect Phases[1.1.5]

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

Inhibit Phases[1.1.5]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Alt Call & Redirect # 1 [1.1.6.3]

Col	Ø	Phases Called By Ø
1	0	
2	0	
3	0	
4	0	
5	0	
6	0	
7	0	
8	0	

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								

Alt Inhibit Phases # 1 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Alt Call & Redirect # 2 [1.1.6.3]

Col	Ø	Phases Called By Ø
1	0	
2	0	
3	0	
4	0	
5	0	
6	0	
7	0	
8	0	

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								

Alt Inhibit Phases # 2 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Alarm Parameters [1.6.7.1]

Pattern Events:	ON
Local Txmt Alarms:	OFF
Reassign User Alarm #1 In (5):	0
Reassign User Alarm #2 In (6):	0
Preempt Events:	ON

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I/O Inputs - 1.8.9.1.5

C-1 PIN	I/O Source	Function	Input Name
39	I1-1	2	Veh Det 2
40	I1-2	16	Veh Det 16
41	I1-3	8	Veh Det 8
42	I1-4	22	Veh Det 22
43	I1-5	3	Veh Det 3
44	I1-6	17	Veh Det 17
45	I1-7	9	Veh Det 9
46	I1-8	23	Veh Det 23
47	I2-1	6	Veh Det 6
48	I2-2	20	Veh Det 20
49	I2-3	12	Veh Det 12
50	I2-4	26	Veh Det 26
51	I2-5	198	Pre 1 In
52	I2-6	199	Pre 2 In
53	I2-7	189	Unused
54	I2-8	189	Unused
55	I3-1	15	Veh Det 15
56	I3-2	1	Veh Det 1
57	I3-3	21	Veh Det 21
58	I3-4	7	Veh Det 7
59	I3-5	27	Veh Det 27
60	I3-6	13	Veh Det 13
61	I3-7	28	Veh Det 28
62	I3-8	14	Veh Det 14
63	I4-5	4	Veh Det 4
64	I4-6	18	Veh Det 18
65	I4-7	10	Veh Det 10
66	I4-8	24	Veh Det 24
67	I5-1	130	Ped Call 2
68	I5-2	134	Ped Call 6
69	I5-3	132	Ped Call 4
70	I5-4	136	Ped Call 8
71	I5-5	200	Pre 3 In
72	I5-6	201	Pre 4 In
73	I5-7	202	Pre 5 In
74	I5-8	203	Pre 6 In
75	I6-1	189	Unused
76	I6-2	5	Veh Det 5
77	I6-3	19	Veh Det 19
78	I6-4	11	Veh Det 11
79	I6-5	25	Veh Det 25
80	I6-6	178	Int Advance
81	I6-7	208	Local Flash
82	I6-8	207	Comp StopTm

I/O OUTPU - 1.8.9.2.5

C-1 PIN	I/O Source	Function	Output Name
1	Logic Grd		
2	O1-1	14	Red Ch 14
3	O1-2	62	Grn Chan 14
4	O1-3	4	Red Ch 4
5	O1-4	28	Yel Chan 4
6	O1-5	52	Grn Chan 4
7	O1-6	3	Red Ch 3
8	O1-7	27	Yel Chan 3
9	O1-8	51	Grn Chan 3
10	O2-1	13	Red Ch 13
11	O2-2	61	Grn Chan 13
12	O2-3	2	Red Ch 2
13	O2-4	26	Yel Chan 2
14	Logic Grd		
15	O2-5	50	Grn Chan 2
16	O2-6	1	Red Ch 1
17	O2-7	25	Yel Chan 1
18	O2-8	49	Grn Chan 1
19	O3-1	16	Red Ch 16
20	O3-2	64	Grn Chan 16
21	O3-3	8	Red Ch 8
22	O3-4	32	Yel Chan 8
23	O3-5	56	Grn Chan 8
24	O3-6	7	Red Ch 7
25	O3-7	31	Yel Chan 7
26	O3-8	55	Grn Chan 7
27	O4-1	15	Red Ch 15
28	O4-2	63	Grn Chan 15
29	O4-3	6	Red Ch 6
30	O4-4	30	Yel Chan 6
31	O4-5	54	Grn Chan 6
32	O4-6	5	Red Ch 5
33	O4-7	29	Yel Chan 5
34	O4-8	53	Grn Chan 5
35	O5-1	37	Yel Chan 13
36	O5-2	39	Yel Chan 15
37	O5-3	38	Yel Chan 14
38	O5-4	40	Yel Chan 16
100	O5-5	42	Yel Chan 18
101	O5-6	41	Yel Chan 17
102	O5-7	115	Not Used
103	O5-8	114	Watchdog

C-1 PIN	I/O Source	Function	Output Name
83	O6-1	18	Red Ch 18
84	O6-2	66	Grn Chan 18
85	O6-3	12	Red Ch 12
86	O6-4	36	Yel Chan 12
87	O6-5	60	Grn Chan 12
88	O6-6	11	Red Ch 11
89	O6-7	35	Yel Chan 11
90	O6-8	59	Grn Chan 11
91	O7-1	17	Red Ch 17
92	Logic Grd		
93	O7-2	65	Grn Chan 17
94	O7-3	10	Red Ch 10
95	O7-4	34	Yel Chan 10
96	O7-5	58	Grn Chan 10
97	O7-6	9	Red Ch 9
98	O7-7	33	Yel Chan 9
99	O7-8	57	Grn Chan 9

I/O Outputs - 1.8.9.2.5
C-11 OUTPUTS

1	O8-1	115	Not Used
2	O8-2	115	Not Used
3	O8-3	115	Not Used
4	O8-4	115	Not Used

I/O Inputs - 1.8.9.1.5
C-11 INPUTS

15	I7-1	192	Alarm 1
16	I7-2	193	Alarm 2
17	I7-3	194	Alarm 3
18	I7-4	195	Alarm 4
19	I7-5	196	Alarm 5
20	I7-6	197	Alarm 6
21	I7-7	189	Unused
22	I7-8	189	Unused
23	I8-1	189	Unused
24	I8-2	189	Unused
25	I8-3	189	Unused
26	I8-4	189	Unused
27	I8-5	189	Unused
28	I8-6	189	Unused
29	I8-7	189	Unused
30	I8-8	189	Unused

ID: C 0298

NAME: CLOVIS @ SHEPHERD

Date Printed: 6/8/2021

ID NUMBER: C 0298

LOCATION: CLOVIS and SHEPHERD

T.Barker
6/6/2021

CITY OF CLOVIS
332 CABINET
28 DETECTOR SETUP

DETECTOR ASSIGNMENTS

	NBLT-1-CT	SB BIKE	SB NEAR	SB-1-CT	EBLT-1-CT	WB INT	WB NEAR	WB-1-CT	NBLT			ISOLATORS SOUTH LEG	ISOLATORS NORTH LEG	
I	I1	I2	I3	I4	I5	I6	I7	I8	I9	I10	I11	I12	I13	I14
UPPER	Ph 1 Call & Ext T2-1 & 2 C1-56 DET 1 TYPE "D" Front Loop	Ph 2 Call & Ext T2-5 & 6 C1-39 DET 2 3.6 MINI "E" Front Loop	Ph 2 Call & QUE T2-9 & 10 C1-63 DET 4 2.0 TYPE "E" Back Loops	Ph 2 Call & QUE T4-1 & 2 C1-47 DET 6 2.0 LANE #1 FRONT	Ph 3 Call & Ext T4-5 & 6 C1-58 DET 7 TYPE "D" Front Loop	Ph 4 Call & Ext T4-9 & 10 C1-41 DET 8 1.4 TYPE "E"	Ph 4 Call & QUE T6-1 & 2 C1-65 DET 10 2.0 TYPE "E" Back Loops	Ph 4 Call & QUE T6-5 & 6 C1-49 DET 12 2.0 LANE #1 FRONT	Ph 1 Call & Ext T6-9 & 10 C1-60 DET 13 TYPE "E" "B" & "C" Back Loops	NOT WIRED	NOT ASSIGNED C1-80	Ph 2 PED CALL C1-67	Ph 6 PED CALL C1-68	FLASH SENSE C1-81
LOWER	Ph 1 Call & Ext T2-3 & 4 C1-56 DET 1 TYPE "D" Front Loop	Ph 2 Call & Ext T2-7 & 8 C1-43 DET 3 2.0 TYPE "E"	Ph 2 Call & Ext T2-11 & 12 C1-76 DET 5 10 DEL TYPE "D" Front Loop	Ph 2 Call & QUE T4-3 & 4 C1-47 DET 6 2.0 LANE #2 FRONT	Ph 3 Call & Ext T4-7 & 8 C1-58 DET 7 TYPE "D" Front Loop	Ph 4 Call & Ext T4-11 & 12 C1-45 DET 9 1.1 TYPE "E"	Ph 4 Call & Ext T6-3 & 4 C1-78 DET 11 5.6 MINI "E" Front Loop	Ph 4 Call & QUE T6-7 & 8 C1-49 DET 12 2.0 LANE #2 FRONT	Ph 3 Call & Ext T6- 11 & 12 C1-62 DET 14 TYPE "E" "B" & "C" Back Loops	NOT WIRED	NOT ASSIGNED C1-53	Ph 4 PED CALL C1-69	Ph 8 PED CALL C1-70	STO TIME C1-82
	NBLT-2-CT	SB FAR	SBRT	SB-2-CT	EBLT-2-CT	WB FAR	WB BIKE	WB-2-CT	EBLT			WEST LEG	EAST LEG	

	SBLT-1-CT	NB INT	NB NEAR	NB-1-CT	WBLT-1-CT	EB INT	EB NEAR	EB-1-CT	SBLT			EB	SB	UPS
J	J1	J2	J3	J4	J5	J6	J7	J8	J9	J10	J11	J12	J13	J14
UPPER	Ph 5 Call & Ext T3-1 & 2 C1-55 DET 15 TYPE "D" Front Loop	Ph 6 Call & Ext T3-5 & 6 C1-40 DET 16 1.6 TYPE "E"	Ph 6 Call & QUE T3-9 & 10 C1-64 DET 18 2.0 TYPE "E" Back Loops	Ph 6 Call & QUE T5-1 & 2 C1-48 DET 20 2.0 LANE #1 FRONT	Ph 7 Call & Ext T5-5 & 6 C1-57 DET 21 TYPE "D" Front Loop	Ph 8 Call & Ext T5- 9 & 10 C1-42 DET 22 1.4 TYPE "E"	Ph 8 Call & QUE T7-1 & 2 C1-66 DET 24 2.0 TYPE "E" Back Loops	Ph 8 Call & QUE T7- 5 & 6 C1-50 DET 26 2.0 LANE #1 FRONT	Ph 5 Call & Ext T7- 9 & 10 C1-59 DET 27 TYPE "E" "B" & "C" Back Loops	NOT WIRED	NOT ASSIGNED C1-54	PH 2 & 5 EVA Preempt C1 - 71	PH 4 & 7 EVB Preempt C1 - 72	RAILROAD 1 C1-51
LOWER	Ph 5 Call & Ext T3-3 & 4 C1-55 DET 15 TYPE "D" Front Loop	Ph 6 Call & Ext T3-7 & 8 C1-44 DET 17 TYPE "E"	Ph 6 Call & Ext T3-11 & 12 C1-77 DET 19 10 DEL TYPE "E" BOTH Loops	Ph 6 Call & QUE T5-3 & 4 C1-48 DET 20 2.0 LANE #2 FRONT	Ph 7 Call & Ext T5-7 & 8 C1-57 DET 21 TYPE "D" Front Loop	Ph 8 Call & Ext T5-11 & 12 C1-46 DET 23 1.1 TYPE "E"	Ph 8 Call & Ext T7- 3 & 4 C1-79 DET 25 10 DEL TYPE "E" BOTH Loops	Ph 8 Call & QUE T7- 7 & 8 C1-50 DET 26 2.0 LANE #2 FRONT	Ph 7 Call & Ext T7-11 & 12 C1-61 DET 28 TYPE "E" "B" & "C" Back Loops	NOT WIRED	NOT ASSIGNED C1-75	PH 6 & 1 EVC Preempt C1 - 73	PH 8 & 3 EVD Preempt C1 - 74	RAILROAD 2 C1-5
	SBLT-2-CT	NB FAR	NBRT	NB-2-CT	WBLT-2-CT	EB FAR	EBRT	EB-2-CT	WBLT			WB	NB	

COMMENTS:

There is a DLC for WB Right-turn lane detection. However, there are no more slots to land this DLC in the 332A Cabinet. Label DLC and Place in bottom of Cabinet. Future use at 4I7L which is currently used for the Bike Lane Detection.

222 Loop Amplifier
752 Discriminators
242 Isolator
232 Mag Amplifier

Detector Layout for the Intersection of: CLOVIS and SHEPHERD
DATE: Tuesday, November 24, 2020
BY: T. Barker

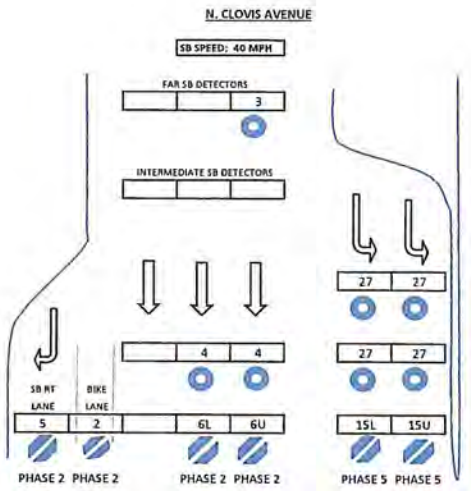
NOTES:
[X] DETECTOR NUMBER

"I" - INPUT PANEL

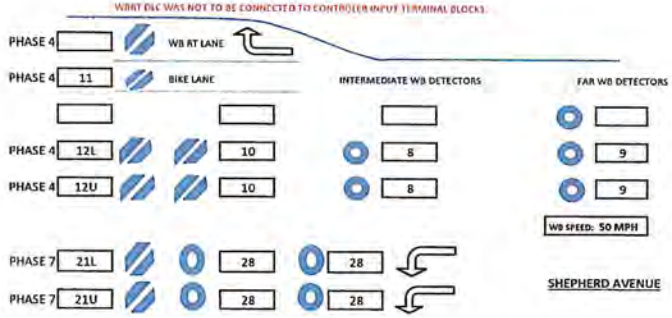
Det No.	Location
1	NBLT Near Front Loop
33	(NOT USED)
2	SB BIKE LOOP
3	SB FAR LOOP
4	SB NEAR BACK LOOPS
5	SB RIGHT-TURN LOOP
6	SB NEAR FRONT LOOPS
34	(NOT USED)
7	EBLT Near Front Loop
35	(NOT USED)
8	WB INTERMEDIATE LOOPS
9	WB FAR LOOPS
10	WB Near Back Loops
11	WB BIKE LOOP
12	WB NEAR FRONT LOOPS
36	(NOT USED)
13	NBLT BACK LOOPS
14	EBLT BACK LOOPS
41	NA
42	NA
29	NA
30	NA

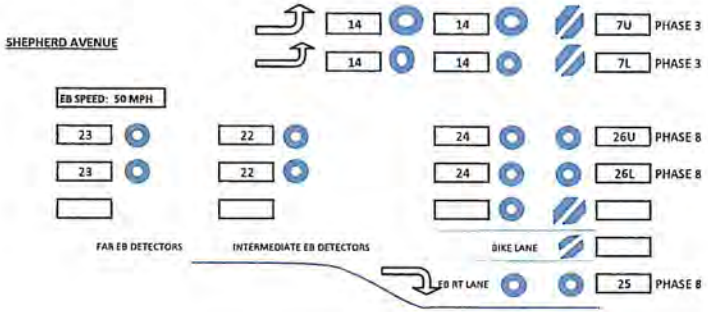
"J" - INPUT PANEL

Det No.	Location
15	SBLT Near Front Loop
37	(NOT USED)
16	NB INTERMEDIATE LOOPS
17	NB FAR LOOPS
18	NB NEAR BACK LOOPS
19	NB RIGHT-TURN LOOP
20	NB NEAR FRONT LOOPS
38	(NOT USED)
21	WBLT Near Front Loop
39	(NOT USED)
22	EB INTERMEDIATE LOOPS
23	EB FAR LOOPS
24	EB Near Back Loops
25	EB RIGHT-TURN LOOP
26	EB NEAR FRONT LOOPS
40	(NOT USED)
27	SBLT BACK LOOPS
28	WBLT BACK LOOPS
43	NA
44	NA
31	NA
32	NA



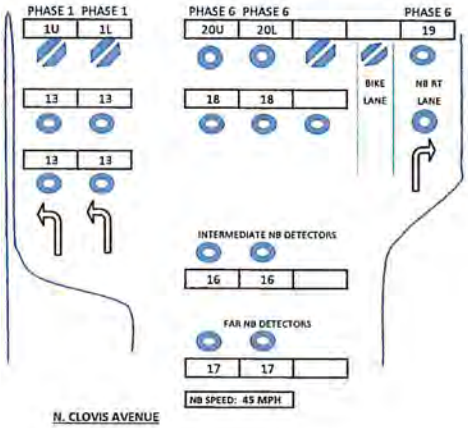






INTERSECTION MAINTENANCE NUMBER: C 0298

COORDINATES:
Latitude: 36.866602
Longitude: -119.702107



NAVIGATOR APS DEFAULT AND FIELD SETTINGS

CITY: Clovis
STATE: California

INTERSECTION: CLOVIS & SHEPHERD
INSTALL DATE: Friday, February 19, 2021

CODE: AAAB

	NAME OF STREET: CROSSING OCCURS		Shepherd	Shepherd	Clovis	Clovis	Shepherd	Shepherd	Clovis	Clovis
	CORNER:		SWC	NWC	NWC	NEC	NEC	SEC	SEC	SWC
	PPB HEIGHT:		39"	39"	39"	39"	39"	39"	39"	39"
	POLE TYPE:		1A Pole	29-5-129	1A Pole	29-5-129	1A Pole	29-5-129	1A Pole	29-5-129
	ID:		A1	A2	B1	B2	C1	C2	D1	D2
	PHASE:		2	2	4	4	6	6	8	8
		DEFAULTS: (Effective with Cuidapucator v1.12, Nav2 v1.12 and Nav4 v1.15)								
LOCATOR TONE MINIMUM VOLUME	LOCATE VOL MIN	0%	30%	30%	30%	30%	30%	30%	30%	30%
LOCATOR TONE MAXIMUM VOLUME	LOCATE VOL MAX	50%	50%	50%	50%	50%	50%	50%	50%	50%
PUSH CONFIRM VOLUME MINIMUM		65%	65%	65%	65%	65%	65%	65%	65%	65%
PUSH CONFIRM VOLUME MAXIMUM		100%	100%	100%	100%	100%	100%	100%	100%	100%
INFORMATION MESSAGE VOLUME MINIMUM	INFO MSG VOL MIN	60%	60%	60%	60%	60%	60%	60%	60%	60%
INFORMATION MESSAGE VOLUME MAXIMUM	INFO MSG VOL MIN	100%	100%	100%	100%	100%	100%	100%	100%	100%
STANDARD PUSH WALK VOLUME MINIMUM	STD WALK VOL MIN	40%	40%	40%	40%	40%	40%	40%	40%	40%
STANDARD PUSH WALK VOLUME MAXIMUM	STD WALK VOL MAX	70%	75%	75%	75%	75%	75%	75%	75%	75%
EXTEND PUSH WALK VOLUME MINIMUM	EXT WALK VOL MIN	60%	60%	60%	60%	60%	60%	60%	60%	60%
EXTEND PUSH WALK VOLUME MAXIMUM	EXT WALK VOL MAX	80%	80%	80%	80%	80%	80%	80%	80%	80%
VOLUME OVER AMBIENT	VOL OVER AMBIENT	0 dB	+5 dB	+5 dB	+5 dB	+5 dB	+5 dB	+5 dB	+5 dB	+5 dB
LOCATION VOLUME OVER AMBIENT	VOL OVER AMBIENT	0%	+2.5 dB	+2.5 dB	+2.5 dB	+2.5 dB	+2.5 dB	+2.5 dB	+2.5 dB	+2.5 dB
WALK MODE SOUND	WALK MODE SOUND	STD MSG	CUST MSG	CUST MSG	CUST MSG	CUST MSG	CUST MSG	CUST MSG	CUST MSG	CUST MSG
WALK SOUND PAUSE	WALK SOUND PAUSE	0.5 Sec	0.5 Sec	0.5 Sec	0.5 Sec	0.5 Sec	0.5 Sec	0.5 Sec	0.5 Sec	0.5 Sec
WALK SOUND TRIGGER	WALK SOUND TRIG	ANY PUSH	Any Push	Any Push	Any Push	Any Push	Any Push	Any Push	Any Push	Any Push
MAXIMUM WALK TIME	MAX WALK TIME	55 sec	55 sec	55 sec	55 sec	55 sec	55 sec	55 sec	55 sec	55 sec
SOUND / VIBRATION TIMER	SOUND / VIB TIMER	20 sec	FULL WALK	FULL WALK	FULL WALK	FULL WALK	FULL WALK	FULL WALK	FULL WALK	FULL WALK
SOUND / VIBRATION RETRIGGER	SOUND / VIB RETRIG	NEW WALK	Button Push	Button Push	Button Push	Button Push	Button Push	Button Push	Button Push	Button Push
CANCEL ON CLEARANCE	CANCEL ON CLEARAN	YES	YES	YES	YES	YES	YES	YES	YES	YES
CLEAR MODE SOUND	CLEAR MODE SOUND	TONE 1	TONE 2	TONE 2	TONE 2	TONE 2	TONE 2	TONE 2	TONE 2	TONE 2
CLEAR TONE PAUSE	CLEAR TONE PAUSE	1.0 SEC	1 SEC	1 SEC	1 SEC	1 SEC	1 SEC	1 SEC	1 SEC	1 SEC
LOCATION SOUND	LOCATE SOUND	TONE 1	TONE 1	TONE 1	TONE 1	TONE 1	TONE 1	TONE 1	TONE 1	TONE 1
LOCATE TONE TIME	LOCATE TONE TIME	1.0 SEC	1 SEC	1 SEC	1 SEC	1 SEC	1 SEC	1 SEC	1 SEC	1 SEC
WAIT MESSAGE	WAIT MSG	OFF	Any Push 8	Any Push 8	Any Push 8	Any Push 8	Any Push 8	Any Push 8	Any Push 8	Any Push 8
DIRECTION MESSAGE	DIRECTION MSG	NORTH	WEST	WEST	WEST	WEST	WEST	WEST	WEST	WEST
INFORMATION MESSAGE	INFO MSG	TICK	CUST w/ PULSE	CUST w/ PULSE	CUST w/ PULSE	CUST w/ PULSE	CUST w/ PULSE	CUST w/ PULSE	CUST w/ PULSE	CUST w/ PULSE
PUSH CONFIRM MESSAGE	INFO MSG	WAIT	WAIT	WAIT	WAIT	WAIT	WAIT	WAIT	WAIT	WAIT
BUTTON PUSH FORCE	BUT PUSH FORCE	MEDIMUM	MEDIMUM	MEDIMUM	MEDIMUM	MEDIMUM	MEDIMUM	MEDIMUM	MEDIMUM	MEDIMUM
CANCEL ON WALK	CANCEL ON WALK	YES	YES	YES	YES	YES	YES	YES	YES	YES
EXTEND PUSH TIME	EXT PUSH TIME	1.0 SEC	1.0 SEC	1.0 SEC	1.0 SEC	1.0 SEC	1.0 SEC	1.0 SEC	1.0 SEC	1.0 SEC
SECOND LANGUAGE	SECOND LANGUAGE	NO	NO	NO	NO	NO	NO	NO	NO	NO
EXTENDED PUSH PRIORITY	EXT PUSH PRIORITY	NO	NO	NO	NO	NO	NO	NO	NO	NO
PING PONG	WALK ENABLE	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
	CLEARANCE ENABLE	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
	ON FOR EXTENDED PUSH	BLANK	BLANK	BLANK	BLANK	BLANK	BLANK	BLANK	BLANK	BLANK
	PLAYS FIRST	FILLED IN	FILLED IN	FILLED IN	FILLED IN	FILLED IN	FILLED IN	FILLED IN	FILLED IN	FILLED IN
	PLAYS SECOND	BLANK	BLANK	BLANK	BLANK	BLANK	BLANK	BLANK	BLANK	BLANK
DOUBLE WALK	DOUBLE WALK	NO	NO	NO	NO	NO	NO	NO	NO	NO
LIMIT PUSH RECALL	LIMIT PUSH RECALL	NO	NO	NO	NO	NO	NO	NO	NO	NO

SPECIAL NOTES: The Polara iN2 had rough settings programmed and activated on 2/17/2021. VOL settings were installed on 2/18/2021. Fine tune settings on 2/19/2021.

N. CLOVIS & TEAGUE
INTERSECTION

Bi Tran Systems
Version 2.7
Ck Sum 3ABF26
QUIKLOAD NO. 269 DATE: 08/25/05

FILE COPY

0303
INTERSECTION NO.

PHASE

		NB LT	SB	—	WB LT	NB	—	EB
		1	2	3	4	5	6	7	8
0	WALK	—	5	—	5	—	—	—	5
1	DON'T WALK	—	17	—	20	—	—	—	20
2	MIN INITIAL	3	8	—	—	—	8	—	8
3	TYPE 3 LIMIT	—	18	—	—	—	18	—	—
4	ADD PER VEH	—	—	—	—	—	—	—	—
5	VEH EXT	2	3.7	—	—	—	3.6	—	2
6	MAX GAP	2	4.6	—	—	—	4.5	—	2
7	MIN GAP	2	2.4	—	—	—	2.3	—	3
8	MAX LIMIT	22	32	—	—	—	32	—	27
9	MAXIMUM 2	—	—	—	—	—	—	—	—
A	ADV/DLY WALK	—	—	—	—	—	—	—	—
B	MIN PED CLEAR	—	14	—	15	—	—	—	15
C	COND SRV MIN	—	—	—	—	—	—	—	—
D	REDUCE EVERY	—	1.0	—	—	—	1.0	—	—
E	YELLOW	3.0	4.3	—	3.9	—	4.3	—	3.9
F	RED CLEAR	1.0	1.0	—	1.0	—	1.0	—	1.0

PHASE BANK # 1 <C + 0 + F = 1>

		9	A	B	C	D
		MAX INITIAL-	ALT WALK-	ALT FLH D/W-	ALT INITIAL-	ALT EXTEN-
0						
1	PHASE 1					
2	PHASE 2					
3	PHASE 3					
4	PHASE 4					
5	PHASE 5					
6	PHASE 6					
7	PHASE 7					
8	PHASE 8					

FLASH START: (F/1 + 0 + E) = 0
ALL RED START: (F/1 + C + 0) = 0
RED REVERT: (F/1 + 0 + F) = 1.0

		E
RR1 DLY		—
RR1 CLR		—
EVA DLY		—
EVA CLR		1.0
EVB DLY		—
EVB CLR		—
EVC DLY		—
EVC CLR		1.0
EVD DLY		—
EVD CLR		1.0
RR2 DLY		—
RR2 CLR		—
EV CLR		
EV DLY		
RR CLR		
RR DLY		

Column F

		PHASES 1 2 3 4 5 6 7 8
0	PERMIT	X X X X X
1	RED LOCK	X
2	YELLOW LOCK	X X X
3	VEH MIN CALL	
4	PED RECALL	
5	PEDESTRIANS	X X X X
6	REST IN WALK	
7	RED REST	X X X X X
8	DOUBLE ENTRY	
9	VEH MAX CALL	
A	SOFT RECALL	
B	MAXIMUM 2	
C	COND SERVICE	
D	MAN CONT CALL	
E	YELLOW START	X
F	FIRST PHASES	X X

<C + 0 + F = 1>

REMOVED:

FLASH TO PE & PE NON-LOCK

1 = EV A 5 = RR 1
2 = EV B 6 = RR 2
3 = EV C 7 = BE 1
4 = EV D 8 = BE 2

EXTRA 1
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Daylight Savings
4 = EV Advance
5 = Expanded Status Reporting
6 = International Ped
7 = Clear Outputs During FLASH
8 = Split Ring

EXTRA 2
1 = AWB On During Phase Initial
2 = LMU Installed
3 = Disable Min Walk
4 = QuicNet/4 System
5 = Ignore P/P on EV
6 =
7 = Reserved
8 =

IC SELECT
2 = 2 Way Modem
3 = 7 Wire Slave
4 = Flash / Free
6 = Simplex Master
7 = 7 Wire Master
8 = Offset Interrupter

Column E

		PHASES / BITS 1 2 3 4 5 6 7 8
0	EXCLUSIVE	
1	RR 1 CLEAR	
2	RR 2 CLEAR	
3	RR 2 LTD SRV	
4	PROT / PERM	
5	FLASH TO PE	
6	FLASH ENTRY	
7	DSABL MIN YEL	
8	DSABL OVP YEL	
9	OVP FLH YEL	
A	EM VEH A	X
B	EM VEH B	
C	EM VEH C	X X
D	EM VEH D	X
E	EXTRA 1	X X X
F	IC SELECT	X

<C + 0 + E = 125>

Column F

		PHASES / BITS 1 2 3 4 5 6 7 8
0		
1	EXT PERMIT 1	
2	EXT PERMIT 2	
3	EXCLU PED	
4	PE NON-LOCK	
5	PED 2 P OUT	X
6	PED 6 P OUT	
7	PED 4 P OUT	X
8	PED 8 P OUT	X
9	FLH YELLOW	
A	LOW PRI A	
B	LOW PRI B	
C	LOW PRI C	
D	LOW PRI D	
E	RESTRICTED	
F	EXTRA 2	

PLAN NUMBER

		1	2	3	4	5	6	7	8	9
0	CYCLE LENGTH									
1	FORCE OFF 1									
2	FORCE OFF 2									
3	FORCE OFF 3									
4	FORCE OFF 4									
5	FORCE OFF 5									
6	FORCE OFF 6									
7	FORCE OFF 7									
8	FORCE OFF 8									
9	RING OFFSET									
A	OFFSET A									
B	OFFSET B									
C	OFFSET C									
D	END PERM 1									
E	HOLD RELEASE									
F	ZONE OFFSET									

COORDINATION <C + 0 + C = 1>

Column E

		1 2 3 4 5 6 7 8
0		
1	SYNC 1	
2	SYNC 2	
3	SYNC 3	
4	SYNC 4	
5	SYNC 5	
6	SYNC 6	
7	SYNC 7	
8	SYNC 8	
9	SYNC 9	
A	NEMA SYNC	
B	NEMA HOLD	
C		
D		
E	COOR XTRA	
F		

<C + 0 + C = 1>

Column F

		1 2 3 4 5 6 7 8
0	LAG FREE	X X X X
1	LAG PLAN 1	
2	LAG PLAN 2	
3	LAG PLAN 3	
4	LAG PLAN 4	
5	LAG PLAN 5	
6	LAG PLAN 6	
7	LAG PLAN 7	
8	LAG PLAN 8	
9	LAG PLAN 9	
A	EXT. LAG	
B		
C		
D		

COOR XTRA
1 = Programmed Walk Time For Sync Phase Peds
2 = Always Terminate Sync Phase Peds

Column 2 COORD MINIMUM

1	
2	
3	
4	
5	
6	
7	
8	

<C + 0 + C = 5>

MANUAL PLAN SELECT: (C/0 + A + 1) = 14
AUTO = 0 FREE = 14 = E
PLAN = 1 thru 9 FLASH = 15 = F

COMM ADDRESS: (C/0 + 0 + 0) = 1
ZONE NUMBER: (C/0 + 0 + 1) = 1
AREA NUMBER: (C/0 + 0 + 2) = 1
AREA ADDRESS: (C/0 + 0 + 3) = 1

TRANSITION TYPE: (C/5 + 1 + 9) = 0.3

LAG HOLD PHASES: (C/5 + 1 + A) = 1 2 3 4 5 6 7 8

TRANSITION TYPE
0.X = Shortway
1.X = Only Lengthen
X.1 thru X.4 = Number of cycles when Lengthing

BI Tran Systems, Inc.
510 Bercut Dr., Sacramento, Calif. 95814
(916) 441-0260

Traffic Signal Program 233 RV2
Timing Sheet 1 (of 7)
(Revised 05/98)

	Column 9	Column A	Column B	Column C	Column D	Column E	Column F
0		NOT 3	MAX 2	PRE TIM	WK DAY	DIAL 2	SIM TRM
1		NOT 4	SY DET 1	PLAN 1	X PERM 1	DIAL 3	EV A 71
2	SP FUN 1	OR 4	SY DET 2	PLAN 2	X PERM 2	OFF 1	EV B 72
3	SP FUN 2	OR 4	SY DET 3	PLAN 3	DIM	OFF 2	EV C 73
4	NAND 3	OR 5	SY DET 4	PLAN 4	X CLOCK	OFF 3	EV D 74
5	NAND 3	OR 5	SY DET 5	PLAN 5	ST TIME 32	FREE	RR 1 51
6	NAND 4	OR 6	SY DET 6	PLAN 6	FL SENS 81	FLASH	RR 2 52
7	NAND 4	OR 6	SY DET 7	PLAN 7	ENABLE	XPD OUT	SP EV 1
8	OR 7	FIG 3	SY DET 8	PLAN 8	ADVANC	NOT 1	SP EV 2
9	OR 7	FIG 4	MX INIBT	PLAN 9	ALARM	NOT 2	X LAG
A	OR 7	AND 4	FORCE A	DELAY A	PH BNK 2 200	OR 1	AND 1
B	OR 7	AND 4	FORCE B	DELAY B	PH BNK 3	OR 1	AND 1
C	OR 8	NAND 1	CNA	DELAY C	OL SET 2	OR 2	AND 2
D	OR 8	NAND 1	HOLD	DELAY D	OL SET 3	OR 2	AND 2
E	OR 8	NAND 2	VE CALL	DELAY E	DET ST 2	OR 3	AND 3
F	OR 8	NAND 2	RECALL	DELAY F	DET ST 3	OR 3	AND 3

ASSIGNABLE INPUTS < C + 0 + E = 126 >

	Column 9	Column A	Column B	Column C	Column D	Column E	Column F
0	PH ON 1	PE FAIL	FLHR 0	FREE	NOT 1	TOD 1	DIAL 2
1	PH ON 2	SP EV 1	FLHR 1	PLAN 1	OR 1	TOD 2 200	DIAL 3
2	PH ON 3	SP EV 2	F FLHR	PLAN 2	OR 2	TOD 3	OFF 1
3	PH ON 4	SP EV 3	FIG 3	PLAN 3	OR 3	TOD 4	OFF 2
4	PH ON 5	SP EV 4	FIG 4	PLAN 4	AND 1	TOD 5	OFF 3
5	PH ON 6	SP EV 5		PLAN 5	AND 2	TOD 6	FREE
6	PH ON 7	SP EV 6		PLAN 6	AND 3	TOD 7	FLASH
7	PH ON 8	SP EV 7		PLAN 7	NOT 2	TOD 8	PREMPT
8	PH CK 1	SP EV 8	NOT 3	PLAN 8	EV A	WARN 1	LOW - A
9	PH CK 2		NOT 4	PLAN 9	EV B	WARN 2	LOW - B
A	PH CK 3	DET FAIL	OR 4		EV C	DELAY A	LOW - C
B	PH CK 4	SP FUN 1	OR 5		EV D	DELAY B	LOW - D
C	PH CK 5	SP FUN 2	OR 6	NAND 3	RR 1	DELAY C	
D	PH CK 6	CNT CTL	AND 4	NAND 4	RR 2	DELAY D	
E	PH CK 7	X DWALK	NAND 1	OR 7	SP EV 1	DELAY E	
F	PH CK 8	X WALK	NAND 2	OR 8	SP EV 2	DELAY F	

ASSIGNABLE OUTPUTS < C + 0 + E = 127 >

	PLAN # —>	1	2	3	4	5	6	7	8	9	
0	PED ADJ										0
1	ST PERM 2										1
2	EN PERM 2										2
3	ST PERM 3										3
4	EN PERM 3										4
5	RSRV TIME										5

		1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8	
6	RSERVE PH										6
7											7
8	PRETIMED										8
9	MAX RECALL										9
A	PERM 1 VEH										A
B	PERM 1 PED										B
C	PERM 2 VEH										C
D	PERM 2 PED										D
E	PERM 3 VEH										E
F	PERM 3 PED										F

COORDINATION PAGE 2 < C + 0 + C = 2 >

Logic DELAY Times

Column B

A	DELAY A	
B	DELAY B	
C	DELAY C	
D	DELAY D	
E	DELAY E	
F	DELAY F	

< C + 0 + D = 0 >

7 - Wire Master Sync Time

7-WIRE SYNC OUTPUT:
(C/5 + 1 + C) = ____

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Traffic Signal Program 233 RV2
Timing Sheet 2 (of 7)
(Revised 10/97)

CLOVIS & TEAGUE

PHASE BANK # 2
< C + 0 + F = 2 >
(SCHOOL CROSSING)

		PHASE 1	2	3	4	5	6	7	8
		NB LT	SB	–	WB	–	NB	–	EB
0	WALK	–	10	–	10	–	–	–	10
1	DON'T WALK	–	17	–	29	–	–	–	20
2	MIN INITIAL	3	8	–	–	–	8	–	8
3	TYPE 3 LIMIT	–	12	–	–	–	18	–	–
4	ADD PER VEH	–	–	–	–	–	–	–	–
5	VEH EXT	2	3.7	–	–	–	3.6	–	2
6	MAX GAP	2	4.6	–	–	–	4.5	–	2
7	MIN GAP	2	2.4	–	–	–	2.3	–	2
8	MAX LIMIT	22	32	–	–	–	32	–	27
9	MAXIMUM 2	–	–	–	–	–	–	–	–
A	ADV/DLY WALK	–	–	–	–	–	–	–	–
B	MIN PED CLEAR	–	14	–	15	–	–	–	15
C	COND SRV MIN	–	–	–	–	–	–	–	–
D	REDUCE EVERY	–	1.0	–	–	–	1.0	–	–
E	YELLOW	3.0	4.3	–	3.9	–	4.3	–	3.9
F	RED CLEAR	1.0	1.0	–	1.0	–	1.0	–	1.0

		9	A	B	C	D
0						
1	PHASE 1					
2	PHASE 2					
3	PHASE 3					
4	PHASE 4					
5	PHASE 5					
6	PHASE 6					
7	PHASE 7					
8	PHASE 8					

MAX INITIAL - ALT WALK - ALT FLH D/W - ALT INITIAL - ALT EXTEN -

PHASE BANK # 3
< C + 0 + F = 3 >

		PHASE 1	2	3	4	5	6	7	8
0	WALK								
1	DON'T WALK								
2	MIN INITIAL								
3	TYPE 3 LIMIT								
4	ADD PER VEH								
5	VEH EXT								
6	MAX GAP								
7	MIN GAP								
8	MAX LIMIT								
9	MAXIMUM 2								
A	ADV/DLY WALK								
B	MIN PED CLEAR								
C	COND SRV MIN								
D	REDUCE EVERY								
E	YELLOW								
F	RED CLEAR								

		9	A	B	C	D
0						
1	PHASE 1					
2	PHASE 2					
3	PHASE 3					
4	PHASE 4					
5	PHASE 5					
6	PHASE 6					
7	PHASE 7					
8	PHASE 8					

MAX INITIAL - ALT WALK - ALT FLH D/W - ALT INITIAL - EXTEN -

DIMMING <C + 0 + E = 125>

OUT BIT NO.-->		Column D 1	2	3	4	5	6	7	8
0									
1	OUT PORT 1								
2	OUT PORT 2								
3	OUT PORT 3								
4	OUT PORT 4								
5	OUT PORT 5								
6	OUT PORT 6								
7	OUT PORT 7								
8									
9									
A									
B									
C									
D									
E									
F									

SPECIALS <C + 0 + F = 2>

		Column F 1	2	3	4	5	6	7	8
0	FAST GRN FLH								
1	GREEN FLASH								
2	FLASH WALK								
3	GUAR PASS								
4	SIMUL GAP	–	–	–	–	–	–	–	–
5	SEQ TIMING	X	X				X		X
6	ADV WALK								
7	DELAY WALK								
8	EXT RECALL								
9	START OVP GRN								
A	MAX EXTEN	X	X				X		X
B	INH PED RSRV								
C	SEMI ACTUATED								
D	START OVP YEL								
E	START VEH CALL	X	X				X		X
F	START PED CALL		X		X				X

REDIRECT PHASE OUTPUTS <C + 0 + E = 127>

		PED / PHASE / OVERLAP 1	2	3	4	5	6	7	8
0	WALK								
1	DON'T WALK								
2	PHASE GREEN								
3	PHASE YELLOW								
4	PHASE RED								
5	OVERLAP GREEN								
6	OVERLAP YELLOW								
7	OVERLAP RED								
8									
9									
A									
B									
C									
D									
E									
F									

Advance Warning Beacons

Sign # 1:
PHASE NUMBER:
(F/1 + C + F) = 4
TIME BEFORE YELLOW:
(F/1 + C + E) = 0

Sign # 2:
(F/1 + D + F) = 4
(F/1 + D + E) = 0

Output Pin Number is specified in Assignable Outputs at E/127+E...

Exclusive Pedestrian Phase

WALK:
(F/1 + 0 + 0) = 0
DONT WALK:
(F/1 + 0 + 1) = 4
RED CLEAR:
(F/1 + 0 + 2) = 0

Enable / Disable Phase Redirection
CABINET TYPE:
(E/125 + D + 0) = 0

CABINET TYPE
0 = Disable Redirection
30 = Enable Redirection
(For Type 303 & 330 Cabinets, or other "specials")

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Traffic Signal Program 233 RV2
Timing Sheet 3 (of 7)
(Revised 10/97)

Detector Position Numbers		DELAY	CARRY-OVER
Column --> 1			3
01	0	—	1.3
02	1	—	1.3
03	2		
04	3	—	9.0
05	4	—	—
06	5	—	—
07	6		
08	7	—	9.0
09	8	—	2.0
10	9	—	2.0
11	A		
12	B		
13	C		
14	D	—	—
15	E		
16	F	—	—

< C + 0 + D = 0 >

DETECTOR ASSIGNMENTS < C + 0 + E = 126 >

Column 0 C1 PIN NUMBER		Column 1 ATTRIBUTES 1 2 3 4 5 6 7 8	Column 2 PHASE(S) 1 2 3 4 5 6 7 8	Column 3 ASSIGNMENTS 1 2 3 4 5 6 7 8
0	39		X	X X X X
1	40		X	X X X X
2	41		X	X X X
3	42		X	X X X X
4	43		X	X X X X
5	44		X	X X X X
6	45		X	X X X
7	46		X	X X X X
8	47		X	X X X X
9	48		X	X X X X
A	49		X	X X X
B	50		X	X X X
C	55		X	X X X
D	56		X	X X X X
E	57		X	X X X
F	58		X	X X X X

Detector Position Numbers		DELAY	CARRY-OVER
Column --> 2			4
17	0		
18	1		
19	2		
20	3		
21	4	10	—
22	5		
23	6		
24	7	10	—
25	8	—	—
26	9		
27	A	—	—
28	B	—	—
29	C		
30	D		
31	E		
32	F	10	—

< C + 0 + D = 0 >

DETECTOR ASSIGNMENTS < C + 0 + E = 126 >

Column 4 C1 PIN NUMBER		Column 5 ATTRIBUTES 1 2 3 4 5 6 7 8	Column 6 PHASE(S) 1 2 3 4 5 6 7 8	Column 7 ASSIGNMENTS 1 2 3 4 5 6 7 8
0	59		X	X X X
1	60		X	X X X X
2	61		X	X X X
3	62		X	X X X
4	63		X	X X X X
5	64		X	X X X
6	65		X	X X X
7	66		X	X X X X
8	67	X	X	X X X
9	68	X	X	X X X
A	69	X	X	X X X
B	70	X	X	X X X
C	76		X	X X X
D	77		X	X X X
E	78		X	X X X
F	79		X	X X X X

DETECTOR ATTRIBUTES

1 = Full Time Delay
2 = Pedestrian Call
3 =
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alterna...

DETECTOR ASSIGNMENTS

1 = Det. Set # 1
2 = Det. Set # 2
3 = Det. Set # 3
4 =
5 =
6 = MIN Recall On Failure
7 = MAX Recall On Failure
8 = Report On Failure

	LOAD SW #	1	2	3	4	5	6	7	8	
		1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8	
0	LOAD SW #									0
1	VEH SET #1									1
2	VEH SET #2									2
3	VEH SET #3									3
4	NEG VEH									4
5	NEG PED									5
6	GREEN OMIT									6
7	GRN CLR OMT									7
8										8
D	GRN CLEAR									D
E	YELLOW									E
F	RED CLEAR									F

OVERLAP ASSIGNMENTS < C + 0 + E = 29 >

Detector Monitor

MAX OFF:
(D/0 + 0 + 1) = 20
MAX ON:
(D/0 + 0 + 2) = 7
Minutes

Power Cycle Correction Factors

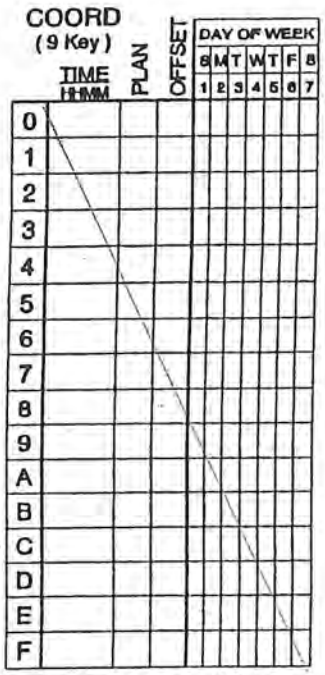
LONG FAILURE:
(F/1 + 0 + 6) = 0.7
SHORT FAILURE:
(F/1 + 0 + 7) = 0.7

NOTE: Do Not Set To Zero. Default Value = 0.7 sec.

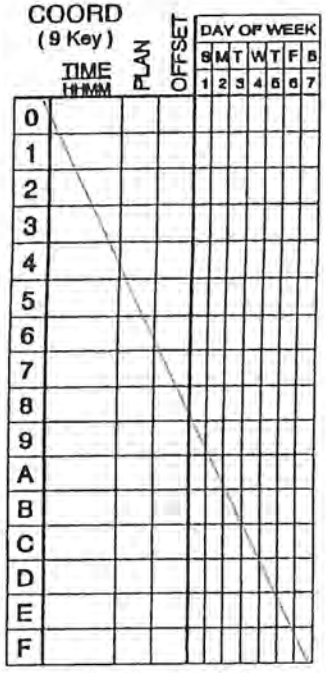
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Traffic Signal Program 233 RV2
Timing Sheet 4 (of 7)
(Revised 11/97)

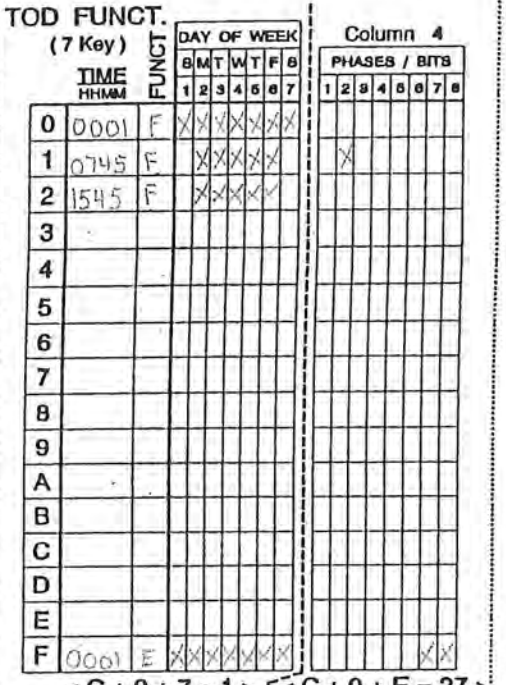
CLOVIS & TEAGUE



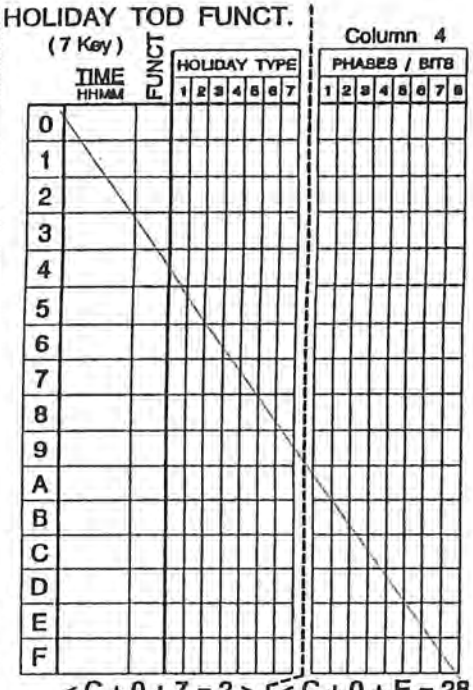
< C + 0 + 9 = 0.1 >



< C + 0 + 9 = 0.2 >



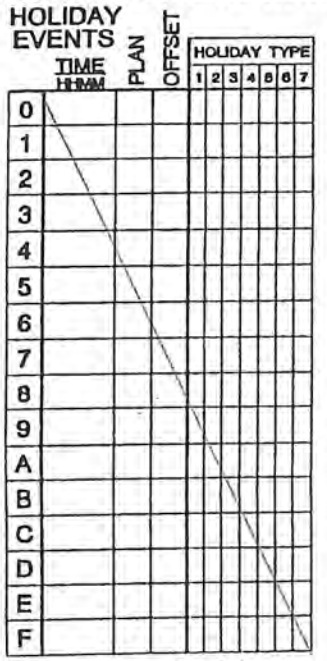
< C + 0 + 7 = 1 > < C + 0 + E = 27 >



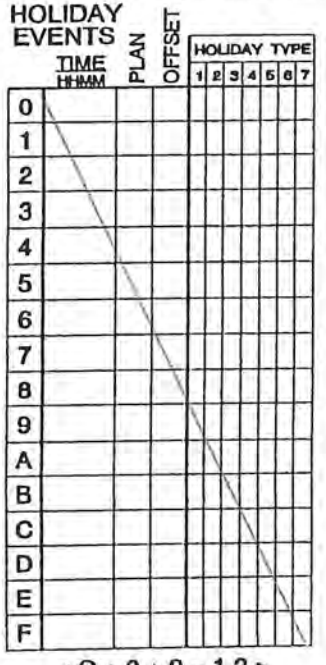
< C + 0 + 7 = 2 > < C + 0 + E = 28 >

T.O.D. FUNCTIONS

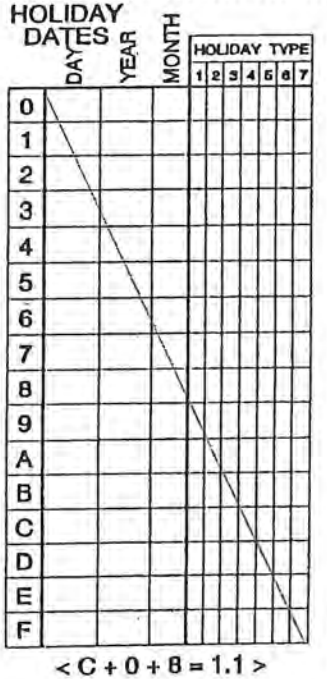
0 =
1 = Red Lock
2 = Yellow Lock
3 = Veh. MIN Recall
4 = Ped. Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh. MAX Recall
A = Veh. SOFT Recall
B = Maximum 2
C = Conditional Servic
D = Lag Phases
E = Bit 1 - Local Override
Bit 4 - Disable Det. OFF Monitor
Bit 7 - Det. Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 Thru 8



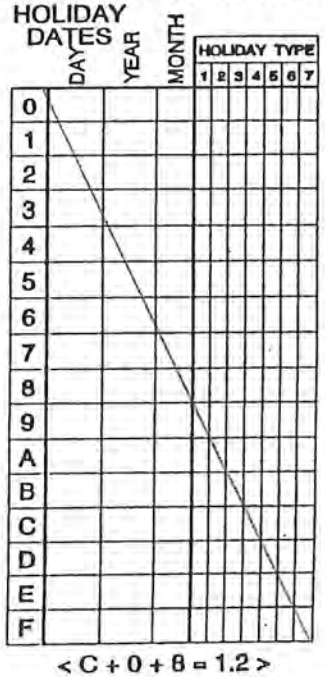
< C + 0 + 9 = 1.1 >



< C + 0 + 9 = 1.2 >



< C + 0 + 8 = 1.1 >



< C + 0 + 8 = 1.2 >

PLAN SELECT

1 = Coordination Plan 1 thru
9 = Coordination Plan 9
E = Free
F = Flash

OFFSET SELECT

A = Offset A
B = Offset B
C = Offset C

MONTH SELECT

1 = January
2 = February
3 = March
4 = April
5 = May
6 = June
7 = July
8 = August
9 = September
A = October
B = November
C = December

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Traffic Signal Program **233** *RV2*
Timing Sheet 5 (of 7)
(Revised 10/97)

	6 CLEAR	7 TIME	8 PED CALL	9 HOLD	A ADVANCE	B FORCEOFF	C CALL	D PERMIT	E PED OMIT	F OUTPUT	
	1 2 3 4 5 6 7 8		1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8	
0											0
1											1
2											2
3											3
4											4
5											5
6											6
7											7
8											8
9											9
A											A
B											B
C											C
D											D
E											E
F											F

SPECIAL EVENT SCHEDULE – TABLE # 1 <C + 0 + E = 27>

INPUT C1 PIN ASSIGNMENT: (E/126 + F + 7) = Ø

LIMITED SERVICE INTERVAL: (E/27 + 5 + F) = Ø

	6 CLEAR	7 TIME	8 PED CALL	9 HOLD	A ADVANCE	B FORCEOFF	C CALL	D PERMIT	E PED OMIT	F OUTPUT	
	1 2 3 4 5 6 7 8		1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8	1 2 3 4 5 6 7 8	
0											0
1											1
2											2
3											3
4											4
5											5
6											6
7											7
8											8
9											9
A											A
B											B
C											C
D											D
E											E
F											F

SPECIAL EVENT SCHEDULE – TABLE # 2 <C + 0 + E = 28>

INPUT C1 PIN ASSIGNMENT: (E/126 + F + 8) = Ø

LIMITED SERVICE INTERVAL: (E/28 + 5 + F) = Ø

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Traffic Signal Program 233 RV2
Timing Sheet 6 (of 7)
(Revised 10/97)

CLOUD 4 TEALUE

Controller Intervals

0 = Walk	8 = Red Rest
1 = FDW	9 = Preemption
2 = Min. Green	A = Stop Time
3 =	B = Red Revert
4 = Var. Initial	C = Yellow - Gap Termination
5 = Extension	D = Yellow - Max. Termination
6 =	E = Yellow - Forceoff Termination
7 = Reduce Gap	F = Red Clearance

Interval Timer Display

Ring A = F/0 + A + Interval Row
Ring B = F/0 + B + Interval Row
(Interval Row From PHASE BANK Data)

412/C Memory Module Lithium Battery Condition

To check the condition of the 3.6 volt Lithium Battery on the 412/C Memory Module :

If E/112 + 0 + A = 84 - the battery is BAD
If E/112 + 0 + A = 85 - the battery is O.K.

Monitor "Activate" Flags

(Also Requires T.O.D. Function "E" Flag)

Detector Count Recording :
E/2 + 0 + 9 = Not Zero

Real Time Split Monitor :
E/2 + 0 + E = Not Zero

Special Event Schedules

Special Event #1 : C + 0 + E = 27
Special Event #2 : C + 0 + E = 28

Current Interval = E + 5 + 0
Current Interval Timer = E + 5 + B
Current Interval Clearance Phases = E + 5 + C

Time of Day Function (7 Key)

Current T.O.D. "E Function" Control Bits = C/0 + E + E
Current T.O.D. "F Function" Output Bits = C/0 + E + F

Logic DELAY Gate Delay Timer Display

DELAY A Timer = C/0 + 9 + A
DELAY B Timer = C/0 + 9 + B
thru thru
DELAY F Timer = C/0 + 9 + F

Power & Flash Recording

Last Power Failure :
(HR-MIN-DOW) = 8 + 4
(DOM-YR-MONTH) = 8 + 5

Last Cabinet Flash :
(HR-MIN-DOW) = 8 + 6
(DOM-YR-MONTH) = 8 + 7

Power Fail Counts :
(Long Failures) = F/1 + 0 + C
(Short Failures) = F/1 + 0 + D

Current Time :
(HR-MIN-DOW) = 8 + 0
(DOM-YR-MONTH) = 8 + 1
(MIN-SEC-1/10 SEC) = 8 + F

Display Locations

	Plan Select	Offset Select
Manual	= C/0 + A + 1	C/0 + B
Master	= C/0 + A + 2	C/0 + B + 1
Current	= C/0 + A + 3	C/0 + B +
Next	= C/0 + A + 4	C/0 + B +
TOD	= C/0 + A + 5	C/0 + B +

Master Cycle = C/0 + A + 0
Ring A Cycle = C/0 + B + 0
Ring B Cycle = C/0 + D + 0

MIN Cycle = C/0 + A + E
MAX Cycle = C/0 + B + E

Phase Hold = C/0 + F + D
Phase Next = C/0 + F + E
Force Off = C/0 + F + F
(With Ring A Cycle Timer)

Current Calculated Cycle Length = C/0 + B + F
Current Permitted Phases = E/0 + 7 + 8
Current Phase Bank = F/0 + C + E

View Locations

DIAL-OUT TELEPHONE NUMBER

	NUMBER	D
0	NO. OF DIGITS	
1	1 st DIGIT	
2	2 nd DIGIT	
3	3 rd DIGIT	
4	4 th DIGIT	
5	5 th DIGIT	
6	6 th DIGIT	
7	7 th DIGIT	
8	8 th DIGIT	
9	9 th DIGIT	
A	10 th DIGIT	
B	11 th DIGIT	
C	12 th DIGIT	
D	13 th DIGIT	
E	14 th DIGIT	
F	15 th DIGIT	

< C + 0 + C = 5 >

DIAL-UP ("stand alone") Modem Interface

Set C/5+D+0 (NUMBER OF DIGITS) to a "Non-Zero" value. This will disable parity for "Smart Modem" operation.

NOTE : DO NOT set to a "Non-Zero" value without also programming a number to dial.

REDIAL TIME

(C/5 + C + 0) = 10 Minutes

NOTE: The Redial Timer is at location E/2+D+6

DISABLE ALARM REPORTING

		Column F 1	2	3	4	5	6	7	8
0	OMIT ALARMS								

< C + 0 + C = 5 >

1 = Stop Time
2 = Flash Sense
3 = Keyboard Entry
4 = Manual Plan
5 = Police Control
6 = External Alarm
7 = Detector Failure
8 =

Default is: Report All Alarms (No Flags Set)

PROGRAMMABLE DAYLIGHT SAVINGS IMPLEMENTATION

		Column 2
A	Begin MONTH	4
B	Begin WEEK	1
C	End MONTH	10
D	End WEEK	5

< C + 0 + C = 5 >

If WEEK = 5, use last week of month. If WEEK and MONTH are set to Zero, use "default" date.

PREEMPT PRIORITY

		Column C
0	EV A	
1	EV B	
2	EV C	
3	EV D	
4	RR 1	
5	RR 2	
6	8E 1	
7	8E 2	

< C + 0 + E = 125 >

Highest value has highest priority. If all are set to Zero, use "default" priority.

DISABLE LOW PRIORITY :

(E/125 + C + 8) = | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |

1 = Low Priority A
2 = Low Priority B
3 = Low Priority C
4 = Low Priority D
5 = Not Used
6 = Not Used
7 = Not Used
8 = Not Used

MINIMUM GREEN FOR PREEMPT FORCE-OFF :

(F/1 + 0 + 8) = 4 Seconds

MAXIMUM PREEMPT TIME :

(F/1 + 0 + 9) = 255 Minutes

For Emergency Vehicle and RR-2 Limited Service. (Output at E/127+A+0)
Note: Set to 255 to Disable

SAME CHANNEL PREEMPT LOCKOUT TIME :

(F/1 + 0 + A) = 0 Seconds

Does not apply to Railroad Preempt

BI Tran Systems, Inc.
510 Bercut Dr., Sacramento, Calif. 95814
(916) 441-0260

Traffic Signal Program **233** *RV2*
Timing Sheet 7 (of 7)
(Revised 10/98)

222 LOOP AMP — 242 ISOLATOR

232 MAG AMP — DISCRIMINATOR

Standard 332 Cabinet Location	Column 0 C1 PIN NUMBER	Column 1 ATTRIBUTES 1 2 3 4 5 6 7 8	Column 2 PHASE(S) 1 2 3 4 5 6 7 8	Column 3 ASSIGNMENTS 1 2 3 4 5 6 7 8
INT. I-2 U --->	0 39		X X X	X X X X
INT. J-2 U --->	1 40		X X X	X X X X
I-6 U --->	2 41		X X X	X X X X
FAR J-6 U --->	3 42		X X X	X X X X
FAR I-2 L --->	4 43		X X X	X X X X
FAR J-2 L --->	5 44		X X X	X X X X
I-6 L --->	6 45		X X X	X X X X
FAR J-6 L --->	7 46		X X X	X X X X
CALL I-4 --->	8 47		X X X	X X X X
CALL I-4 --->	9 48		X X X	X X X X
I-8 --->	A 49		X X X	X X X X
J-8 --->	B 50		X X X	X X X X
J-1 --->	C 55		X X X	X X X X
SB LT/T I-1 --->	D 56		X X X	X X X X
J-5 --->	E 57		X X X	X X X X
EB RIGHT I-5 --->	F 58		X X X	X X X X

"INITIALIZED" DETECTOR ASSIGNMENTS
< C + 0 + E = 126 >

Standard 332 Cabinet Location	Column 4 C1 PIN NUMBER	Column 5 ATTRIBUTES 1 2 3 4 5 6 7 8	Column 6 PHASE(S) 1 2 3 4 5 6 7 8	Column 7 ASSIGNMENTS 1 2 3 4 5 6 7 8
J-9 U --->	0 59	X X X	X	X X X X
I-9 U --->	1 60	X X X	X	X X X X
J-9 L --->	2 61	X X X	X	X X X X
I-9 L --->	3 62	X X X	X	X X X X
SB R/T I-3 U --->	4 63	X X X	X	X X X X
J-3 U --->	5 64	X X X	X	X X X X
I-7 U --->	6 65	X X X	X	X X X X
EBRT J-7 U --->	7 66	X X X	X	X X X X
I-12 U --->	8 67	X	X	X X X X
PEDS I-13 U --->	9 68	X	X	X X X X
I-12 L --->	A 69	X	X	X X X X
I-13 L --->	B 70	X	X	X X X X
I-3 L --->	C 76	X X X	X	X X X X
J-3 L --->	D 77	X X X	X	X X X X
I-7 L --->	E 78	X X X	X	X X X X
EBRT J-7 L --->	F 79	X X X	X	X X X X

"INITIALIZED" DETECTOR ASSIGNMENTS
< C + 0 + E = 126 >

DETECTOR ATTRIBUTES

1 = Full Time Delay
2 = Pedestrian Call
3 =
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

DETECTOR ASSIGNMENTS

1 = Det. Set # 1
2 = Det. Set # 2
3 = Det. Set # 3
4 =
5 =
6 = MIN Recall On Failure
7 = MAX Recall On Failure
8 = Report On Failure

Input File Slot No. --> | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 |

	1	2 (NB LT)	3 (SB INT)	4 (SB RT)	5 (SB NEAR)	6 (EB NEAR)	7	8	9	10	11	12	13	14
"I" FILE	1 Ext, Cnt, Call <C1-56>	2 (1,3) Ext, Cnt, Call <C1-39>	2 (Det. 2) Ext, Cnt, Call <C1-63>	2.0 2 Type 3, Call <C1-47> 2.0	8 <C1-58>	4 Ext, Cnt, Call <C1-41>	4 Ext, Cnt, Call <C1-65>	4 Type 3, Call <C1-49>	1 Ext, Cnt, Call <C1-60>	NOT WIRED	Not Assigned <C1-80>	2 Ped Call <C1-67>	6 Ped Call <C1-68>	Flash Sense <C1-81>
		2 Ext, Cnt, Call <C1-43>	2 Ext, Cnt, Call <C1-76>			4 Ext, Cnt, Call <C1-45>	4 Ext, Cnt, Call <C1-78>		3 Ext, Cnt, Call <C1-62>		Not Assigned <C1-53>	4 Ped Call <C1-69>	8 Ped Call <C1-70>	Stop Time <C1-82>
"J" FILE	5 Ext, Cnt, Call <C1-55>	6 (1,3) Ext, Cnt, Call <C1-40>	6 Ext, Cnt, Call <C1-64>	2.0 6 Type 3, Call <C1-48>	7 Ext, Cnt, Call <C1-57>	8 (Det. 8) Ext, Cnt, Call <C1-42>	8 (Det. 8) Ext, Cnt, Call <C1-66>	8 Type 3, Call <C1-50>	5 Ext, Cnt, Call <C1-59>	NOT WIRED	Not Assigned <C1-54>	EV A Preempt <C1-71>	EV B Preempt <C1-72>	Railroad 1 <C1-51>
		6 Ext, Cnt, Call <C1-44>	6 Ext, Cnt, Call <C1-77>			8 Ext, Cnt, Call <C1-46>	8 (Det. 10) Ext, Cnt, Call <C1-79>		7 Ext, Cnt, Call <C1-61>		Not Assigned <C1-75>	EV C Preempt <C1-73>	EV D Preempt <C1-74>	Railroad 2 <C1-52>

(NB FAR, NB NEAR, EB FAR, EB NEAR RT)

DETECTOR TYPES

Ext = Extension Detector
Detector is only active during the Phase's GREEN Intervals (Ie, *will NOT Call* the Phase)
Cnt = Count Detector
Used in computing "Added Initial"
Call = Calling Detector
Detector is only active during the Phase's NON-GREEN Intervals (Ie, *will NOT Extend* the Phase)
Type 3 = Type 3 Disconnect
Will allow a Calling Detector to Extend its Phase until the Conflict first drops or the "Type 3 Limit" is reached

"INITIALIZED" INPUT FILE ASSIGNMENTS --- STANDARD 332 CABINET
< "C-1" Harness Type # 1 >

BI Tran Systems, Inc.
510 Bercut Dr., Sacramento, Calif. 95814
916/441-0260

Traffic Signal Program 233
Initialized Detector Assignments
(Revised 8/92) *332 Cabinet*

City of Clovis | Timing Sheet | 9/18/2014 8:55:13 AM

Station : 304 - CLOVIS @ NEES (Standard File)

Phase Timings 1-16 [1.1.1] NBLT SB EBLT WB SBLT NB WBLT EB

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Walk		7		7		7		7								
Ped Clearance		22		23		21		22								
Min Green	9	8	9	8	9	8	9	8								
Passage	2	4.2	2	4.1	2	4.2	2	4.2								
Max1	35	40	35	40	30	40	30	40								
Max2																
Yellow	3	4.3	3	4.3	3	4.3	3	4.3	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1	1	1	1	1	1	1	1	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	1	1	1	1	1	1	1	1								
Added Initial																
Max Initial																
Time Before Reduce		17		17		17		17								
Cars Before Reduce																
Time To Reduce		13		13		13		13								
Reduce By																
Min Gap	2	2.9	2	2.8	2	2.9	2	2.9								
Dynamic Max Limit																
Dynamic Max Step																
Auto Exit																
Rest In Walk																

Phase Option [1.1.2]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Auto Entry																
Non Act1																
Non Act2																
Lock Call									ON	ON	ON	ON	ON	ON	ON	ON
Min Recall																
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Cond Service																
Add Init Calc																

Phase Option+ [1.1.3]/[1.1.5]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reservice																
Ped Clr Thru Yellow																
Skip Red																
Red Rest																
Max 2																
Max Inhibit																
Ped Delay																
Red Rest On Gap																
Conf Phs1																
Green Ped Delay Time																
Omit Yel																
Ped Out																
Start Yel				1				5								
Inhibit P1																
Inhibit P2																
Inhibit P3																
Inhibit P4																
Inhibit P5																
Inhibit P6																
Inhibit P7																
Inhibit P8																
Call Phs1																
Call Phs2																
Call Phs3																
Call Phs4																
From Phs1																
To Phs1																
From Phs2																
To Phs2																
From Phs3																
To Phs3																
From Phs4																
To Phs4																

Prepared By	Date Implemented	Reviewed By	Traffic Engineer
	9/19/2014		

Station : 304 - CLOVIS @ NEES (Standard File)

Coordination, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Station : 304 - CLOVIS @ NEES (Standard File)

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	LONG	MAX I	FIXED

Modes+

Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
TIMED	TIMED	NO_RECYCLE	OFF	OFF	OFF	OFF	OFF	0	+	OFF	OFF	OFF

Coordination, Pattern 1-16 [2.4]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time																
Offset Time																
Split Number																
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Coordination, Pattern+ 1-16 [2.5][2.6]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Short																
Long	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17
Dwell																
No Short P 1																
No Short P 2																
No Short P 3																
No Short P 4																
Early Yield																
Offset	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn	beggrn
CNA	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Max 2	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Float	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Min Veh Perm	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Min Ped Perm	on	on	on	off	off	off	off	off	off	off	off	off	off	off	off	off
Percentage	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
MI	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Ret Hold	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
CIC Plan																
Ph Opt Table	1	2	3													
Ph Time Table																
Det Grp																
Call Inh																
Inh Perm Phs 1	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Inh Perm Phs 2	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Inh Perm Phs 3	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Inh Perm Phs 4	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Inh Perm Phs 5	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Inh Perm Phs 6	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Inh Perm Phs 7	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Inh Perm Phs 8	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off	off
Dia Mode	dft	dft	dft	dft	dft	dft	dft	dft	dft	dft	dft	dft	dft	dft	dft	dft
Force Mode	dft	dft	dft	dft	dft	dft	dft	dft	dft	dft	dft	dft	dft	dft	dft	dft

Channels/SDLC, Assign to Phases [1.3.1](v61) or [1.8.1](v65, v76)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8	1	3	5	7				
Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	PED	PED	PED	PED	VEH	VEH	VEH	VEH
Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Flash 1-2 Hertz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Alt Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Station : 304 - CLOVIS @ NEES (Standard File)

Detector, Vehicle Parameters & Options [5.1][5.2]

1-16

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume	ON			ON		ON			ON			ON		ON		
Occupancy																
Yellow Lock			ON						ON							
Red Lock	ON						ON					ON			ON	
Extend	ON	ON	ON	ON			ON	ON	ON	ON			ON	ON	ON	ON
Added Initial																
Queue					ON	ON					ON	ON				
Call	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON
Call Phase	1	2	2	2	2	2	3	4	4	4	4	4	1	3	5	6
Switch Phase																
Delay Time				10												
Extend Time					2	2					2	2				
Queue Limit					20	20					20	20				
No Activity																
Max Presence																
Erratic Counts																
Fail Time	2	2	2	2	2	2	2	2	2		2	2	2	2	2	2

17-32

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Volume		ON		ON				ON		ON	ON	ON				
Occupancy																
Yellow Lock	ON						ON									
Red Lock				ON	ON					ON						
Extend	ON	ON			ON	ON	ON	ON			ON	ON				
Added Initial																
Queue			ON	ON					ON	ON						
Call	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON	ON				
Call Phase	6	6	6	6	7	8	8	8	8	8	5	7				
Switch Phase																
Delay Time		10						10								
Extend Time			2	2					2	2						
Queue Limit			20	20					20	20						
No Activity																
Max Presence																
Erratic Counts																
Fail Time	2	2	2	2	2	2	2	2	2	2	2	2				

33-48

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase																
Switch Phase																
Delay Time																
Extend Time																
Queue Limit																
No Activity																
Max Presence																
Erratic Counts																
Fail Time																

Station : 304 - CLOVIS @ NEES (Standard File)

49-64

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Extend																
Added Initial																
Queue																
Call																
Call Phase																
Switch Phase																
Delay Time																
Extend Time																
Queue Limit																
No Activity																
Max Presence																
Erratic Counts																
Fail Time																

Detector, Vehicle Parameters+ [5.3]

1-16

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
External Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Delay Phase 1																
Delay Phase 2																
Source																

17-32

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
External Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Delay Phase 1																
Delay Phase 2																
Source																

33-48

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
External Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Delay Phase 1																
Delay Phase 2																
Source																

49-64

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
Green Occupancy																
Yellow Occupancy																
Red Occupancy																
External Mode	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM	NORM
Delay Phase 1																
Delay Phase 2																
Source																

Detector, Ped Detectors 1-16 [5.4]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase		2		4		6		8								
No Activity																
Max Presence																
Erratic Cnt																

Station : 304 - CLOVIS @ NEES (Standard File)

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	OFF	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases	Modifer Phases	Type	Green	Yellow	Red
Overlap 1			NORMAL		3.5	1.5
Overlap 2			NORMAL		3.5	1.5
Overlap 3			NORMAL		3.5	1.5
Overlap 4			NORMAL		3.5	1.5
Overlap 5			NORMAL		3.5	1.5
Overlap 6			NORMAL		3.5	1.5
Overlap 7			NORMAL		3.5	1.5
Overlap 8			NORMAL		3.5	1.5
Overlap 9			NORMAL		3.5	1.5
Overlap 10			NORMAL		3.5	1.5
Overlap 11			NORMAL		3.5	1.5
Overlap 12			NORMAL		3.5	1.5
Overlap 13			NORMAL		3.5	1.5
Overlap 14			NORMAL		3.5	1.5
Overlap 15			NORMAL		3.5	1.5
Overlap 16			NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases	Conflicting Overlaps	Conflicting Peds
Overlap 1			
Overlap 2			
Overlap 3			
Overlap 4			
Overlap 5			
Overlap 6			
Overlap 7			
Overlap 8			
Overlap 9			
Overlap 10			
Overlap 11			
Overlap 12			
Overlap 13			
Overlap 14			
Overlap 15			
Overlap 16			

Flash Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
35	15		

Flash, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases												
Overlaps												

Station : 304 - CLOVIS @ NEES (Standard File)

Unit Parameters [1.2.1]

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Yellow 3 Second Disable	Omit Yellow Enable	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Disable Init Ped	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time					
	OFF	1	RST	OFF	OFF		ON		STD8	OFF	4PH	OFF	1	OFF	OFF					

Ring Sequence 1 [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

Phase Startup, Concur [1.1.4]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Startup	RED	RED	RED	YELLOW	RED	RED	RED	YELLOW	RED	RED	RED	RED	RED	RED	RED	RED
Ring	1	1	1	1	2	2	2	2								
Concur 1	5	5	7	7	1	1	3	3								
Concur 2	6	6	8	8	2	2	4	4								
Concur 3																
Concur 4																
Concur 5																
Concur 6																
Concur 7																
Concur 8																

Comm, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	Port	System-Up	Sys-Down	PC/Print	Aux 232
304								

Station : 304 - CLOVIS @ NEES (Standard File)

Alarms, Enable Events [1.6.1]

Event#	Event Enable
1	ON
2	ON
3	
4	ON
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	ON
15	
16	
17	ON
18	ON
19	ON
20	ON
21	
22	
23	
24	
25	
26	
27	
28	
29	ON
30	ON
31	ON
32	
33	
34	
35	
36	
37	
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	
49	ON
50	
51	ON
52	ON
53	ON
54	ON
55	
56	
57	
58	
59	
60	ON
61	
62	
63	
64	
65	
66	
67	
68	
69	
70	
71	
72	
73	
74	
75	

Alarms, Enable Alarms [1.6.4]

Alarm#	Alarm Enable
1	ON
2	ON
3	
4	ON
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	ON
15	
16	
17	ON
18	ON
19	ON
20	ON
21	
22	
23	
24	
25	
26	
27	
28	
29	ON
30	ON
31	ON
32	
33	
34	
35	
36	
37	
38	
39	
40	
41	
42	
43	
44	
45	
46	
47	
48	
49	ON
50	
51	ON
52	ON
53	ON
54	ON
55	
56	
57	
58	
59	
60	ON
61	
62	
63	
64	
65	
66	
67	
68	
69	
70	
71	
72	
73	
74	
75	

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
OFF	OFF

76	
77	
78	
79	
80	
81	
82	
83	
84	
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126	
127	
128	

Station : 304 - CLOVIS @ NEES (Standard File)

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

Channel	1	2	3	4	5	6
Lock Input	ON	ON	ON	ON	ON	ON
Override Flash	ON	ON		ON	ON	ON
Override Higher	ON	ON	ON	ON	ON	ON
Flash Dwell	ON					
Link						
Delay						
Min Duration						
Min Green						
Min Walk			4	4	4	4
Ped Clear			18	18	17	19
Track Green						
Min Dwell						
Max Presence			60	60	60	60
Track R1						
Track R2						
Track R3						
Track R4						
Dwell P1			2	4	1	3
Dwell P2			5	7	6	8
Dwell P3						
Dwell P4						
Dwell P5						
Dwell P6						
Dwell P7						
Dwell P8						
Dwell P9						
Dwell P10						
Dwell P11						
Dwell P12						
Dwell Ped1						
Dwell Ped2						
Dwell Ped3						
Dwell Ped4						
Dwell Ped5						
Dwell Ped6						
Dwell Ped7						
Dwell Ped8						
Exit R1						
Exit R2						
Exit R3						
Exit R4						

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

Preempt	1	2	3	4	5	6
Enable	ON		ON	ON	ON	ON
Type	RAIL	EMERG	EMERG	EMERG	EMERG	EMERG
Skip Track						
Volt Mon Flash						
Coord in Preempt						
Max2						
Return Max/Min	MAX	MAX	MAX	MAX	MAX	MAX
Extend Dwell						
Pattern						
Output Mode	TS2	TS2	TS2	TS2	TS2	TS2
Track Over 1						
Track Over 2						
Track Over 3						
Track Over 4						
Track Over 5						
Track Over 6						
Track Over 7						
Track Over 8						
Track Over 9						
Track Over 10						
Track Over 11						
Track Over 12						
Dwell Over 1						
Dwell Over 2						
Dwell Over 3						
Dwell Over 4						
Dwell Over 5						
Dwell Over 6						
Dwell Over 7						
Dwell Over 8						
Dwell Over 9						
Dwell Over 10						
Dwell Over 11						
Dwell Over 12						
Ped Clear						
Yellow						
Red						
Max Green						

Low Priority Preempt [3]

Preempt	7	8	9	10
Min				
Max				
Enable				
Lock Mode	MAX	MAX	MAX	MAX
Coord in Preempt				
No Skip				
Priority P1				
Priority P2				
Priority P3				
Priority P4				
Lock in Mins				
Headway in Mins				
Group Lock				
Queue Jump				
Free Mode				
Alt Table				

Station : 304 - CLOVIS @ NEES (Standard File)

TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month										1										2										3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
2																																																	
3																																																	
4																																																	
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31																																																	
32																																																	

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	14	19	21											
Minute	1	20														
Action	3	1	2	3	3											

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Station : 304 - CLOVIS @ NEES (Standard File)

Day Plan Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day plan Link 1-16 [4.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Link																

Station : 304 - CLOVIS @ NEES (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
3	3				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11					0	0						
12					0	0						
13					0	0						
14					0	0						
15					0	0						
16					0	0						
17					0	0						
18					0	0						
19					0	0						
20					0	0						
21					0	0						
22					0	0						
23					0	0						
24					0	0						
25					0	0						
26					0	0						
27					0	0						
28					0	0						
29					0	0						
30					0	0						
31					0	0						
32					0	0						
33					0	0						
34					0	0						
35					0	0						
36					0	0						
37					0	0						
38					0	0						
39					0	0						
40					0	0						
41					0	0						
42					0	0						
43					0	0						
44					0	0						
45					0	0						
46					0	0						
47					0	0						
48					0	0						
49					0	0						
50					0	0						
51					0	0						
52					0	0						
53					0	0						
54	254				0	0						
55	255				0	0						
56					0	0						
57					0	0						
58					0	0						
59					0	0						
60					0	0						
61					0	0						
62					0	0						
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69					0	0						
70					0	0						
71					0	0						
72					0	0						
73					0	0						
74					0	0						
75					0	0						
76					0	0						

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89					0	0					
90					0	0					
91					0	0					
92					0	0					
93					0	0					
94					0	0					
95					0	0					
96					0	0					
97					0	0					
98					0	0					
99					0	0					
100					0	0					

Channels/SDLC+, IO Logic [1.8.7]

	1	2	3	4	5	6	7	8	9	10
Result										
Operand 1										
Operand 2										
Operand 3										
Operator 1 Function	----	----	----	----	----	----	----	----	----	----
Operand 1 Result	I	I	I	I	I	I	I	I	I	I
Operand 1 IO	I	I	I	I	I	I	I	I	I	I
Operand 1 Invert	-	-	-	-	-	-	-	-	-	-
Operator 2 Function	----	----	----	----	----	----	----	----	----	----
Operand 2 IO	I	I	I	I	I	I	I	I	I	I
Operand 2 Invert	-	-	-	-	-	-	-	-	-	-
Operator 3 Function	----	----	----	----	----	----	----	----	----	----
Operand 3 IO	I	I	I	I	I	I	I	I	I	I
Operand 3 Invert	-	-	-	-	-	-	-	-	-	-
Time Operator	DLY	DLY	DLY	DLY	DLY	DLY	DLY	DLY	DLY	DLY
Time										

User Input map [1.8.9.1]

	Pin 1	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8

User Output map [1.8.9.2]

	Pin 1	Pin 2	Pin 3	Pin 4	Pin 5	Pin 6	Pin 7	Pin 8

Station : 304 - CLOVIS @ NEES (Standard File)

Miscellaneous Data

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 3, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1										
2										
3										
4										
5										
6										
7										
8										

Alternate Phase Program 1, Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF		
2	OFF	OFF	ON	ON	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF		
3	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF		
4	OFF	OFF	OFF	ON	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF		
5	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF		
6	OFF	OFF	ON	ON	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF		
7	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF		
8	OFF	OFF	OFF	ON	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF		

Alternate Phase Program 2, Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF		
2	OFF	OFF	OFF	ON	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF		
3	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF		
4	OFF	OFF	ON	ON	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF		
5	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF		
6	OFF	OFF	OFF	ON	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF		
7	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF		
8	OFF	OFF	ON	ON	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF		

Alternate Phase Program 3, Phase Options [1.1.6.2]

Column	Non Act1	Lock Call	Soft Recall	Dual Entry	Sim Gap Enb	Guar Pass	RIW	Cond Service	Reservice	Red Rest	Max 2	Ped Delay	Conf Phs1	Conf Phs1	Assign Phase
1	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF		
2	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF		
3	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF		
4	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF		
5	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF		
6	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF		
7	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF		
8	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF		

Station : 304 - CLOVIS @ NEES (Standard File)

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1													
2													
3													
4													
5													
6													
7													
8													

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
1													
2													
3													
4													
5													
6													
7													
8													

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Queue																
Call Phase																
Switch Phase																
Delay Time																
No Activity																
Max Presence																
Erratic Cnt																
Fail Time																

Detector Alternate Program 1, Vehicle Options [5.5.2]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Volume																
Occupancy																
Yellow Lock																
Red Lock																
Added Initial																
Call																
Extend Time																
Queue Limit																

Detector Alternate Program 1, Ped Parameters [5.5.4]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase																
No Activity																
Max Presence																
Erratic Cnt																

Channel/SDLC +, Assign to Phases [1.8.4]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	10	21	22	23	24
PH/OLP #	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8	1	3	5	7				
Flash Red																								
Flash Yellow																								
Flash Green																								
Inh Red Flash in Preempt																								
Color Flash Rate																								
Override Type																								
Override Source																								

Station : 304 - CLOVIS @ NEES (Standard File)

Communication, IP Parameters [6.5]

	Octet 1	Octet 2	Octet 3	Octet 4

ID NUMBER: 0304

LOCATION: CLOVIS AND NEES

CITY OF CLOVIS
332L CABINET
28 DETECTOR SETUP

DETECTOR ASSIGNMENTS

												ISOLATORS		
	NBLT	SB INT	SBRT	SB NEAR	EBLT	WB INT		WB NEAR	NBLT			SB	NB	
I	I1	I2	I3	I4	I5	I6	I7	I8	I9	I10	I11	I12	I13	I14
UPPER	Ph 1 Call & Ext T2-1 & 2 C1-56 DET 1 VOL RED LOCK LOOP A	Ph 2 Call & Ext T2-5 & 6 C1-39 DET 2	Ph 2 Call & Ext T2-9 & 10 C1-63 DET 4 VOL	Ph 2 Call & Ext T4-1 & 2 C1-47 DET 6 2 Sec VOL RED LOCK QUEUE #1 LANE	Ph 3 Call & Ext T4-5 & 6 C1-58 DET 7 RED LOCK LOOP A	Ph 4 Call & Ext T4-9 & 10 C1-41 DET 8	Ph 4 Call & Ext T6-1 & 2 C1-65 DET 10	Ph 4 Call & Ext T6-5 & 6 C1-49 DET 12 2 Sec VOL RED LOCK QUEUE #1 LANE	Ph 1 Call & Ext T6-9 & 10 C1-60 DET 13 VOL LOOP B & C	NOT WIRED	NOT ASSIGNED C1-80	Ph 2 PED CALL C1-67	Ph 6 PED CALL C1-68	FLASH SENSE C1-81
LOWER	Ph 1 Call & Ext T2-3 & 4 C1-56 DET 1 VOL RED LOCK	Ph 2 Call & Ext T2-7 & 8 C1-43 DET 3 YEL LOCK	Ph 2 Call & Ext T2-11 & 12 C1-76 DET 5 2 Sec QUEUE LOOP B	Ph 2 Call & Ext T4-3 & 4 C1-47 DET 6 2 Sec VOL RED LOCK QUEUE #2 LANE	Ph 3 Call & Ext T4-7 & 8 C1-58 DET 7 RED LOCK LOOP B	Ph 4 Call & Ext T4-11 & 12 C1-45 DET 9 VOL YEL LOCK	Ph 4 Call & Ext T6-3 & 4 C1-78 DET 11 2 Sec QUEUE LOOP B	Ph 4 Call & Ext T6-7 & 8 C1-49 DET 12 2 Sec VOL RED LOCK QUEUE #2 LANE	Ph 3 Call & Ext T6-11 & 12 C1-62 DET 14 VOL LOOP C	NOT WIRED	NOT ASSIGNED C1-53	Ph 4 PED CALL C1-69	Ph 8 PED CALL C1-70	STOP TIME C1-82
		SB FAR	SB NEAR	SB NEAR	EBLT	WB FAR	WB NEAR	WB NEAR	EBLT			WB	EB	
	SBLT	NB INT	NBRT	NB NEAR	WBLT	EB INT	EBRT	EB NEAR	SBLT			SB	WB	UPS
J	J1	J2	J3	J4	J5	J6	J7	J8	J9	J10	J11	J12	J13	J14
UPPER	Ph 5 Call & Ext T3-1 & 2 C1-55 DET 15 RED LOCK LOOP A	Ph 6 Call & Ext T3-5 & 6 C1-40 DET 16	Ph 6 Call & Ext T3-9 & 10 C1-64 DET 18 VOL	Ph 6 Call & Ext T5-1 & 2 C1-48 DET 20 2 Sec VOL RED LOCK QUEUE #1 LANE	Ph 7 Call & Ext T5-5 & 6 C1-57 DET 21 RED LOCK LOOP A	Ph 8 Call & Ext T5-9 & 10 C1-42 DET 22	Ph 8 Call & Ext T7-1 & 2 C1-66 DET 24 VOL	Ph 8 Call & Ext T7-5 & 6 C1-50 DET 26 2 Sec VOL RED LOCK QUEUE #1 LANE	Ph 5 Call & Ext T7-9 & 10 C1-59 DET 27 VOL LOOP C	NOT WIRED	NOT ASSIGNED C1-54	PH 2 & 5 EVA Preempt C1-71	PH 4 & 7 EVB Preempt C1-72	LOW BATT RAILROAD 1 C1-51
LOWER	Ph 5 Call & Ext T3-3 & 4 C1-55 DET 15 RED LOCK LOOP B	Ph 6 Call & Ext T3-7 & 8 C1-44 DET 17 YEL LOCK	Ph 6 Call & Ext T3-11 & 12 C1-77 DET 19 2 Sec QUEUE LOOP B	Ph 6 Call & Ext T5-3 & 4 C1-48 DET 20 2 Sec VOL RED LOCK QUEUE #2 LANE	Ph 7 Call & Ext T5-7 & 8 C1-57 DET 21 RED LOCK LOOP B	Ph 8 Call & Ext T5-11 & 12 C1-46 DET 23 YEL LOCK	Ph 8 Call & Ext T7-3 & 4 C1-79 DET 25 2 Sec QUEUE LOOP B	Ph 8 Call & Ext T7-7 & 8 C1-50 DET 26 2 Sec VOL RED LOCK QUEUE #2 LANE	Ph 7 Call & Ext T7-11 & 12 C1-61 DET 28 VOL LOOP C	NOT WIRED	NOT ASSIGNED C1-75	PH 6 & 1 EVC Preempt C1-73	PH 8 & 3 EVB Preempt C1-74	RAILROAD 2 C1-52
	SBLT	NB FAR	NB NEAR	NB NEAR	WBLT	EB FAR	EB NEAR	EB NEAR	WBLT			NB	EB	

COMMENTS:

222 Loop Amplifier
752 Discriminator
242 Isolator
232 Mag Amplifier

INTERSECTION: ALLUVIAL & CLOVIS

Group Assignment: **NONE**
Field Master Assignment: **NONE**
System Reference Number: **5**

N/S Street Name: **N. Clovis Avenue**
E/W Street Name: **Alluvial Avenue**

Last Database Change: **1/25/2019 10:37**

Change Record					
Change	By	Date	Change	By	Date

Notes: ***ALLUVIALand CLOVIS INT No. C0256***

INSTALLED BY T. Barker - January 25, 2019

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Drop Number	1	<C/0+0+0>
Zone Number	1	<C/0+0+1>
Area Number	0	<C/0+0+2>
Area Address	204	<C/0+0+3>
QuicNet Channel	COM14:	(QuicNet)

Communication Addresses

Manual Plan	14	<C/0+A+1>
Manual Offset		<C/0+B+1>

Manual Selection

Flash Start	0	<F/1+0+E>
Red Revert	1.0	<F/1+0+F>
All Red Start	6.0	<F/1+C+0>

Start / Revert Times

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase
(Outputs specified in Assignable Outputs at E/127+A+E & F)

	Phase							
Column Numbers ---->	1	2	3	4	5	6	7	8
Row *Phase Names ---->*	NBL	SB	EBL	WB	SBL	NB	WBL	EB
0 Ped Walk	0	7	0	7	0	7	0	7
1 Ped FDW	0	24	0	27	0	24	0	29
2 Min Green	12	9	10	9	12	9	10	9
3 Type 3 Disconnect	0	22	0	22	0	22	0	22
4 Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5 Veh Extension	2.0	3.0	2.0	3.2	2.0	3.3	2.0	2.4
6 Max Gap	2.0	4.1	2.0	4.1	2.0	4.3	2.0	2.7
7 Min Gap	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
8 Max Limit	23	31	15	31	13	31	15	31
9 Max Limit 2	3	22	5	25	3	22	5	27
A Adv. / Delay Walk	0	0	0	0	0	0	0	0
B PE Min Ped FDW	0	18	0	21	0	18	0	23
C Cond Serv Check	0	0	0	0	0	0	0	0
D Reduce Every	0.0	1.0	0.0	1.0	0.0	1.0	0.0	3.0
E Yellow Change	3.0	4.7	3.0	4.7	3.0	4.7	3.0	4.7
F Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 1 <C+0+F=1>

	9	A	B	C	D
	---	---	---	---	---
Phase 1	0	0	0	0	0.0
Phase 2	0	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	0	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	0	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	0	0	0	0	0.0

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Alternate Timing <C+0+F=1>

E	
RR-1 Delay	1
RR-1 Clear	0
EV-A Delay	0
EV-A Clear	1
EV-B Delay	0
EV-B Clear	1
EV-C Delay	0
EV-C Clear	1
EV-D Delay	0
EV-D Clear	1
RR-2 Delay	0
RR-2 Clear	0
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

Preempt Timing

Row	F	
0	Permit	12345678
1	Red Lock	_____
2	Yellow Lock	_2_4_6_8
3	Min Recall	_____
4	Ped Recall	_____
5	*View Set Peds*	-----
6	Rest In Walk	_____
7	Red Rest	12345678
8	Dual Entry	_____
9	Max Recall	_____
A	Soft Recall	_____
B	Max 2	_____
C	Cond. Service	_____
D	Man Cntrl Calls	_____
E	Yellow Start	_____
F	First Phases	_2___6__

Phase Functions <C+0+F=1>

Row	Column Numbers —>	Overlap 1	2	3	4	5	6	7	8
	Overlap Name —>								
0	Load Switch Number	0	0	0	0	0	0	0	0
1	Veh Set 1 - Phases								
2	Veh Set 2 - Phases								
3	Veh Set 3 - Phases								
4	Neg Veh Phases								
5	Neg Ped Phases								
6	Green Omit Phases								
7	Green Clear Omit Phs.								
8									
9									
A									
B									
C									
D	Green Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F	Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Overlap Assignments <C+0+E=29>

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = Solid FDW on EV
5 = Extended Status
6 = International Ped
7 = Flash - Clear Outputs
8 = Split Ring

Extra 2 Flags
1 = AWB During Initial
2 = LMU Installed
3 = Disable Min Walk
4 = QuicNet/4 System
5 = Ignore P/P on EV
6 =
7 = Reserved
8 =

Row		C
0	EV-A	0
1	EV-B	0
2	EV-C	0
3	EV-D	0
4	RR-1 *	- - -
5	RR-2 *	- - -
6	SE-1	0
7	SE-2	0

Preempt Priority <C+0+E=125>

(* RR-1 is always Highest, and RR-2 is always Second Highest)

Row	Column Numbers —>	E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4 7
C	EV-C Phases	1 6
D	EV-D Phases	3 8
E	Extra 1 Config. Bits	1 3 5
F	IC Select (Interconnect)	2

Configuration <C+0+E=125>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	
Ped for 2P Output	2
Ped for 6P Output	6
Ped for 4P Output	4
Ped for 8P Output	8
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	

Configuration <C+0+E=125>

	F
Fast Green Flash Phase	
Green Flash Phases	
Flashing Walk Phases	
Guaranteed Passage	
Simultaneous Gap Term	
Sequential Timing	12345678
Advance Walk Phases	
Delay Walk Phases	
External Recall	
Start-up Overlap Green	
Max Extension	12345678
Inhibit Ped Reservice	
Semi-Actuated	
Start-up Overlap Yellow	
Start-up Vehicle Calls	12345678
Start-up Ped Calls	2 4 6 8

Specials <C+0+F=2>

Flash to PE & PE Non-Lock
1 = EV A 5 = RR 1
2 = EV B 6 = RR 2
3 = EV C 7 = SE 1
4 = EV D 8 = SE 2

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 = Flash / Free
5 =
6 = Simplex Master
7 = 7-Wire Master
8 = Offset Interrupter

	2
Phase 1	10
Phase 2	10
Phase 3	10
Phase 4	10
Phase 5	10
Phase 6	10
Phase 7	10
Phase 8	10

Coordination Transition Minimums <C+0+C=5>

Coord Extra
1 = Programmed WALK Time for Sync Phases
2 = Always Terminate Sync Phase Peds

Row	Column Numbers ⟶ / Plan Name ⟶	Plan 1	2	3	4	5	6	7	8	9	Row
0	Cycle Length	100	100	100	100	100	100	100	100	100	0
1	Phase 1 - ForceOff	55	55	55	55	55	55	55	55	55	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	20	20	20	20	20	20	20	20	20	3
4	Phase 4 - ForceOff	40	40	40	40	40	40	40	40	40	4
5	Phase 5 - ForceOff	55	55	55	55	55	55	55	55	55	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	20	20	20	20	20	20	20	20	20	7
8	Phase 8 - ForceOff	40	40	40	40	40	40	40	40	40	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	0	0	0	0	0	0	0	0	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Perm 1 - End	15	15	15	15	15	15	15	15	15	D
E	Hold Release	255	255	255	255	255	255	255	255	255	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

Coordination - Bank 1 <C+0+C=1>

	E	
Plan 1 - Sync	_2___6_	1
Plan 2 - Sync	_2___6_	2
Plan 3 - Sync	_2___6_	3
Plan 4 - Sync	_2___6_	4
Plan 5 - Sync	_2___6_	5
Plan 6 - Sync	_2___6_	6
Plan 7 - Sync	_2___6_	7
Plan 8 - Sync	_2___6_	8
Plan 9 - Sync	_2___6_	9
NEMA Sync	_____	A
NEMA Hold	_____	B
		C
		D
Coord Extra	_____	E
		F

Sync Phases <C+0+C=1>

Row											Row
0	Ped Adjustment	0	0	0	0	0	0	0	0	0	0
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0	1
2	Perm 2 - End	0	0	0	0	0	0	0	0	0	2
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0	3
4	Perm 3 - End	0	0	0	0	0	0	0	0	0	4
5	Reservice Time	0	0	0	0	0	0	0	0	0	5
6	Reservice Phases	_____	_____	_____	_____	_____	_____	_____	_____	_____	6
7											7
8	Pretimed Phases	_____	_____	_____	_____	_____	_____	_____	_____	_____	8
9	Max Recall	_____	_____	_____	_____	_____	_____	_____	_____	_____	9
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	A
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	B
C	Perm 2 Veh Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	C
D	Perm 2 Ped Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	D
E	Perm 3 Veh Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	E
F	Perm 3 Ped Phase	_____	_____	_____	_____	_____	_____	_____	_____	_____	F

Coordination - Bank 2 <C+0+C=2>

	F	
Free Lag	_2_4_6_8	0
Plan 1 - Lag	_2_4_6_8	1
Plan 2 - Lag	_2_4_6_8	2
Plan 3 - Lag	_2_4_6_8	3
Plan 4 - Lag	_2_4_6_8	4
Plan 5 - Lag	_2_4_6_8	5
Plan 6 - Lag	_2_4_6_8	6
Plan 7 - Lag	_2_4_6_8	7
Plan 8 - Lag	_2_4_6_8	8
Plan 9 - Lag	_2_4_6_8	9
External Lag	_____	A
		B
		C
		D
		E
		F

Lag Phases <C+0+C=1>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Spec. Funct. 1	0	NOT-3	0	Max 2	61	Pretimed	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0	0
1	Spec. Funct. 2	0	NOT-4	0	System Det 1	0	Plan 1	0	Ext. Perm 1	0	Dial 3 (7-Wire)	0	EV-A	71	1
2	Spec. Funct. 3	0	OR-4 (a)	0	System Det 2	0	Plan 2	0	Ext. Perm 2	0	Offset 1 (7-Wire)	0	EV-B	72	2
3	Spec. Funct. 4	0	OR-4 (b)	0	System Det 3	0	Plan 3	0	Reserved	0	Offset 2 (7-Wire)	0	EV-C	73	3
4	NAND-3 (a)	0	OR-5 (a)	0	System Det 4	0	Plan 4	0	Set Clock	0	Offset 3 (7-Wire)	0	EV-D	74	4
5	NAND-3 (b)	0	OR-5 (b)	0	System Det 5	0	Plan 5	0	Stop Time	82	Free (7-Wire)	0	RR-1	51	5
6	NAND-4 (a)	0	OR-6 (a)	0	System Det 6	0	Plan 6	0	Flash Sense	81	Flash (7-Wire)	0	RR-2	52	6
7	NAND-4 (b)	0	OR-6 (b)	0	System Det 7	0	Plan 7	0	Manual Enable	0	Excl. Ped Omit	0	Spec. Event 1	0	7
8	OR-7 (a)	0	Fig 3 Diamond	0	System Det 8	0	Plan 8	0	Man. Advance	0	NOT-1	0	Spec. Event 2	0	8
9	OR-7 (b)	0	Fig 4 Diamond	0	Max Inhibit (nema)	0	Plan 9	0	External Alarm	0	NOT-2	0	External Lag	0	9
A	OR-7 (c)	0	AND-4 (a)	0	Force A (nema)	0	DELAY-A	0	Phase Bank 2	0	OR-1 (a)	0	AND-1 (a)	0	A
B	OR-7 (d)	0	AND-4 (b)	0	Force B (nema)	0	DELAY-B	0	Phase Bank 3	0	OR-1 (b)	0	AND-1 (b)	0	B
C	OR-8 (a)	0	NAND-1 (a)	0	C.N.A. (nema)	0	DELAY-C	0	Overlap Set 2	0	OR-2 (a)	0	AND-2 (a)	0	C
D	OR-8 (b)	0	NAND-1 (b)	0	Hold (nema)	0	DELAY-D	0	Overlap Set 3	0	OR-2 (b)	0	AND-2 (b)	0	D
E	OR-8 (c)	0	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 2	0	OR-3 (a)	0	AND-3 (a)	0	E
F	OR-8 (d)	0	NAND-2 (b)	0	Min Recall	0	DELAY-F	0	Detector Set 3	0	OR-3 (b)	0	AND-3 (b)	0	F

Assignable Inputs <C+0+E=126>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Phase ON - 1	0	Preempt Fail	0	Flasher 0	0	Free	0	NOT-1	0	TOD Out 1	0	Dial 2 (7-Wire)	0	0
1	Phase ON - 2	0	Sp Evnt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	0	TOD Out 2	0	Dial 3 (7-Wire)	0	1
2	Phase ON - 3	0	Sp Evnt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	0	TOD Out 3	0	Offset 1 (7-Wire)	0	2
3	Phase ON - 4	0	Sp Evnt Out 3	0	Fig 3 Diamond	0	Plan 3	0	OR-3	0	TOD Out 4	0	Offset 2 (7-Wire)	0	3
4	Phase ON - 5	0	Sp Evnt Out 4	0	Fig 4 Diamond	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0	4
5	Phase ON - 6	0	Sp Evnt Out 5	0			Plan 5	0	AND-2	0	TOD Out 6	0	Free (7-Wire)	0	5
6	Phase ON - 7	0	Sp Evnt Out 6	0			Plan 6	0	AND-3	0	TOD Out 7	0	Flash (7-Wire)	0	6
7	Phase ON - 8	0	Sp Evnt Out 7	0			Plan 7	0	NOT-2	0	TOD Out 8	0	Preempt	0	7
8	Ph. Check - 1	0	Sp Evnt Out 8	0	NOT-3	0	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0	8
9	Ph. Check - 2	0			NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0	9
A	Ph. Check - 3	0	Detector Fail	0	OR-4	0	Spec. Funct. 3	0	EV-C	0	DELAY-A	0	Low Priority C	0	A
B	Ph. Check - 4	0	Spec. Funct. 1	0	OR-5	0	Spec. Funct. 4	0	EV-D	0	DELAY-B	0	Low Priority D	0	B
C	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0			C
D	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0			D
E	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	0	Spec. Event 1	0	DELAY-E	0			E
F	Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	0	OR-8	0	Spec. Event 2	0	DELAY-F	0			F

Assignable Outputs <C+0+E=127>

Row	Column Numbers --->	Phase 1	2	3	4	5	6	7	8
	Phase Names --->	NBL	SB	EBL	WB	SBL	NB	WBL	EB
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	15	0	15	0	15	0	15
2	Min Green	4	7	4	4	4	7	4	4
3	Type 3 Disconnect	0	20	0	20	0	20	0	20
4	Added per Vehicle	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
5	Veh Extension	2.0	4.0	2.0	2.5	2.0	4.0	2.0	2.5
6	Max Gap	3.0	6.0	3.0	3.0	3.0	6.0	3.0	3.0
7	Min Gap	0.5	2.0	0.5	1.5	0.5	2.0	0.5	1.5
8	Max Limit	20	30	20	25	20	30	20	25
9	Max Limit 2	30	50	30	40	30	50	30	40
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	7	7	7	7	7	7	7	7
C	Cond Serv Check	10	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 2 <C+0+F=2>

	9	A	B	C	D
	---	---	---	---	---
Phase 1	0	0	0	0	0.0
Phase 2	0	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	0	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	0	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	0	0	0	0	0.0

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Alternate Timing

Transition Type
0.X = Shortway
1.X = Lengthen
X.1 thru X.4 = Number of cycles when lengthing

Transition Type	0.3	<C/5+1+9>

TBC Transition

Lag Hold Phases	_____	<C/5+1+A>

Coordinated Lag Hold Phases

Sync Output Time	0.0	<C/5+1+C>

7-Wire Master

Daylight Savings Date
If set to all zeros, standard dates will be used.

Begin Month	3	<C/5+2+A>
Begin Week	2	<C/5+2+B>
End Month	11	<C/5+2+C>
End Week	1	<C/5+2+D>

Daylight Savings Time

Time B4 Yellow	0.0	<F/1+C+E>
Phase Number	0	<F/1+C+F>

Advance Warning Beacon - Sign 1

Time B4 Yellow	0.0	<F/1+D+E>
Phase Number	0	<F/1+D+F>

Advance Warning Beacon - Sign 2

Long Failure	0.7	<F/1+0+6>
Short Failure	0.7	<F/1+0+7>

Power Cycle Correction (Default = 0.7)

Row		1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	15	0	15	0	15	0	15
2	Min Green	4	7	4	4	4	7	4	4
3	Type 3 Disconnect	0	20	0	20	0	20	0	20
4	Added per Vehicle	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
5	Veh Extension	2.0	4.0	2.0	2.5	2.0	4.0	2.0	2.5
6	Max Gap	3.0	6.0	3.0	3.0	3.0	6.0	3.0	3.0
7	Min Gap	0.5	2.0	0.5	1.5	0.5	2.0	0.5	1.5
8	Max Limit	20	30	20	25	20	30	20	25
9	Max Limit 2	30	50	30	40	30	50	30	40
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	7	7	7	7	7	7	7	7
C	Cond Serv Check	10	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 3 <C+0+F=3>

	9	A	B	C	D
	---	---	---	---	---
Phase 1	0	0	0	0	0.0
Phase 2	0	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	0	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	0	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	0	0	0	0	0.0

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Alternate Timing

Column Numbers --->	0	1	2	3	1	3
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0	2I2U	39	45_7	2	123	0.0	0.0
1	6J2U	40	45_7	6	123_8	0.0	1.2
2	4I6U	41	45_7	4	123_8	0.0	1.2
3	8J6U	42	45_7	8	123_8	10.0	0.0
4	2I2L	43	45_7	2	123	0.0	0.0
5	6J2L	44	45_7	6	123_8	0.0	0.2
6	4I6L	45	45_7	4	123_8	0.0	0.6
7	8J6L	46	45_7	8	123_8	0.0	0.0
8	2I4U & L	47	67	2	123_8	0.0	2.0
9	6J4U & L	48	67	6	123_8	0.0	2.0
A	4I8U & L	49	67	4	123_8	0.0	2.0
B	8J8U & L	50	67	8	123_8	0.0	2.0
C	5J1U & L	55	45_7	5	123_8	0.0	0.0
D	1I1U & L	56	45_7	1	123_8	0.0	0.0
E	7J5U & L	57	45_7	7	123_8	0.0	0.0
F	3I5U & L	58	45_7	3	123_8	0.0	0.0

	4	5	6	7	2	4
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over
0	5J9U	59	45_7	5	123	0.0	0.0
1	1I9U	60	45_7	1	123_8	0.0	0.0
2	7J9L	61	45_7		123	0.0	0.0
3	3I9L	62	45_7	3	123	0.0	0.0
4	2I3U	63	45_7	2	123_8	0.0	1.0
5	6J3U	64	67	6	123_8	0.0	2.0
6	4I7U	65	45_7	4	123_8	0.0	0.0
7	8J7U	66	45_7	8	123_8	0.0	0.0
8	2 I 12 U	67	2	2	123	0.0	0.0
9	6 I 13 U	68	2	6	123	0.0	0.0
A	4 I 12 L	69	2	4	123	0.0	0.0
B	8 I 13 L	70	2	8	123	0.0	0.0
C	2I3L	76	45_7	2	123_8	0.0	0.5
D	6J3L	77	45_7	6	123_8	10.0	0.0
E	4I7L	78	45_7	4	123_8	10.0	0.0
F	8J7L	79	45_7	8	123_8	0.0	0.5

Detector Assignments <C+0+E=126> <C+0+D=0>

Detector Attributes
1 = Full Time Delay
2 = Ped Call
3 =
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Det. Assignments
1 = Det. Set 1
2 = Det. Set 2
3 = Det. Set 3
4 =
5 =
6 = Failure - Min Recall
7 = Failure - Max Recall
8 = Report on Failure

Column Numbers --->	Ped / Phase / Overlap 1	2	3	4	5	6	7	8	Row
Walk	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	1
Phase Green	0	0	0	0	0	0	0	0	2
Phase Yellow	0	0	0	0	0	0	0	0	3
Phase Red	0	0	0	0	0	0	0	0	4
Overlap Green	0	0	0	0	0	0	0	0	5
Overlap Yellow	0	0	0	0	0	0	0	0	6
Overlap Red	0	0	0	0	0	0	0	0	7

Redirect Phase Outputs <C+0+E=127>

Cabinet Type	0	<E/125+D+0>

Enable Redirection
(Enable Redirection = 30)

Max OFF (minutes)	20	<D/0+0+1>
Max ON (minutes)	7	<D/0+0+2>

Detector Failure Monitor

	D	Row
		0
Output Port 1		1
Output Port 2		2
Output Port 3		3
Output Port 4		4
Output Port 5		5
Output Port 6		6
Output Port 7		7

Dimming <C+0+E=125>

	D
Number of Digits	0
1 st Digit	0
2 ed Digit	0
3 ed Digit	0
4 th Digit	0
5 th Digit	0
6 th Digit	0
7 th Digit	0
8 th Digit	0
9 th Digit	0
10 th Digit	0
11 th Digit	0
12 th Digit	0
13 th Digit	0
14 th Digit	0
15 th Digit	0

<C+0+C=5>

Dial-Back Telephone Number

Disable Alarms
1 = Stop Time
2 = Flash Sense
3 = Keyboard Entry
4 = Manual Plan
5 = Police Control
6 = External Alarm
7 = Detector Failure
8 =

	B	Row
DELAY-A	0	A
DELAY-B	0	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

Delay Logic Times
<C+0+D=0> (seconds)

Omit Alarm		<C/5+F+0>

Disable Alarm Reporting

Time	10	<C/5+C+0>

Redial Time (minutes)
(View Redial Timer at E/2+D+6)

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	
1	00 : 00	0	0	
2	00 : 00	0	0	
3	00 : 00	0	0	
4	00 : 00	0	0	
5	00 : 00	0	0	
6	00 : 00	0	0	
7	00 : 00	0	0	
8	00 : 00	0	0	
9	00 : 00	0	0	
A	00 : 00	0	0	
B	00 : 00	0	0	
C	00 : 00	0	0	
D	00 : 00	0	0	
E	00 : 00	0	0	
F	00 : 00	0	0	

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct.	Day of Week	Column 4 Phases/Bits
18 : 00	3	1234567	3 8
20 : 00	3	1234567	
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
16 : 30	E	1234567	78

TOD Function <C+0+7=0.1> <C+0+E=27>

Day	Year	Month	Holiday Type
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	

Holiday Events <C+0+9=1.1>
(Bank 1)

T.O.D. Functions
0 =
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 4 - Disable Detector OFF Monitor
Bit 5 - Disable Low Priority Preempt
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 8

Plan Select
1 thru 9 = Coordination Plan 1 thru 9
14 or E = Free
15 or F = Flash

Offset Select
A = Offset A
B = Offset B
C = Offset C

Month Select
1 = January
2 = February
3 = March
4 = April
5 = May
6 = June
7 = July
8 = August
9 = September
A = October
B = November
C = December

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	
1	00 : 00	0	0	
2	00 : 00	0	0	
3	00 : 00	0	0	
4	00 : 00	0	0	
5	00 : 00	0	0	
6	00 : 00	0	0	
7	00 : 00	0	0	
8	00 : 00	0	0	
9	00 : 00	0	0	
A	00 : 00	0	0	
B	00 : 00	0	0	
C	00 : 00	0	0	
D	00 : 00	0	0	
E	00 : 00	0	0	
F	00 : 00	0	0	

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct.	Holiday Type	Column 4 Phases/Bits
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Day	Year	Month	Holiday Type
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	

Holiday Events <C+0+9=1.2>
(Bank 2)

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Special Event Schedule -- Table 1 <C+0+E=27>

Notes:

0 <E/27+5+F>
Limited Service Interval

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Special Event Schedule -- Table 2 <C+0+E=28>

Notes:

0 <E/28+5+F>
Limited Service Interval

Min Time (seconds) | 4 | <F/1+0+8>

Min Green Before PE Force Off

Max Time (minutes) | 1 | <F/1+0+9>

Max Preempt Time Before Failure

Min Time (seconds) | 0 | <F/1+0+A>

Min Time Between Same Preempts

(Does Not Apply To Railroad Preempt)

Low Pri. Channel | _____ | <E/125+C+8>

Disable Low Priority Channel

Low Priority
1 = Channel A
2 = Channel B
3 = Channel C
4 = Channel D

Delay Time (seconds) | 0 | <F/1+A+D>

Bus Delay

Max Time (seconds) | 0 | <F/1+A+E>

Max Early Green

Max Time (seconds) | 0 | <F/1+A+F>

Max Green Extension

Row	Time	Headway	Direction	Day of Week
0	00 : 00	0	0	_____
1	00 : 00	0	0	_____
2	00 : 00	0	0	_____
3	00 : 00	0	0	_____
4	00 : 00	0	0	_____
5	00 : 00	0	0	_____
6	00 : 00	0	0	_____
7	00 : 00	0	0	_____
8	00 : 00	0	0	_____
9	00 : 00	0	0	_____
A	00 : 00	0	0	_____
B	00 : 00	0	0	_____
C	00 : 00	0	0	_____
D	00 : 00	0	0	_____
E	00 : 00	0	0	_____
F	00 : 00	0	0	_____

Headway <C+0+9=2.1>

Headway Time
(minutes)
1 thru 9 = 1 thru 9
A = 10
B = 11
C = 12
D = 13
E = 14
F = 15

Low Priority Preemption (Bus Priority)

Only available with *Program 233RV2.B* (and above)

Note: Also see "Time of Day Functions", Function E, Bit 5 (Disable Low Priority)

ID NUMBER: 0256

LOCATION: ALLUVIAL AVENUE and N. CLOVIS AVENUE

T. Barker
1/24/2018

CITY OF CLOVIS
332 CABINET
28 DETECTOR SETUP

	DETECTOR ASSIGNMENTS											ISOLATORS		
	NBLT		SB INT	SB NEAR	EBLT	WB INT	WB BIKE	WB NEAR	NBLT			SB	NB	
I	I1	I2	I3	I4	I5	I6	I7	I8	I9	I10	I11	I12	I13	I14
UPPER	Ph 1 Call & Ext T2-1 & 2 C1-56 DET 1 Loop 1	Ph 2 Call & Ext T2-5 & 6 C1-39 DET 2	Ph 2 Call & Ext T2-9 & 10 C1-63 DET 4 1.0	Ph 2 Call & Ext T4-1 & 2 C1-47 DET 6 2.0 LANE 1 & 2	Ph 3 Call & Ext T4-5 & 6 C1-58 DET 7	Ph 4 Call & Ext T4-9 & 10 C1-41 DET 8 1.2	Ph 4 Call & Ext T6-1 & 2 C1-65 DET 10	Ph 4 Call & Ext T6-5 & 6 C1-49 DET 12 2.0 Loop 1	Ph 1 Call & Ext T6-9 & 10 C1-60 DET 13 Loop 3	NOT WIRED	NOT ASSIGNED C1-80	Ph 2 PED CALL C1-67	Ph 6 PED CALL C1-68	FLASH SENSE C1-81
LOWER	Ph 1 Call & Ext T2-3 & 4 C1-56 DET 1 Loop 2	Ph 2 Call & Ext T2-7 & 8 C1-43 DET 3	Ph 2 Call & Ext T2-11 & 12 C1-76 DET 5 0.5	Ph 2 Call & Ext T4-3 & 4 C1-47 DET 6	Ph 3 Call & Ext T4-7 & 8 C1-58 DET 7	Ph 4 Call & Ext T4-11 & 12 C1-45 DET 9 0.6	Ph 4 Call & Ext T6-3 & 4 C1-78 DET 11 10 Delay	Ph 4 Call & Ext T6-7 & 8 C1-49 DET 12 2.0 Loop 2	Ph 3 Call & Ext T6- 11 & 12 C1-62 DET 14	NOT WIRED	NOT ASSIGNED C1-53	Ph 4 PED CALL C1-69	Ph 8 PED CALL C1-70	STOP TIME C1-82
	NBLT		SB FAR			WB FAR	WBRT	WB NEAR				WB	EB	

	SBLT	NB INT	NB NEAR	NB NEAR	WBLT	EBRT	EB INT	EB NEAR				SB	WB	UPS
J	J1	J2	J3	J4	J5	J6	J7	J8	J9	J10	J11	J12	J13	J14
UPPER	Ph 5 Call & Ext T3-1 & 2 C1-55 DET 15	Ph 6 Call & Ext T3-5 & 6 C1-40 DET 16 1.2	Ph 6 Call & Ext T3-9 & 10 C1-64 DET 18 2.0 Back loops	Ph 6 Call & Ext T5-1 & 2 C1-48 DET 20 2.0 Front Lane 1	Ph 7 Call & Ext T5-5 & 6 C1-57 DET 21 Loop 1	Ph 8 Call & Ext T5- 9 & 10 C1-42 DET 22 10 Delay	Ph 8 Call & Ext T7-1 & 2 C1-66 DET 24	Ph 8 Call & Ext T7- 5 & 6 C1-50 DET 26 2.0 LANE #1	Ph 5 Call & Ext T7- 9 & 10 C1-59 DET 27	NOT WIRED	NOT ASSIGNED C1-54	PH 2 & 5 EVA Preempt C1 - 71	PH 4 & 7 EVB Preempt C1 - 72	LOW BATT RAILROAD 1 C1-51
LOWER	Ph 5 Call & Ext T3-3 & 4 C1-55 DET 15	Ph 6 Call & Ext T3-7 & 8 C1-44 DET 17 0.2	Ph 6 Call & Ext T3-11 & 12 C1-77 DET 19 10 Delay	Ph 6 Call & Ext T5-3 & 4 C1-48 DET 20 2.0 Front Lane 2	Ph 7 Call & Ext T5-7 & 8 C1-57 DET 21 Loops 2 & 3	Ph 8 Call & Ext T5-11 & 12 C1-46 DET 23	Ph 8 Call & Ext T7- 3 & 4 C1-79 DET 25 0.5	Ph 8 Call & Ext T7- 7 & 8 C1-50 DET 26	Ph 7 Call & Ext T7-11 & 12 C1-61 DET 28	NOT WIRED	NOT ASSIGNED C1-75	PH 6 & 1 EVC Preempt C1 - 73	PH 8 & 3 EVD Preempt C1 - 74	RAILROAD 2 C1-52
		NB FAR	NBRT	NB NEAR	WBLT	EB BIKE	EB FAR		FOG			NB	EB	

COMMENTS:

222 Loop Amplifier
752 Discriminator
242 Isolator
232 Mag Amplifier

2070 Controller Timing Chart

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Caltrans TSCP Ver 3.10

Location:			**Designed By:**
System:	**District:**		**Intalled By:**
Master At:	**I/C:**		**Service Info:**

Timing Change:	**By:**	**Date Start:**	**Date End:**	**Designed:**	**Installed:**

		FLASH
PHASE	**1)**	**[ ]**
	2)	**[ ]**
	3)	**[ ]**
	4)	**[ ]**
	5)	**[ ]**
	6)	**[ ]**
	7)	**[ ]**
	8)	**[ ]**
OVERLAP	**A)**	**[ ]**
	B)	**[ ]**
	C)	**[ ]**
	D)	**[ ]**
	E)	**[ ]**
	F)	**[ ]**

Intersection Layout

Comments and Notes:

RAM Checksum

Page 2:	**D5B0**	**Page 8:**	**9EB2**
Page 3:	**B6CE**	**Page 9:**	**D414**
Page 4:	**81AB**	**Page 10:**	**66EE**
Page 5:	**191A**	**Page 11:**	**CFD4**
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Page 7:	**A18D**	**Page 13:**	**86F7**

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CONFIGURATION PHASE FLAGS

Cabinet (9-3)	
Type	332
Configuration	CALTRANS

Phases (2-1-1-1)	
Permitted	- 2 - 4 - 6 - -
Restricted	- - - - - - - -

Phase Features (2-1-1-4)	
Double Entry	- - - - - - - -
Rest In Walk	- - - - - - - -
Rest In Red	- - - - - - - -
Walk2	- - - - - - - -
Max Green 2	- - - 4 - - - -
Max Green 3	- - - - - - - -

Startup (2-1-1-5)	
First Green Phases	- 2 - - - 6 - -
Yellow Start Phases	- - - - - - - -
Vehicle Calls	- 2 - 4 - 6 - -
Pedestrian Calls	- 2 - - - - - -
Yellow Start Overlaps	- - - - - -
Startup All-Red	6.0

Phase Recalls (2-1-1-2)	
Vehicle Min	- 2 - - - 6 - -
vehicle Max	- - - - - - - -
Pedestrian	- - - - - - - -
Bicyle	- - - - - - - -

Phase Locks (2-1-1-3)	
Red	- - - - - - - -
Yellow	- - - - - - - -
Force/Max	- - - - - - - -

Call To Phase (2-1-2-1)		Omit On Green	
1	- - - - - - - -	1	- - - - - - - -
2	- - - - - - - -	2	- - - - - - - -
3	- - - - - - - -	3	- - - - - - - -
4	- - - - - - - -	4	- - - - - - - -
5	- - - - - - - -	5	- - - - - - - -
6	- - - - - - - -	6	- - - - - - - -
7	- - - - - - - -	7	- - - - - - - -
8	- - - - - - - -	8	- - - - - - - -

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	- - - - - - - -
Yellow Flash Overlap	- - - - - - - -
Flash In Red Phases	- - - - - - - -
Flash In Red Overlap	- - - - - - - -

Special Operation (2-1-2-3)	
Single Exit Phase	- - - - - - - -
Driveway Signal Phases	- - - - - - - -
Driveway Signal Overlaps	- - - - - - - -
Leading Ped Phases	- - - - - - - -

Protected Permissive (2-1-2-4)	
Protected Permissive	- - - - - - - -

Pedestrian (2-1-3)	
P1	- - - - - - - -
P2	- 2 - - - - - -
P3	- - - - - - - -
P4	- - - - - - - -
P5	- - - - - - - -
P6	- - - - - - - -
P7	- - - - - - - -
P8	- - - - - - - -

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A [Arrow A]	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
B [Arrow B]	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
C [OL A]	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
D [OL B]	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
E [OL C]	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
F [OL D]	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -

[-] 332 Cabinet Overlap Assignment - For Reference Only

 CHECKSUM: D5B0

© 2017 California Department of Transportation, All Rights Reserved **Location: 168WB @ Herndon W.** **TSCP 3.10**

PHASE TIMING

PHASE (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	7	0	0	0	0	0	0
Flash Don't Walk	0	18	0	0	0	0	0	0
Minimum Green	0	10	0	8	0	10	0	0
Det Limit	0	20	0	20	0	20	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	0	25	0	20	0	25	0	0
Max Green 2	0	35	0	30	0	35	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	0.0	6.7	0.0	5.3	0.0	6.7	0.0	0.0
Maximum Gap	0.0	9.3	0.0	7.3	0.0	9.3	0.0	0.0
Minimum Gap	0.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.1	0.0	0.1	0.0	0.1	0.0	0.0
Reduce Every	0.0	0.4	0.0	0.4	0.0	0.4	0.0	0.0
Yellow	3.0	4.8	3.0	4.4	3.0	4.8	3.0	3.0
All-Red	0.0	2.0	0.0	2.9	0.0	2.0	0.0	0.0
Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A [Arrow A]	B [Arrow B]	C [OL A]	D [OL B]	E [OL C]	F [OL D]
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert (2-5)	
Time	5.0

Red To Se (2-6)	
Red To Sec	OFF

Max/Gap Out (2-7)	
Max Cnt	2
Gap Cnt	3

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Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor	130	0.0	- - - - - - - -	70				80		35		80		
Plan 2	Green Factor	132	0.0	- - - - - - - -	103				68		49		68		
Plan 3	Green Factor	120	0.0	- - - - - - - -	5				52		53		52		
Plan 4	Green Factor		0.0	- - - - - - - -											
Plan 5	Green Factor		0.0	- - - - - - - -											
Plan 6	Green Factor		0.0	- - - - - - - -											
Plan 7	Green Factor		0.0	- - - - - - - -											
Plan 8	Green Factor		0.0	- - - - - - - -											
Plan 9	Green Factor		0.0	- - - - - - - -											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	- - - - - - - - -
11-19	- - - - - - - - -
21-29	- - - - - - - - -

Master Sub Master	
Input	0.0
Output	0

(7-E) Free	
Lag	Omit
- 2 - 4 - 6 - 8	- - - - - - - -
Veh Min	Veh Max
- 2 - - - 6 - -	- - - - - - - -
Ped	Bike
- - - - - - - -	- - - - - - - -
Cond	Cond Grn
- - - - - - - -	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	- - - 4 - - - -	- 2 - - - 6 - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 2	- - - 4 - - - -	- 2 - - - 6 - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 3	- - - 4 - - - -	- 2 - - - 6 - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 4	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 5	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 6	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 7	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 8	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 9	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	Offset
0	A

Plan: 1-29
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

PAGE 4 CHECKSUM: 81AB

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Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	1	2	3	4	5	6	7	8
Plan 11	Green Factor		0.0	- - - - - - - -											
Plan 12	Green Factor		0.0	- - - - - - - -											
Plan 13	Green Factor		0.0	- - - - - - - -											
Plan 14	Green Factor		0.0	- - - - - - - -											
Plan 15	Green Factor		0.0	- - - - - - - -											
Plan 16	Green Factor		0.0	- - - - - - - -											
Plan 17	Green Factor		0.0	- - - - - - - -											
Plan 18	Green Factor		0.0	- - - - - - - -											
Plan 19	Green Factor		0.0	- - - - - - - -											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 12	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 13	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 14	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan15	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 16	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 17	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 18	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 19	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -

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Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

					[Offsets]			Green Factors or Press [F] to Select Force-Off							
		Cycle	Multi	Lag Gap	A	B	C	1	2	3	4	5	6	7	8
Plan 21	Green Factor		0.0	- - - - - - - -											
Plan 22	Green Factor		0.0	- - - - - - - -											
Plan 23	Green Factor		0.0	- - - - - - - -											
Plan 24	Green Factor		0.0	- - - - - - - -											
Plan 25	Green Factor		0.0	- - - - - - - -											
Plan 26	Green Factor		0.0	- - - - - - - -											
Plan 27	Green Factor		0.0	- - - - - - - -											
Plan 28	Green Factor		0.0	- - - - - - - -											
Plan 29	Green Factor		0.0	- - - - - - - -											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 22	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 23	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 24	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 25	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 26	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 27	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 28	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 29	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -

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DETECTORS

Detector Attributes (5-1)				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	Count+Extend	- 2 - - - - - -	NO	I1U	1	0	2.6	10	3.2
2	Count+Extend	- 2 - - - - - -	NO	I1L	2	0	2.6	10	7.2
3	Count+Extend	- 2 - - - - - -	NO	I2U	3	0	2.6	10	1.1
4	Count+Extend	- 2 - - - - - -	NO	I2L	4	0	2.6	10	1.5
5	Count+Call+Extend	- 2 - - - - - -	NO	I3U	5	0	2.0	10	4.5
6	Count+Call+Extend	- 2 - - - - - -	NO	I3L	6	15	0.0	10	6.2
7	Count+Call+Extend	- 2 - - - - - -	NO	I4U	7	0	2.0	10	2.1
8	Count+Call+Extend	- 2 - - - - - -	NO	I4L	8	0	2.0	10	7.4
9	Count+Call+Extend	- 2 - - - - - -	NO	I5U	9	0	1.7	10	3.4
10	Count+Call+Extend	- 2 - - - - - -	NO	I5L	10	0	1.7	10	7.6
11	Count+Call+Extend	- - - 4 - - - -	NO	I6U	11	15	0.0	10	1.3
12	Count+Call+Extend	- - - 4 - - - -	NO	I6L	12	15	0.0	10	1.7
13	Count+Call+Extend	- - - 4 - - - -	NO	I7U	13	0	2.0	10	4.7
14	Count+Call+Extend	- - - 4 - - - -	NO	I7L	14	0	2.0	10	6.4
15	Count+Call+Extend	- - - 4 - - - -	NO	I8U	15	0	0.0	10	2.3
16	Count+Call+Extend	- - - 4 - - - -	NO	I8L	16	0	0.0	10	7.8
17	Count+Call+Extend	- - - 4 - - - -	NO	I9U	17	0	0.0	10	3.6
18	Count+Call+Extend	- - - 4 - - - -	NO	I9L	18	15	0.0	10	3.8
19	Count+Call+Extend	- 2 - - - - - -	NO	I10U	19	0	0.0	10	4.1
20	Count+Call+Extend	- 2 - - - - - -	NO	I10L	20	0	0.0	10	4.2
21	Count+Call+Extend	- - - - - 6 - -	NO	J1U	21	0	2.8	10	3.1
22	Count+Call+Extend	- - - - - 6 - -	NO	J1L	22	0	2.8	10	7.1
23	Count+Call+Extend	- - - - - 6 - -	NO	J2U	23	0	2.8	10	1.2
24	Count+Call+Extend	- - - - - 6 - -	NO	J2L	24	0	2.8	10	1.6
25	Count+Call+Extend	- - - - - 6 - -	NO	J3U	25	0	0.0	10	4.6
26	Count+Call+Extend	- - - - - 6 - -	NO	J3L	26	0	0.0	10	6.3
27	Count+Call+Extend	- - - - - 6 - -	NO	J4U	27	0	2.0	10	2.2
28	Count+Call+Extend	- - - - - 6 - -	NO	J4L	28	0	2.0	10	7.3
29	Count+Call+Extend	- - - - - 6 - -	NO	J5U	29	0	0.0	10	3.3
30	Count+Call+Extend	- - - - - 6 - -	NO	J5L	30	0	0.0	10	7.5
31	Count+Call+Extend	- - - - - - - 8	NO	J6U	31	0	0.0	10	1.4
32	Count+Call+Extend	- - - - - - - 8	NO	J6L	32	0	0.0	10	1.8
33	Count+Call+Extend	- - - - - - - 8	NO	J7U	33	0	0.0	10	4.8
34	Count+Call+Extend	- - - - - - - 8	NO	J7L	34	0	0.0	10	6.5
35	Count+Call+Extend	- - - - - - - 8	NO	J8U	35	0	0.0	10	2.4
36	Count+Call+Extend	- - - - - - - 8	NO	J8L	36	0	0.0	10	7.7
37	Count+Call+Extend	- - - - 5 - - -	NO	J9U	37	0	0.0	10	3.5
38	Count+Call+Extend	- 2 - - - - - -	NO	J9L	38	0	0.0	10	3.7
39	Count+Call+Extend	- 2 - - - - - -	NO	J10U	39	0	0.0	10	4.3
40	Count+Call+Extend	- 2 - - - - - -	NO	J10L	40	0	0.0	10	4.4
41	Pedestrian	- 2 - - - - - -	NO	I12U	41	0	0.0	10	5.1
42	Pedestrian	- - - 4 - - - -	NO	I12L	42	0	0.0	10	5.3
43	Pedestrian	- - - - - 6 - -	NO	I13U	43	0	0.0	10	5.2
44	Pedestrian	- - - - - - - 8	NO	I13L	44	0	0.0	10	5.4

Failure Times (5-3)	Minutes
Maximum On Time	0
Fail Reset Time	0

Failure Override (5-4)	
Detectors 1-8	- - - - - - - -
Detectors 9-16	- - - - - - - -
Detectors 17-24	- - - - - - - -
Detectors 25-32	- - - - - - - -
Detectors 33-40	- - - - - - - -
Detectors 41-44	- - - - - - - -

System Detector Assignment (5-5)

Sys Det	1	2	3	4	5	6	7	8
Det Num	0	0	0	0	0	0	0	0
Sys Det	9	10	11	12	13	14	15	16
Det Num	0	0	0	0	0	0	0	0

CIC Operation (5-6-1)	
Enable in Plans	- - - - - - - -

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.0	

Detector-to-Phase Assignment (5-6-3)

Sys Det	1	2	3	4	5	6	7	8
Phase	0	0	0	0	0	0	0	0
Sys Det	9	10	11	12	13	14	15	16
Phase	0	0	0	0	0	0	0	0

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

CHECKSUM: A18D

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TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
0600	1	A
1100	2	A
1930	255	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A

Table 2 (8-2-2)		
Hour	Plan	OS
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A

Table 3 (8-2-3)		
Hour	Plan	OS
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A

Table 4 (8-2-4)		
Hour	Plan	OS
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A

Table 5 (8-2-5)		
Hour	Plan	OS
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A

Table 6 (8-2-6)		
Hour	Plan	OS
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

 CHECKSUM: 9EB2

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HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1	0	0	- - - - - - - -	0
2	0	0	- - - - - - - -	0
3	0	0	- - - - - - - -	0
4	0	0	- - - - - - - -	0
5	0	0	- - - - - - - -	0
6	0	0	- - - - - - - -	0
7	0	0	- - - - - - - -	0
8	0	0	- - - - - - - -	0
9	0	0	- - - - - - - -	0
10	0	0	- - - - - - - -	0
11	0	0	- - - - - - - -	0
12	0	0	- - - - - - - -	0
13	0	0	- - - - - - - -	0
14	0	0	- - - - - - - -	0
15	0	0	- - - - - - - -	0
16	0	0	- - - - - - - -	0

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1	0	0	- - - - - - - -	0
2	0	0	- - - - - - - -	0
3	0	0	- - - - - - - -	0
4	0	0	- - - - - - - -	0
5	0	0	- - - - - - - -	0
6	0	0	- - - - - - - -	0
7	0	0	- - - - - - - -	0
8	0	0	- - - - - - - -	0
9	0	0	- - - - - - - -	0
10	0	0	- - - - - - - -	0
11	0	0	- - - - - - - -	0
12	0	0	- - - - - - - -	0
13	0	0	- - - - - - - -	0
14	0	0	- - - - - - - -	0
15	0	0	- - - - - - - -	0
16	0	0	- - - - - - - -	0

Daylight Saving (8-6)

Enable	YES	Month	Sunday
Start		March	2nd
End		November	1st

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	- - - - - - - -
Holiday	- - - - - - - -

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1	0530	2230	1 2 3 4 5 6 7	27	- 2 - 4 - 6 - -
2	0000	0000	- - - - - - - -	0	- - - - - - - -
3	0000	0000	- - - - - - - -	0	- - - - - - - -
4	0000	0000	- - - - - - - -	0	- - - - - - - -
5	0000	0000	- - - - - - - -	0	- - - - - - - -
6	0000	0000	- - - - - - - -	0	- - - - - - - -
7	0000	0000	- - - - - - - -	0	- - - - - - - -
8	0000	0000	- - - - - - - -	0	- - - - - - - -
9	0000	0000	- - - - - - - -	0	- - - - - - - -
10	0000	0000	- - - - - - - -	0	- - - - - - - -
11	0000	0000	- - - - - - - -	0	- - - - - - - -
12	0000	0000	- - - - - - - -	0	- - - - - - - -
13	0000	0000	- - - - - - - -	0	- - - - - - - -
14	0000	0000	- - - - - - - -	0	- - - - - - - -
15	0000	0000	- - - - - - - -	0	- - - - - - - -
16	0000	0000	- - - - - - - -	0	- - - - - - - -

Action Codes:
0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11.Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed
200+Action Code = Phases replaced

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COMMUNICATIONS

	C2 (6-1-1)	C20 (6-1-2)	C21 (6-1-3)
Address	0	0	0
Protocol	AB3418	AB3418	AB3418
Baud	1200	1200	1200
Parity	None	None	None
Data Bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit
RTS On Time	20	20	20
RTS Off Time	20	20	20
Handshaking	Normal	Normal	Normal
Access Level	None	None	None

CALLBACK NUMBERS

Callback Numbers (6-3...3)			
Line Out	0	0	0
Local Toll	0	0	0
Long Distance	0	0	0
Delay	10	10	10
Area Code	0	0	0
Phone Number	0 - 0	0 - 0	0 - 0

SOFT LOGIC

Soft Logic (6-2)							
#	Data	OP	Data	OP	Data	OP	Data
1	00.0	00	00.0	00	00.0	00	00.0
2	00.0	00	00.0	00	00.0	00	00.0
3	00.0	00	00.0	00	00.0	00	00.0
4	00.0	00	00.0	00	00.0	00	00.0
5	00.0	00	00.0	00	00.0	00	00.0
6	00.0	00	00.0	00	00.0	00	00.0
7	00.0	00	00.0	00	00.0	00	00.0
8	00.0	00	00.0	00	00.0	00	00.0
9	00.0	00	00.0	00	00.0	00	00.0
10	00.0	00	00.0	00	00.0	00	00.0
11	00.0	00	00.0	00	00.0	00	00.0
12	00.0	00	00.0	00	00.0	00	00.0
13	00.0	00	00.0	00	00.0	00	00.0
14	00.0	00	00.0	00	00.0	00	00.0
15	00.0	00	00.0	00	00.0	00	00.0
16	00.0	00	00.0	00	00.0	00	00.0

***Refer to User's Manual for Data and OP Codes**

NETWORK

Network (6-4)	
Address	1
Protocol	AB3418
Port	27000
IP Mode	Static IP
Central Access	0
Field Access	0
ATSPM	Enabled

IP Address	10	53	50	34
Netmask	255	255	255	0
Broadcast	10	53	50	255
Gateway	10	53	50	254

SPAT Network (6-5)				
SPAT	1		2	
Protocol	None		None	
Port	0		0	
Address	0	0	0	0

Access Levels

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

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RAILROAD PREEMPTION

RR 1

Timing (3-1-1)	
Clear 1	15
Clear 2	5
Clear 3	0
Hold	0
Min Grn	0
Delay	0
Exit	0
Ped Clr	0

Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
- 2 - - 5 - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- 2 - 4 - 6 - 8	- - - - - - -	- - - - - - -	- - - - - - -
- 2 - - 5 - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- 2 - 4 - 6 - 8	- - - - - - -	- - - - - - -	- - - - - - -
- - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - -	- - - - - - -	- - - - - - -	- - - - - - -
1 - - 4 - - 7 8	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - 4 - - - 8	- 2 - - - 6 - -	- - - - - - -	- - - - - - -	- - - - - - -

Exit Parameters (3-1-5)			
Phase Green	Overlap Green	Veh Permit/Call	Ped Permit/Call
- 2 - - - 6 -	- - - - - - -	1 2 3 4 5 6 7	- 2 - 4 - 6 -

Configuration (3-1-6)									
	PR	XR	Gate	Isld	APP	Sign 1	Sign 2	Max On	Latching
1	0.0	0.0	0.0	0.0	0.0	00.0	00.0	5	No
2	0.0	0.0							

Valid Inputs: 1.x, 2.x, 3.x, 4.x, 5.x, 6.x, 7.x, 8.x x=1 to 8
Valid Outputs: 11.x,12.x,13.x,14.x,15.x,16.x,17.x,18.x x=1 to 8

RR 2

Timing (3-2-1)	
Clear 1	15
Clear 2	5
Clear 3	0
Hold	0
Min Grn	0
Delay	0
Exit	0
Ped Clr	0

Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
- - - 4 - - 7 -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- 2 - 4 - 6 - 8	- - - - - - -	- - - - - - -	- - - - - - -
- - - 4 - - 7 -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- 2 - 4 - 6 - 8	- - - - - - -	- - - - - - -	- - - - - - -
- - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - -	- - - - - - -	- - - - - - -	- - - - - - -
1 2 3 - - 6 - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- 2 - - - 6 - -	- - - 4 - - - 8	- - - - - - -	- - - - - - -	- - - - - - -

Exit Parameters (3-2-5)			
Phase Green	Overlap Green	Veh Permit/Call	Ped Permit/Call
- 2 - - - 6 -	- - - - - - -	1 2 3 4 5 6 7	- 2 - 4 - 6 -

Configuration (3-2-6)									
	PR	XR	Gate	Isld	APP	Sign 1	Sign 2	Max On	Latching
1	0.0	0.0	0.0	0.0	0.0	00.0	00.0	5	No
2	0.0	0.0							

Valid Inputs: 1.x, 2.x, 3.x, 4.x, 5.x, 6.x, 7.x, 8.x x=1 to 8
Valid Outputs: 11.x,12.x,13.x,14.x,15.x,16.x,17.x,18.x x=1 to 8

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Grn
Delay	Clear	Max		
0	30	30	- 2 - - 5 - - -	- - - - - - -

Port	Latching	Phase Termination
5.5	No	Advance

EVB (3-B)

Preempt Timers			Phase Green	Overlap Grn
Delay	Clear	Max		
0	30	30	- - - 4 - - 7 -	- - - - - - -

Port	Latching	Phase Termination
5.6	No	Advance

EVC (3-C)

Preempt Timers			Phase Green	Overlap Grn
Delay	Clear	Max		
0	30	30	1 - - - - 6 - -	- - - - - - -

Port	Latching	Phase Termination
5.7	No	Advance

EVD (3-D)

Preempt Timers			Phase Green	Overlap Grn
Delay	Clear	Max		
0	30	30	- - 3 - - - - 8	- - - - - - -

Port	Latching	Phase Termination
5.8	No	Advance

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INPUTS

Enable	No
Max ON	0
Max OFF	0

7 Wire I/C(2-1-5-1)

Input	Port	Input	Port
R1	0.0	Free	0.0
R2	0.0	D2	0.0
R3	0.0	D3	0.0

Manual Control(2-1-5-2)

Input	Port
Manual Adv	0.0
Adv Enable	0.0

Cabinet Staus (2-1-5-3)

Input	Port
Flash Bus	0.0
Door Ajar	0.0
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)

Input	Port
1	0.0
2	0.0
3	0.0
4	0.0

Battery Backup (2-1-5-5)

Port	Operation
2.7	Flashing

Y-Coordination (2-1-5-6)

Port C	Port D
0.0	0.0

OUTPUTS

Loadswitch Assignments (2-1-6)

A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:
0 Unused (no output)
1- 8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C + middle output of loadswitches 3 and 6 Channel 9 and 10

INTERVAL CONTROL

Interval Control (3-3-1)	Time
Step 1	0
Step 2	0
Step 3	0
Step 4	0
Step 5	0
Step 6	0
Step 7	0
Step 8	0

Phase Control (3-3-2)

Hold	Force	Advance
- - - - - - - -	- - - - - - - -	- - - - - - - -
- - - - - - - -	- - - - - - - -	- - - - - - - -
- - - - - - - -	- - - - - - - -	- - - - - - - -
- - - - - - - -	- - - - - - - -	- - - - - - - -
- - - - - - - -	- - - - - - - -	- - - - - - - -
- - - - - - - -	- - - - - - - -	- - - - - - - -
- - - - - - - -	- - - - - - - -	- - - - - - - -
- - - - - - - -	- - - - - - - -	- - - - - - - -

Phase Recalls (3-3-3)

Veh Call	Ped Call	Int Call
- - - - - - - -	- - - - - - - -	- - - - - - - -
- - - - - - - -	- - - - - - - -	- - - - - - - -
- - - - - - - -	- - - - - - - -	- - - - - - - -
- - - - - - - -	- - - - - - - -	- - - - - - - -
- - - - - - - -	- - - - - - - -	- - - - - - - -
- - - - - - - -	- - - - - - - -	- - - - - - - -
- - - - - - - -	- - - - - - - -	- - - - - - - -
- - - - - - - -	- - - - - - - -	- - - - - - - -

Phase Permissions (3-3-4)

Phs Permit	Ped Permit	Overlap
- - - - - - - -	- - - - - - - -	- - - - - -
- - - - - - - -	- - - - - - - -	- - - - - -
- - - - - - - -	- - - - - - - -	- - - - - -
- - - - - - - -	- - - - - - - -	- - - - - -
- - - - - - - -	- - - - - - - -	- - - - - -
- - - - - - - -	- - - - - - - -	- - - - - -
- - - - - - - -	- - - - - - - -	- - - - - -
- - - - - - - -	- - - - - - - -	- - - - - -

Configuration (3-3-5)

Input	Port	Delay
1	0.0	0
2	0.0	0

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TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 2	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 3	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 4	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 5	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 6	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 7	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 8	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 9	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 11	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 12	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 13	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 14	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 15	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 16	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 17	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 18	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 19	Green Factor	0	0	0	0	0	0	0	0	0	0	0

Enable in Local Plans (3-E-3)	
Plan 1-9	- - - - - - - -
Plan 11-19	- - - - - - - -

Queue Jump (3-E-4)	
Grn Hold	Hold Phase
0	- - - - - - - -
0	- - - - - - - -

Input	
Type	Port
OPT	0.0
OPT	0.0

Output	
Stop	Go
0	0
0	0

Free Plans (3-E-E)	
Max Green	Hold Phase
0	- - - - - - - -

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	1	2	3	4	5	6	7	8	Coord	Lag	Min Recall	Restricted
Plan C	0	0	0	0	0	0	0	0	0	0	0	0	- 2 - - - 6 - -	- 2 - 4 - 6 - 8	- - - - - - - -	- - - - - - - -
Plan D	0	0	0	0	0	0	0	0	0	0	0	0	- 2 - - - 6 - -	- 2 - 4 - 6 - 8	- - - - - - - -	- - - - - - - -

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
	0.0	0.0	0	0	- - - - - - - -	0.0	0.0	0.0	0	0.0	0

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CONTROLLER ID

Manufacturer ID	Caltrans TSCP Ver 3.10
Model ID	Model 2070
Protocol Revision ID	AB3418

2070 Controller Timing Chart

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Caltrans TSCP Ver 3.10

Location:			**Designed By:**
System:	**District:**		**Intalled By:**
Master At:	**I/C:**		**Service Info:**

Timing Change:	**By:**	**Date Start:**	**Date End:**	**Designed:**	**Installed:**

		FLASH
PHASE	**1)**	**[ ]**
	2)	**[ ]**
	3)	**[ ]**
	4)	**[ ]**
	5)	**[ ]**
	6)	**[ ]**
	7)	**[ ]**
	8)	**[ ]**
OVERLAP	**A)**	**[ ]**
	B)	**[ ]**
	C)	**[ ]**
	D)	**[ ]**
	E)	**[ ]**
	F)	**[ ]**

Intersection Layout

Comments and Notes:

RAM Checksum

Page 2:	**3CE4**	**Page 8:**	**9EB2**
Page 3:	**AED6**	**Page 9:**	**6C6F**
Page 4:	**43A4**	**Page 10:**	**9FDF**
Page 5:	**191A**	**Page 11:**	**CFD4**
Page 6:	**191A**	**Page 12:**	**6828**
Page 7:	**AA8B**	**Page 13:**	**86F7**

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CONFIGURATION PHASE FLAGS

Cabinet (9-3)	
Type	332
Configuration	CALTRANS

Phases (2-1-1-1)	
Permitted	- 2 - - - 6 - 8
Restricted	- - - - - - - -

Phase Features (2-1-1-4)	
Double Entry	- - - - - - - -
Rest In Walk	- - - - - - - -
Rest In Red	- - - - - - - -
Walk2	- - - - - - - -
Max Green 2	- - - - - - - 8
Max Green 3	- - - - - - - -

Startup (2-1-1-5)	
First Green Phases	- 2 - - - 6 - -
Yellow Start Phases	- - - - - - - -
Vehicle Calls	- 2 - - - 6 - 8
Pedestrian Calls	- 2 - - - - - -
Yellow Start Overlaps	- - - - - -
Startup All-Red	6.0

Phase Recalls (2-1-1-2)	
Vehicle Min	- 2 - - - 6 - -
vehicle Max	- - - - - - - -
Pedestrian	- - - - - - - -
Bicyle	- - - - - - - -

Phase Locks (2-1-1-3)	
Red	- - - - - - - -
Yellow	- - - - - - - -
Force/Max	- - - - - - - -

Call To Phase (2-1-2-1)		Omit On Green	
1	- - - - - - - -	1	- - - - - - - -
2	- - - - - - - -	2	- - - - - - - -
3	- - - - - - - -	3	- - - - - - - -
4	- - - - - - - -	4	- - - - - - - -
5	- - - - - - - -	5	- - - - - - - -
6	- - - - - - - -	6	- - - - - - - -
7	- - - - - - - -	7	- - - - - - - -
8	- - - - - - - -	8	- - - - - - - -

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	- - - - - - - -
Yellow Flash Overlap	- - - - - - - -
Flash In Red Phases	- - - - - - - -
Flash In Red Overlap	- - - - - - - -

Special Operation (2-1-2-3)	
Single Exit Phase	- - - - - - - -
Driveway Signal Phases	- - - - - - - -
Driveway Signal Overlaps	- - - - - - - -
Leading Ped Phases	- - - - - - - -

Protected Permissive (2-1-2-4)	
Protected Permissive	- - - - - - - -

Pedestrian (2-1-3)	
P1	- - - - - - - -
P2	- 2 - - - - - -
P3	- - - - - - - -
P4	- - - - - - - -
P5	- - - - - - - -
P6	- - - - - - - -
P7	- - - - - - - -
P8	- - - - - - - -

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A [Arrow A]	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
B [Arrow B]	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
C [OL A]	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
D [OL B]	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
E [OL C]	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
F [OL D]	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -

[-] 332 Cabinet Overlap Assignment - For Reference Only

 CHECKSUM: 3CE4

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PHASE TIMING

PHASE (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	7	0	0	0	0	0	0
Flash Don't Walk	0	25	0	0	0	0	0	0
Minimum Green	0	10	0	0	0	10	0	8
Det Limit	0	20	0	0	0	20	0	20
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	0	25	0	0	0	25	0	20
Max Green 2	0	35	0	0	0	35	0	30
Max Green 3	0	0	0	0	0	0	0	0
Extension	0.0	6.7	0.0	0.0	0.0	6.7	0.0	5.3
Maximum Gap	0.0	9.3	0.0	0.0	0.0	9.3	0.0	7.3
Minimum Gap	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.1
Reduce Every	0.0	0.4	0.0	0.0	0.0	0.4	0.0	0.4
Yellow	3.0	4.8	3.0	3.0	3.0	4.8	3.0	4.8
All-Red	0.0	2.0	0.0	0.0	0.0	2.0	0.0	2.0
Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A [Arrow A]	B [Arrow B]	C [OL A]	D [OL B]	E [OL C]	F [OL D]
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert (2-5)	
Time	5.0

Red To Se (2-6)	
Red To Sec	OFF

Max/Gap Out (2-7)	
Max Cnt	2
Gap Cnt	3

 CHECKSUM: AED6

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Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor	130	0.0	- - - - - - - -	35				76				76		40
Plan 2	Green Factor	130	0.0	- - - - - - - -	70				74				74		42
Plan 3	Green Factor	130	0.0	- - - - - - - -	60				68				68		48
Plan 4	Green Factor		0.0	- - - - - - - -											
Plan 5	Green Factor		0.0	- - - - - - - -											
Plan 6	Green Factor		0.0	- - - - - - - -											
Plan 7	Green Factor		0.0	- - - - - - - -											
Plan 8	Green Factor		0.0	- - - - - - - -											
Plan 9	Green Factor		0.0	- - - - - - - -											

Master Timer Sync (7-A)	
Enable in Plans	
1-9	- - - - - - - - -
11-19	- - - - - - - - -
21-29	- - - - - - - - -

Master Sub Master	
Input	0.0
Output	0

(7-E) Free	
Lag	Omit
- 2 - 4 - 6 - 8	- - - - - - - -
Veh Min	Veh Max
- 2 - - - 6 - -	- - - - - - - -
Ped	Bike
- - - - - - - -	- - - - - - - -
Cond	Cond Grn
- - - - - - - -	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	- - - - - - - 8	- 2 - - - 6 - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 2	- - - - - - - 8	- 2 - - - 6 - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 3	- - - - - - - 8	- 2 - - - 6 - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 4	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 5	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 6	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 7	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 8	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 9	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	Offset
0	A

Plan: 1-29
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

PAGE 4 CHECKSUM: 43A4

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Local Plan 11...19 (7-2) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	1	2	3	4	5	6	7	8
Plan 11	Green Factor		0.0	- - - - - - - -											
Plan 12	Green Factor		0.0	- - - - - - - -											
Plan 13	Green Factor		0.0	- - - - - - - -											
Plan 14	Green Factor		0.0	- - - - - - - -											
Plan 15	Green Factor		0.0	- - - - - - - -											
Plan 16	Green Factor		0.0	- - - - - - - -											
Plan 17	Green Factor		0.0	- - - - - - - -											
Plan 18	Green Factor		0.0	- - - - - - - -											
Plan 19	Green Factor		0.0	- - - - - - - -											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 12	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 13	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 14	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan15	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 16	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 17	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 18	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 19	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -

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Local Plan 21...29 (7-3) TIMING DATA

COORDINATION

					[Offsets]			Green Factors or Press [F] to Select Force-Off							
		Cycle	Multi	Lag Gap	A	B	C	1	2	3	4	5	6	7	8
Plan 21	Green Factor		0.0	- - - - - - - -											
Plan 22	Green Factor		0.0	- - - - - - - -											
Plan 23	Green Factor		0.0	- - - - - - - -											
Plan 24	Green Factor		0.0	- - - - - - - -											
Plan 25	Green Factor		0.0	- - - - - - - -											
Plan 26	Green Factor		0.0	- - - - - - - -											
Plan 27	Green Factor		0.0	- - - - - - - -											
Plan 28	Green Factor		0.0	- - - - - - - -											
Plan 29	Green Factor		0.0	- - - - - - - -											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 22	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 23	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 24	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 25	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 26	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 27	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 28	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 29	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -

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DETECTORS

Detector Attributes (5-1)				Slot	Detector Configuration (5-2)				
Det	Type	Phases	Lock		Det	Delay	Extend	Recall	Port
1	Count+Call+Extend	- 2 - - - - - -	NO	I1U	1	0	2.6	10	3.2
2	Count+Call+Extend	- 2 - - - - - -	NO	I1L	2	0	0.0	10	7.2
3	Count+Call+Extend	- 2 - - - - - -	NO	I2U	3	0	2.6	10	1.1
4	Count+Call+Extend	- 2 - - - - - -	NO	I2L	4	0	2.6	10	1.5
5	Limited	- 2 - - - - - -	NO	I3U	5	0	2.0	10	4.5
6	Count+Call+Extend	- 2 - - - - - -	NO	I3L	6	0	0.0	10	6.2
7	Limited	- 2 - - - - - -	NO	I4U	7	0	2.0	10	2.1
8	Limited	- 2 - - - - - -	NO	I4L	8	0	2.0	10	7.4
9	Limited	- - - - - - - 8	NO	I5U	9	0	1.7	10	3.4
10	Limited	- - - - - - - 8	NO	I5L	10	0	0.0	10	7.6
11	Count+Call+Extend	- - - - - - - 8	NO	I6U	11	0	1.7	10	1.3
12	Count+Call+Extend	- - - - - - - 8	NO	I6L	12	0	1.7	10	1.7
13	Count+Call+Extend	- - - - - - - 8	NO	I7U	13	0	0.0	10	4.7
14	Count+Call+Extend	- - - - - - - 8	NO	I7L	14	15	0.0	10	6.4
15	Limited	- - - - - - - 8	NO	I8U	15	15	0.0	10	2.3
16	Count+Call+Extend	- - - 4 - - - -	NO	I8L	16	0	0.0	10	7.8
17	Count+Call+Extend	1 - - - - - - -	NO	I9U	17	0	0.0	10	3.6
18	Count+Call+Extend	- - - - - 6 - -	NO	I9L	18	0	2.6	10	3.8
19	Count+Call+Extend	- 2 - - - - - -	NO	I10U	19	0	0.0	10	4.1
20	Count+Call+Extend	- - - 4 - - - -	NO	I10L	20	0	0.0	10	4.2
21	Count+Call+Extend	- - - - - 6 - -	NO	J1U	21	0	2.6	10	3.1
22	Count+Call+Extend	- - - - - 6 - -	NO	J1L	22	0	2.6	10	7.1
23	Count+Call+Extend	- - - - - 6 - -	NO	J2U	23	0	2.6	10	1.2
24	Count+Call+Extend	- - - - - 6 - -	NO	J2L	24	0	2.6	10	1.6
25	Limited	- - - - - 6 - -	NO	J3U	25	0	2.0	10	4.6
26	Limited	- - - - - 6 - -	NO	J3L	26	0	2.0	10	6.3
27	Limited	- - - - - 6 - -	NO	J4U	27	0	2.0	10	2.2
28	Limited	- - - - - 6 - -	NO	J4L	28	0	2.0	10	7.3
29	Limited	- - - - - 6 - -	NO	J5U	29	0	2.0	10	3.3
30	Limited	- - - - - 6 - -	NO	J5L	30	0	2.0	10	7.5
31	Count+Extend	- - - - - - - 8	NO	J6U	31	0	1.7	10	1.4
32	Count+Call+Extend	- - - - - - - 8	NO	J6L	32	0	1.7	10	1.8
33	Count+Call+Extend	- - - - - - - 8	NO	J7U	33	0	2.0	10	4.8
34	Count+Call+Extend	- - - - - - - 8	NO	J7L	34	0	2.0	10	6.5
35	Count+Call+Extend	- - - - - - - 8	NO	J8U	35	0	2.0	10	2.4
36	Count+Call+Extend	- - - - - - - 8	NO	J8L	36	0	2.0	10	7.7
37	Count+Call+Extend	- - - - - 6 - -	NO	J9U	37	0	0.0	10	3.5
38	Count+Call+Extend	- - - - - 6 - -	NO	J9L	38	0	0.0	10	3.7
39	Count+Call+Extend	- - - - - 6 - -	NO	J10U	39	0	0.0	10	4.3
40	Count+Call+Extend	- - - - - - - 8	NO	J10L	40	0	0.0	10	4.4
41	Pedestrian	- 2 - - - - - -	NO	I12U	41	0	0.0	10	5.1
42	Pedestrian	- - - 4 - - - -	NO	I12L	42	0	0.0	10	5.3
43	Pedestrian	- - - - - 6 - -	NO	I13U	43	0	0.0	10	5.2
44	Pedestrian	- - - - - - - 8	NO	I13L	44	0	0.0	10	5.4

Failure Times (5-3)	Minutes
Maximum On Time	0
Fail Reset Time	0

Failure Override (5-4)	
Detectors 1-8	- - - - - - - -
Detectors 9-16	- - - - - - - -
Detectors 17-24	- - - - - - - -
Detectors 25-32	- - - - - - - -
Detectors 33-40	- - - - - - - -
Detectors 41-44	- - - - - - - -

System Detector Assignment (5-5)								
Sys Det	1	2	3	4	5	6	7	8
Det Num	0	0	0	0	0	0	0	0
Sys Det	9	10	11	12	13	14	15	16
Det Num	0	0	0	0	0	0	0	0

CIC Operation (5-6-1)	
Enable in Plans	- - - - - - - -

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.0	

Detector-to-Phase Assignment (5-6-3)								
Sys Det	1	2	3	4	5	6	7	8
Phase	0	0	0	0	0	0	0	0
Sys Det	9	10	11	12	13	14	15	16
Phase	0	0	0	0	0	0	0	0

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

CHECKSUM: AA8B

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TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
0600	1	A
1100	2	A
1930	255	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A

Table 2 (8-2-2)		
Hour	Plan	OS
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A

Table 3 (8-2-3)		
Hour	Plan	OS
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A

Table 4 (8-2-4)		
Hour	Plan	OS
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A

Table 5 (8-2-5)		
Hour	Plan	OS
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A

Table 6 (8-2-6)		
Hour	Plan	OS
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

 CHECKSUM: 9EB2

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HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1	0	0	- - - - - - - -	0
2	0	0	- - - - - - - -	0
3	0	0	- - - - - - - -	0
4	0	0	- - - - - - - -	0
5	0	0	- - - - - - - -	0
6	0	0	- - - - - - - -	0
7	0	0	- - - - - - - -	0
8	0	0	- - - - - - - -	0
9	0	0	- - - - - - - -	0
10	0	0	- - - - - - - -	0
11	0	0	- - - - - - - -	0
12	0	0	- - - - - - - -	0
13	0	0	- - - - - - - -	0
14	0	0	- - - - - - - -	0
15	0	0	- - - - - - - -	0
16	0	0	- - - - - - - -	0

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1	0	0	- - - - - - - -	0
2	0	0	- - - - - - - -	0
3	0	0	- - - - - - - -	0
4	0	0	- - - - - - - -	0
5	0	0	- - - - - - - -	0
6	0	0	- - - - - - - -	0
7	0	0	- - - - - - - -	0
8	0	0	- - - - - - - -	0
9	0	0	- - - - - - - -	0
10	0	0	- - - - - - - -	0
11	0	0	- - - - - - - -	0
12	0	0	- - - - - - - -	0
13	0	0	- - - - - - - -	0
14	0	0	- - - - - - - -	0
15	0	0	- - - - - - - -	0
16	0	0	- - - - - - - -	0

Daylight Saving (8-6)

Enable	YES	Month	Sunday
Start		None	None
End		None	None

Solar Clock Data (8-4)

North Latitude	34
West Longitude	118
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	- - - - - - - -
Holiday	- - - - - - - -

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1	0530	2230	1 2 3 4 5 6 7	27	- 2 - - - 6 - 8
2	0000	0000	- - - - - - - -	0	- - - - - - - -
3	0000	0000	- - - - - - - -	0	- - - - - - - -
4	0000	0000	- - - - - - - -	0	- - - - - - - -
5	0000	0000	- - - - - - - -	0	- - - - - - - -
6	0000	0000	- - - - - - - -	0	- - - - - - - -
7	0000	0000	- - - - - - - -	0	- - - - - - - -
8	0000	0000	- - - - - - - -	0	- - - - - - - -
9	0000	0000	- - - - - - - -	0	- - - - - - - -
10	0000	0000	- - - - - - - -	0	- - - - - - - -
11	0000	0000	- - - - - - - -	0	- - - - - - - -
12	0000	0000	- - - - - - - -	0	- - - - - - - -
13	0000	0000	- - - - - - - -	0	- - - - - - - -
14	0000	0000	- - - - - - - -	0	- - - - - - - -
15	0000	0000	- - - - - - - -	0	- - - - - - - -
16	0000	0000	- - - - - - - -	0	- - - - - - - -

Action Codes:
0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11.Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed
200+Action Code = Phases replaced

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COMMUNICATIONS

	C2 (6-1-1)	C20 (6-1-2)	C21 (6-1-3)
Address	0	0	0
Protocol	AB3418	AB3418	AB3418
Baud	1200	1200	1200
Parity	None	None	None
Data Bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit
RTS On Time	20	20	20
RTS Off Time	20	20	20
Handshaking	Normal	Normal	Normal
Access Level	None	None	None

CALLBACK NUMBERS

Callback Numbers (6-3...3)			
Line Out	0	0	0
Local Toll	0	0	0
Long Distance	0	0	0
Delay	10	10	10
Area Code	0	0	0
Phone Number	0 - 0	0 - 0	0 - 0

SOFT LOGIC

Soft Logic (6-2)							
#	Data	OP	Data	OP	Data	OP	Data
1	00.0	00	00.0	00	00.0	00	00.0
2	00.0	00	00.0	00	00.0	00	00.0
3	00.0	00	00.0	00	00.0	00	00.0
4	00.0	00	00.0	00	00.0	00	00.0
5	00.0	00	00.0	00	00.0	00	00.0
6	00.0	00	00.0	00	00.0	00	00.0
7	00.0	00	00.0	00	00.0	00	00.0
8	00.0	00	00.0	00	00.0	00	00.0
9	00.0	00	00.0	00	00.0	00	00.0
10	00.0	00	00.0	00	00.0	00	00.0
11	00.0	00	00.0	00	00.0	00	00.0
12	00.0	00	00.0	00	00.0	00	00.0
13	00.0	00	00.0	00	00.0	00	00.0
14	00.0	00	00.0	00	00.0	00	00.0
15	00.0	00	00.0	00	00.0	00	00.0
16	00.0	00	00.0	00	00.0	00	00.0

***Refer to User's Manual for Data and OP Codes**

NETWORK

Network (6-4)	
Address	1
Protocol	AB3418
Port	27000
IP Mode	Static IP
Central Access	0
Field Access	0
ATSPM	Enabled

IP Address	10	53	50	35
Netmask	255	255	255	0
Broadcast	10	53	50	255
Gateway	10	53	50	254

SPAT Network (6-5)				
SPAT	1		2	
Protocol	None		None	
Port	0		0	
Address	0	0	0	0

Access Levels

0-Full Access
1-Status Only
2-Status, Set Pattern, Time
3-Status, Set Pattern, Time, Manual Plan
4-Reserved
5-Full Access with No Set Pattern
6-Full Access with No Set Time
7-Full Access with No Set Pattern, Manual Plan
8-Full Access with No Set Time, Pattern, Manual Plan

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RAILROAD PREEMPTION

RR 1

Timing (3-1-1)	
Clear 1	15
Clear 2	5
Clear 3	0
Hold	0
Min Grn	0
Delay	0
Exit	0
Ped Clr	0

Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
- 2 - - 5 - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- 2 - 4 - 6 - 8	- - - - - - -	- - - - - - -	- - - - - - -
- 2 - - 5 - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- 2 - 4 - 6 - 8	- - - - - - -	- - - - - - -	- - - - - - -
- - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - -	- - - - - - -	- - - - - - -	- - - - - - -
1 - - 4 - - 7 8	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - 4 - - - 8	- 2 - - - 6 - -	- - - - - - -	- - - - - - -	- - - - - - -

Exit Parameters (3-1-5)			
Phase Green	Overlap Green	Veh Permit/Call	Ped Permit/Call
- 2 - - - 6 -	- - - - - - -	1 2 3 4 5 6 7	- 2 - 4 - 6 -

Configuration (3-1-6)									
	PR	XR	Gate	Isld	APP	Sign 1	Sign 2	Max On	Latching
1	0.0	0.0	0.0	0.0	0.0	00.0	00.0	5	No
2	0.0	0.0							

Valid Inputs: 1.x, 2.x, 3.x, 4.x, 5.x, 6.x, 7.x, 8.x x=1 to 8
Valid Outputs: 11.x,12.x,13.x,14.x,15.x,16.x,17.x,18.x x=1 to 8

RR 2

Timing (3-2-1)	
Clear 1	15
Clear 2	5
Clear 3	0
Hold	0
Min Grn	0
Delay	0
Exit	0
Ped Clr	0

Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
- - - 4 - - 7 -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- 2 - 4 - 6 - 8	- - - - - - -	- - - - - - -	- - - - - - -
- - - 4 - - 7 -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- 2 - 4 - 6 - 8	- - - - - - -	- - - - - - -	- - - - - - -
- - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - -	- - - - - - -	- - - - - - -	- - - - - - -
1 2 3 - - 6 - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- 2 - - - 6 - -	- - - 4 - - - 8	- - - - - - -	- - - - - - -	- - - - - - -

Exit Parameters (3-2-5)			
Phase Green	Overlap Green	Veh Permit/Call	Ped Permit/Call
- 2 - - - 6 -	- - - - - - -	1 2 3 4 5 6 7	- 2 - 4 - 6 -

Configuration (3-2-6)									
	PR	XR	Gate	Isld	APP	Sign 1	Sign 2	Max On	Latching
1	0.0	0.0	0.0	0.0	0.0	00.0	00.0	5	No
2	0.0	0.0							

Valid Inputs: 1.x, 2.x, 3.x, 4.x, 5.x, 6.x, 7.x, 8.x x=1 to 8
Valid Outputs: 11.x,12.x,13.x,14.x,15.x,16.x,17.x,18.x x=1 to 8

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Grn
Delay	Clear	Max		
0	30	30	- 2 - - 5 - - -	- - - - - - -

Port	Latching	Phase Termination
5.5	No	Advance

EVB (3-B)

Preempt Timers			Phase Green	Overlap Grn
Delay	Clear	Max		
0	30	30	- - - 4 - - 7 -	- - - - - - -

Port	Latching	Phase Termination
5.6	No	Advance

EVC (3-C)

Preempt Timers			Phase Green	Overlap Grn
Delay	Clear	Max		
0	30	30	1 - - - - 6 - -	- - - - - - -

Port	Latching	Phase Termination
5.7	No	Advance

EVD (3-D)

Preempt Timers			Phase Green	Overlap Grn
Delay	Clear	Max		
0	30	30	- - 3 - - - - 8	- - - - - - -

Port	Latching	Phase Termination
5.8	No	Advance

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INPUTS

Enable	No
Max ON	0
Max OFF	0

7 Wire I/C(2-1-5-1)

Input	Port	Input	Port
R1	0.0	Free	0.0
R2	0.0	D2	0.0
R3	0.0	D3	0.0

Manual Control(2-1-5-2)

Input	Port
Manual Adv	0.0
Adv Enable	0.0

Cabinet Staus (2-1-5-3)

Input	Port
Flash Bus	0.0
Door Ajar	0.0
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)

Input	Port
1	0.0
2	0.0
3	0.0
4	0.0

Battery Backup (2-1-5-5)

Port	Operation
2.7	Flashing

Y-Coordination (2-1-5-6)

Port C	Port D
0.0	0.0

OUTPUTS

Loadswitch Assignments (2-1-6)

A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:
0 Unused (no output)
1- 8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C + middle output of loadswitches 3 and 6 Channel 9 and 10

INTERVAL CONTROL

Interval Control (3-3-1)	Time
Step 1	0
Step 2	0
Step 3	0
Step 4	0
Step 5	0
Step 6	0
Step 7	0
Step 8	0

Phase Control (3-3-2)

Hold	Force	Advance
- - - - - - - -	- - - - - - - -	- - - - - - - -
- - - - - - - -	- - - - - - - -	- - - - - - - -
- - - - - - - -	- - - - - - - -	- - - - - - - -
- - - - - - - -	- - - - - - - -	- - - - - - - -
- - - - - - - -	- - - - - - - -	- - - - - - - -
- - - - - - - -	- - - - - - - -	- - - - - - - -
- - - - - - - -	- - - - - - - -	- - - - - - - -
- - - - - - - -	- - - - - - - -	- - - - - - - -

Phase Recalls (3-3-3)

Veh Call	Ped Call	Int Call
- - - - - - - -	- - - - - - - -	- - - - - - - -
- - - - - - - -	- - - - - - - -	- - - - - - - -
- - - - - - - -	- - - - - - - -	- - - - - - - -
- - - - - - - -	- - - - - - - -	- - - - - - - -
- - - - - - - -	- - - - - - - -	- - - - - - - -
- - - - - - - -	- - - - - - - -	- - - - - - - -
- - - - - - - -	- - - - - - - -	- - - - - - - -
- - - - - - - -	- - - - - - - -	- - - - - - - -

Phase Permissions (3-3-4)

Phs Permit	Ped Permit	Overlap
- - - - - - - -	- - - - - - - -	- - - - - -
- - - - - - - -	- - - - - - - -	- - - - - -
- - - - - - - -	- - - - - - - -	- - - - - -
- - - - - - - -	- - - - - - - -	- - - - - -
- - - - - - - -	- - - - - - - -	- - - - - -
- - - - - - - -	- - - - - - - -	- - - - - -
- - - - - - - -	- - - - - - - -	- - - - - -
- - - - - - - -	- - - - - - - -	- - - - - -

Configuration (3-3-5)

Input	Port	Delay
1	0.0	0
2	0.0	0

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TRANSIT PRIORITY

Local Plans (3-E) 1...9 11...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 2	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 3	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 4	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 5	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 6	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 7	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 8	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 9	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 11	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 12	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 13	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 14	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 15	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 16	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 17	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 18	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 19	Green Factor	0	0	0	0	0	0	0	0	0	0	0

Enable in Local Plans (3-E-3)	
Plan 1-9	- - - - - - - -
Plan 11-19	- - - - - - - -

Queue Jump (3-E-4)	
Grn Hold	Hold Phase
0	- - - - - - - -
0	- - - - - - - -

Input	
Type	Port
OPT	0.0
OPT	0.0

Output	
Stop	Go
0	0
0	0

Free Plans (3-E-E)	
Max Green	Hold Phase
0	- - - - - - - -

Access Utilities (9-5)	
Password	***
Timeout	30

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	1	2	3	4	5	6	7	8	Coord	Lag	Min Recall	Restricted
Plan C	0	0	0	0	0	0	0	0	0	0	0	0	- 2 - - - 6 - -	- 2 - 4 - 6 - 8	- - - - - - - -	- - - - - - - -
Plan D	0	0	0	0	0	0	0	0	0	0	0	0	- 2 - - - 6 - -	- 2 - 4 - 6 - 8	- - - - - - - -	- - - - - - - -

TRUCK PRIORITY

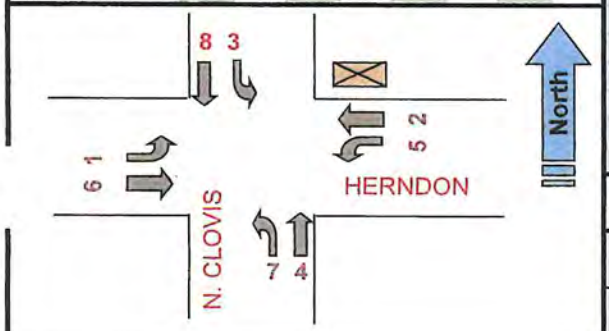
Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
	0.0	0.0	0	0	- - - - - - - -	0.0	0.0	0.0	0	0.0	0

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CONTROLLER ID

Manufacturer ID	Caltrans TSCP Ver 3.10
Model ID	Model 2070
Protocol Revision ID	AB3418

Movement	EL	WT	SL	NT	WL	ET	NL	ST
Times [1.1.1]	1	2	3	4	5	6	7	8
Min Green	13	10	14	12	13	10	14	12
Gap, Ext	2	2.6	2	1.9	2	3	2	3.3
Max 1	30	40	35	40	30	40	35	40
Max 2	0		0					
Yel Clearance	3	5	3	4.7	3	5	3	4.7
Red Clearance	2	1	2	1	2	1	2	1
Walk	0	7	0	7		7		
Ped Clearance	0	31	0	31		25		
Red Revert	1	1	1	1	1	1	1	1
Add Initial	0		0					
Max Initial	0		0					
Time B4 Reduct	0	20	0	24		20		24
Cars B4 Reduct	0		0					
Time To Reduce	0	10	0	8		10		8
Reduce By	0		0					
Min Gap	2	1.4	2	1.1	2	1.8	2	2.1
DyMaxLim	36	46	0	46	36	46	36	46
Max Step	6	6	0	6	6	6	6	6
Options [1.1.2]	1	2	3	4	5	6	7	8
Enable	X	X	X	X	X	X	X	X
Min Recall								
Max Recall								
Ped Recall								
Soft Recall		X				X		
Lock Calls								
Auto Flash Entry								
Auto Flash Exit								
Dual Entry		X		X		X		X
Enable Simul Gap	X	X	X	X	X	X	X	X
Gaurantee Passage								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								



Phase Options+ [1.1.3]

Options+	1	2	3	4	5	6	7	8
Reservice								
PedClr Thru Yel								
SkipRed-NoCall								
Red Rest								
Max II								
*Max III								
Max Inhibit								
Ped Delay								
Red Rest on Gap								
Conflicting Phase	0	0	0	0	0	0	0	0
Grn/Ped Delay								
Omit Yel, Yel P	0	0	0	0	0	0	0	0
Ped Out/Olp Ped								
StartYel, Next P	0	0	0	0	0	0	0	0
*StartupVehCall	1	2	3	4	5	6	7	8
*StartupPedCall								

Phase Concurrency [1.1.4]

Phase	Ring	StartUp	Concurrent Phases			
1	1	RED	5	6	0	0
2	1	GREEN	5	6	0	0
3	1	RED	7	8	0	0
4	1	RED	7	8	0	0
5	2	RED	1	2	0	0
6	2	GREEN	1	2	0	0
7	2	RED	3	4	0	0
8	2	RED	3	4	0	0
9	0	RED	0	0	0	0
10	0	RED	0	0	0	0
11	0	RED	0	0	0	0
12	0	RED	0	0	0	0

Comm Ports [6.6]

Channel	Port	Echo	Mode
Async 1	SP1	NONE	0
Async 2	SP2	NONE	0
Async 3	SP8	NONE	0
Async 4	OFF	NONE	0
Sync 1	SP5S		
Sync 2	OFF		
TS2CVM	NONE		
Opticom	NONE		
GPS	NONE		

Unit Params [1.2.1]

Screen Size	8	Metric	OFF
Startup Flash	0	Red Revert	1
MCE Timeout	0	Auto Ped Clear	OFF
Loc Flsh Start	RSt	Display Time	30
Yellow < 3"	OFF	Tone Disable	OFF
Allow Skip Yel	OFF	AudioPedTime	OFF
Start Red Tm	6	Phase Mode	STD8
*Startup Calls	UsePrg	CNA FreeTime	0
TOD Dimming	OFF	Diamond Mode	4Ph
ST over Prmpt	OFF	Free Ring Seq	1
Feature Profile	1	IO Mode	USER
Mx Seek TrkTm	0	Max Cyc Timer	0
Mx Seek Dwell	0	CycFlt Actn	ALARM
Prmpt/Ext Coor	EXT	Clrnc Decide	OFF
Aux Switch	STOPTM	LPAlt Srs	OFF
*InhFYA Red St	Off	*SecurityDelay	0

* - 76.12B or newer

Times+ [1.1.7]

	1	2	3	4	5	6	7	8
Walk2	0	0	0	0	0	0	0	0
BikeClr	0	0	0	0	0	0	0	0
GrnFlash	0	0	0	0	0	0	0	0
SfClrMn	0	0	0	0	0	0	0	0
SfClrNoFlsh	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

Comm [6.2]

Port	Baud Rate	FCM
1	9600	6
2	9600	6
3	1200	0
4	1200	0

Comm [6.5]

					Host IPs			
IP Address:	10	128	1	39	ATMS			
Mask:	255	255	255	0	172	26	17	230
Gateway:	10	128	1	254	SG			
Port #:	5039				0	0	0	0

Phase Seq. (2 ring) Chart [1.2.4]

Seq #	Ring	Phases					
1	1	1	2	3	4	0	0
	2	5	6	7	8	0	0
2	1	1	2	3	4	0	0
	2	6	5	7	8	0	0
3	1	2	1	3	4	0	0
	2	5	6	7	8	0	0
4	1	2	1	3	4	0	0
	2	6	5	7	8		0
5	1	1	2	3	4	0	0
	2	5	6	8	7	0	0
6	1	1	2	3	4	0	0
	2	6	5	8	7	0	0
7	1	2	1	3	4	0	0
	2	5	6	8	7	0	0
8	1	2	1	3	4	0	0
	2	6	5	8	7	0	0
9	1	1	2	4	3	0	0
	2	5	6	7	8	0	0
10	1	1	2	4	3	0	0
	2	6	5	7	8	0	0
11	1	2	1	4	3	0	0
	2	5	6	7	8	0	0
12	1	2	1	4	3	0	0
	2	6	5	7	8	0	0
13	1	1	2	4	3	0	0
	2	5	6	8	7	0	0
14	1	1	2	4	3	0	0
	2	6	5	8	7	0	0
15	1	2	1	4	3	0	0
	2	5	6	8	7	0	0
16	1	2	1	4	3	0	0
	2	6	5	8	7	0	0

Advance Warning [1.1.9]

	Ph	Tm
Aux Out #1	0	0
Aux Out #2	0	0

NAME: CLOVIS @ HERNDON **ID:** C 0255 **Configuration:** Standard File

V76.07d
ATMS 1.5.45.263

Prepared by:	Tim Baker	Date Installed / By:	6-4-2021
Checked by:		Date Superseded:	

Date Printed: 6/4/21

[2.1] Coord Modes+

Test OpMode	0
Correction	LONG
Maximum	MAX INH
Force Mode	FIXED
Flash Mode	CHANNEL

Coord Modes+ (Page 2)

FreeonSeqCh	ON
Closed Loop	OFF
External	OFF
Latch Sec Frc	OFF
Stop-in-Walk	OFF
Ped Recycle	P3478_INH
Expand Splt	OFF
Easy Float	OFF
Auto Reset	ON
NTCIP Yield +	0

Leave Walk

Before	TIMED
After	TIMED

Intersection Name: CLOVIS @ HERNDON

ID: C 0255

Date Printed: 6/4/2021

[2.4] Patterns

Pat#	Cyc	Off	Split	Seq
1	130	0	1	3
2	0	0	0	1
3	132	80	3	3
4	0	0	4	1
5	0	0	0	1
6	0	0	0	1
7		0	0	1
8	0	0	0	1
9	0	0	0	1
10	0	0	0	1
30	0	0	0	1
31	0	0	0	1
32	0	0	0	1

[2.7.1-24] Splits

Split	[2.7]	1	2	3	4	5	6	7	8
1	Split	19	47	19	45	18	48	20	44
	Crd-P						X		
	Mode	NON	MAX	NON	NON	NON	MAX	NON	NON
2	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
3	Split	24	44	19	45	24	44	28	36
	Crd-P						X		
	Mode	NON	MAX	NON	NON	NON	MAX	NON	NON
4	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
5	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
6	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
7	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
8	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
9	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
10	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
30	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
31	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
32	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON

[2.5] Transition

Pat#	Short	Long	Dwell	No Shortway Ø				E-Yld	Offset	Ret Hold	Flt	Veh	Ped	FRC MODE
1	10	17	0	4	3	5	7	10	EndGRN	-	-	-	-	
2	0	17	0	0	0	0	0	0	EndGRN	-	-	-	-	
3	10	17	0	2	3	5	7	10	EndGRN	-	-	-	-	
4	5	17	0	1	3	5	7	10	EndGRN	-	-	-	-	
5		17	0	0	0	0	0	0	EndGRN	-	-	-	-	
6	0	17	0	0	0	0	0	0	EndGRN	-	-	-	-	
7		17	0	0	0	0	0	0	EndGRN	-	-	-	-	
8	0	17	0	0	0	0	0	0	EndGRN	-	-	-	-	
9		17	0	0	0	0	0	0	BegGRN	-	-	-	-	
10	0	17	0	0	0	0	0	0	BegGRN	-	-	-	-	
30		17	0	0	0	0	0	0	BegGRN	-	-	-	-	
31	0	17	0	0	0	0	0	0	BegGRN	-	-	-	-	
32		17	0	0	0	0	0	0	BegGRN	-	-	-	-	

Overlap 1-8 Program Parms & Parm+ [1.5.2.1] [1.5.2.8]

1 A	Included Ø		NORMAL	
	Modifier Ø		Grn	
	Conflict Ø		Yel	3.5
	Conflict Olap		Red	1.5
	Conflict Ped		LG	
2 B	Included Ø		NORMAL	
	Modifier Ø		Grn	
	Conflict Ø		Yel	3.5
	Conflict Olap		Red	1.5
	Conflict Ped		LG	
3 C	Included Ø		NORMAL	
	Modifier Ø		Grn	
	Conflict Ø		Yel	3.5
	Conflict Olap		Red	1.5
	Conflict Ped		LG	
4 D	Included Ø		NORMAL	
	Modifier Ø		Grn	
	Conflict Ø		Yel	3.5
	Conflict Olap		Red	1.5
	Conflict Ped		LG	
5 E	Included Ø		NORMAL	
	Modifier Ø		Grn	
	Conflict Ø		Yel	3.5
	Conflict Olap		Red	1.5
	Conflict Ped		LG	
6 F	Included Ø		NORMAL	
	Modifier Ø		Grn	
	Conflict Ø		Yel	3.5
	Conflict Olap		Red	1.5
	Conflict Ped		LG	
7 G	Included Ø		NORMAL	
	Modifier Ø		Grn	
	Conflict Ø		Yel	3.5
	Conflict Olap		Red	1.5
	Conflict Ped		LG	
8 H	Included Ø		NORMAL	
	Modifier Ø		Grn	
	Conflict Ø		Yel	3.5
	Conflict Olap		Red	1.5
	Conflict Ped		LG	

Unit Parameters [1.2.1]

Stop Timer Over Preempt	OFF
Preempt or Ext Output	EXT
Max Seek Track Time	0
Max Seek Dwell Time	0

Channel Parameters [1.8.3]

Pre Invert Rail Input	OFF

Preemption Options+ [3.Pre #.6]

Pre #	Enable	Type	Output	Pattern	Skip	Co+Pre	Flash	Max/Min
1	ON	RAIL	TS2		OFF	OFF	OFF	MAX
2	OFF	EMERG	TS2		OFF	OFF	OFF	MAX
3	ON	EMERG	TS2		OFF	OFF	OFF	MAX
4	ON	EMERG	TS2		OFF	OFF	OFF	MAX
5	ON	EMERG	TS2		OFF	OFF	OFF	MAX
6	ON	EMERG	TS2		OFF	OFF	OFF	MAX

Preemption Times [3.#.1]

Pre #	Delay	MinDura	MaxPres	MinGrn	MinWlk	PedClr	Track Grn	Min Dwell
1								
2								
3			60		4	26		
4			60		4	24		
5			60		4	20		
6			60					

Preemption, Options [3.#.3]

Pre #	Lock Input	Over-ride Auto Flash	Over-ride Higher Preempt#	Flash Dwell	Link
1	ON	ON	OFF	ON	
2	OFF	ON	OFF	OFF	
3	OFF	OFF	OFF	OFF	
4	OFF	OFF	OFF	OFF	
5	OFF	OFF	OFF	OFF	
6	OFF	OFF	OFF	OFF	

Preemption, Times+ [3.#.4]

Pre No.	Extend Dwell	Return Max	Ped Clr	Yel	Red
1					
2					
3					
4					
5					
6					

Pre 1 = RR1
Pre 2 = RR2
Pre 3 = EVA
Pre 4 = EVB
Pre 5 = EVC
Pre 6 = EVD

Phases [3.#.2] - set the Dwell Phases

Pre #	Column	1	2	3	4	5	6	7	8	9	10
1	Dwell Veh										
	Peds										
2	Dwell Veh										
	Peds										
3	Dwell Veh	2	5								
	Peds										
4	Dwell Veh	4	7								
	Peds										
5	Dwell Veh	1	6								
	Peds										
6	Dwell Veh	3	8								
	Peds										

Phases [3.#.2] - Trk Veh

Pre #	Phases			
1				
2				
3				
4				
5				
6				

Exit Phases [3.#.2]

No.	Exit Phase
1	
2	
3	
4	
5	
6	

Overlaps+ [3.#.5]

Pre #		Preempt Overlaps +
1	Track	
	Dwell	
2	Track	
	Dwell	
3	Track	
	Dwell	
4	Track	
	Dwell	
5	Track	
	Dwell	
6	Track	
	Dwell	

Low Priority Preempts [3.X; where X = 7 thru 10]

Pre #	Enb	C+P	Lock	NoSkip	Qjump	Times Alt Tbl	Times Min	Times Max	Times Lock	Priorty Phases			
7	OFF	OFF	MAX	OFF	OFF		0	0	0	0	0	0	0
8	OFF	OFF	MAX	OFF	OFF		0	0	0	0	0	0	0
9	OFF	OFF	MAX	OFF	OFF		0	0	0	0	0	0	0
10	OFF	OFF	MAX	OFF	OFF		0	0	0	0	0	0	0

Advance Times [3.x.8]

	1	2	3	4	5	6
YelChng	0	0	0	0	0	0
RedClr	0	0	0	0	0	0
TrkYelChng	0	0	0	0	0	0
TrkRedClr	0	0	0	0	0	0

OLP GENERAL PARAMETERS [1.5.1]

Lock Inhibit	OFF
Conflict Lock Enable	OFF
Parent P Clearance	OFF
Xtra Incl Phases	OFF
InhibitLockInterval	Always

PREEMPTION NOTE: Each preemption has it's own set of menus. To access each menu :

a. Press "3" for preemption

b. Then enter "Preempt number" (1 through 6 and shown as "#" in Schedules above)

c. Then enter "number of Menu item" you want to access (*1-Times, 2-Phases, 3-Options, 4-Times+, 5-Overlaps+ or 6-Options+*)

d. Once in an above menu push Escape once to go back to main preempton menu.

Name: CLOVIS @ HERNDON

ID: C 0255 **Date Printed:** 6/4/2021

CHANNEL SETTINGS [1.8] plus UNIT PARAMETERS [1.2.1]

CHANNEL SETTINGS [1.8.1]

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase / Olap #	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8
Channel Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED
Channel Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK
Flash 1-2 Hertz		X		X		X		X								
	Page 1								Page 2							

Chan Settings [1.8.2]

17	18	19	20	21	22	23	24
1	3	5	7				
PED	PED	PED	PED	VEH	VEH	VEH	VEH
DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK

CHANNEL PARMETERS [1.8.3]

CH 17-24 Mapping:	DEFAULT
D-Conn Mapping:	NONE
Invert Rail Inputs:	OFF
C1-C11-ABC IO Mode:	USER

IO PARAMETERS [1.8.6]

C1-C11-ABC IO Mode:	USER
D-Conn Mapping:	NONE
T & F BIU Mapping	DEFAULT
Invert Rail Inputs:	OFF
EVP Ped Confirm	OFF

CHANNELS+ [1.8.4]

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flash Red	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Flash Yellow	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Inh Red Fl in Preempt	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Olap Ovrd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

I/O LOGIC [1.8.7]

Row#	Result		Function			OP	Function			OP	Function			OP	Timer	
	I/O	Fcn	Inv	I/0	Fcn	Logic	Inv	I/0	Fcn	Logic	Inv	I/0	Fcn	Logic	Dly	Sec
1	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
2	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
3	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
4	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
5	I	0	-	I	----	0	-	I	---	0	-	I	----	0	DLY	0
6	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
7	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
8	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
9	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
10	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0

Ped Parms (MM>5>4)

Det#	Call	No Act	Max Pres	Err Cnt
1	0	0	0	0
2	2	0	5	0
3	0	0	0	0
4	4	0	5	0
5	0	0	0	0
6	6	0	5	0
7	0	0	0	0
8	0	0	0	0

Date Printed:
6/4/2021

ID: C 0255

Veh Par 1-32 [5.1]

Det #	Input Slot	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time
1	1I1U	1					0	0	0	2
2	2I2U	2	0	10	0	0	0	0	0	2
3	2I2L	2	0	0	0	0	0	0	0	2
4	2I3U	2	0	0	0.9		0	0	0	2
5	2I3L	2	0	0	2.6		0	0	0	2
6	2I4U	2	0	0	2	0	0	0	0	2
7	3I5U	3					0	0	0	2
8	4I6U	4	0	0	0	0	0	0	0	2
9	4I6L	4	0	0	0		0	0	0	2
10	4I7U	4	0	0	0.5		0	0	0	2
11	4I7L	4			3.2		0	0	0	2
12	4I8U	4			2		0	0	0	2
13	1I9U	1					0	0	0	2
14	3I9L	3					0	0	0	2
15	5J1U	5					0	0	0	2
16	6J2U	6		10			0	0	0	2
17	6J2L	6					0	0	0	2
18	6J3U	6			1.1		0	0	0	2
19	6J3L	6			0.9		0	0	0	2
20	6J4U	6			2		0	0	0	2
21	7J5U	7					0	0	0	2
22	8J6U	8	0	10	0	0	0	0	0	2
23	8J6L	8	0	10	0		0	0	0	2
24	8J7U	8	0	0	1.2		0	0	0	2
25	8J7L	8	0	0	1		0	0	0	2
26	8J8U	8	0	0	2		0	0	0	2
27	5J9U	5					0	0	0	2
28	7J9L	7					0	0	0	2
29	2I11U	0	0	0	0	0	0	0	0	0
30	4I11L	0	0	0	0	0	0	0	0	0
31	6J11U						0	0	0	0
32	8J11L						0	0	0	0
33	1I1L						0	0	0	0
34	2I4L						0	0	0	0
35	3I5L						0	0	0	0
36	4I8L						0	0	0	0
37	5J1L						0	0	0	0
38	6J4L						0	0	0	0
39	7J5L						0	0	0	0
40	8J8L						0	0	0	0
41	4I10U						0	0	0	0
42	4I10L						0	0	0	0
43	8J10U						0	0	0	0
44	8J10L						0	0	0	0

Vehicle Options 1-32 [5.2]

Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol
1	X	X	-	-	-	-	-	X
2	X	X	-	-	-	-	-	X
3	X	X	-	-	-	-	-	X
4	X	X	-	-	-	-	-	X
5	X	X	-	-	-	-	-	X
6	X	-	X	-	-	-	-	X
7	X	X	-	-	-	-	-	X
8	X	X	-	-	-	-	-	X
9	X	X	-	-	-	-	-	X
10	-	X	-	-	-	-	-	X
11	-	X	-	-	-	-	-	X
12	X	-	X	-	-	-	-	X
13	X	X	-	-	-	-	-	X
14	X	X	-	-	-	-	-	X
15	X	X	-	-	-	-	-	X
16	X	X	-	-	-	-	-	X
17	X	X	-	-	-	-	-	X
18	X	X	-	-	-	-	-	X
19	X	X	-	-	-	-	-	X
20	X	-	X	-	-	-	-	X
21	X	X	-	-	-	-	-	X
22	X	X	-	-	-	-	-	X
23	X	X	-	-	-	-	-	X
24	-	X	-	-	-	-	-	X
25	-	X	-	-	-	-	-	X
26	X	-	X	-	-	-	-	X
27	X	X	-	-	-	-	-	X
28	X	X	-	-	-	-	-	X
29	-	-	-	-	-	-	-	-
30	-	-	-	-	-	-	-	-
31	-	-	-	-	-	-	-	-
32	-	-	-	-	-	-	-	-
33	-	-	-	-	-	-	-	-
34	-	-	-	-	-	-	-	-
35	-	-	-	-	-	-	-	-
36	-	-	-	-	-	-	-	-
37	-	-	-	-	-	-	-	-
38	-	-	-	-	-	-	-	-
39	-	-	-	-	-	-	-	-
40	-	-	-	-	-	-	-	-
41	-	-	-	-	-	-	-	-
42	-	-	-	-	-	-	-	-
43	-	-	-	-	-	-	-	-
44	-	-	-	-	-	-	-	-

Parameters+ 1-32 [5.3]

Det #	Occupancy G	Occupancy Y	Occupancy R	Delay 1	Delay 2	Type	Src
1	-	-	-			NORM	
2	-	-	-	0	0	NORM	0
3	-	-	-	0	0	NORM	0
4	-	-	-	0	0	NORM	0
5	-	-	-	0	0	NORM	0
6	-	-	-	0	0	NORM	0
7	-	-	-			NORM	
8	-	-	-	0	0	NORM	0
9	-	-	-	0	0	NORM	0
10	-	-	-	0	0	NORM	0
11	-	-	-			NORM	
12	-	-	-			NORM	
13	-	-	-			NORM	
14	-	-	-			NORM	
15	-	-	-			NORM	
16	-	-	-			NORM	
17	-	-	-			NORM	
18	-	-	-			NORM	
19	-	-	-			NORM	
20	-	-	-			NORM	
21	-	-	-			NORM	
22	-	-	-	0	0	NORM	0
23	-	-	-	0	0	NORM	0
24	-	-	-	0	0	NORM	0
25	-	-	-	0	0	NORM	0
26	-	-	-	0	0	NORM	0
27	-	-	-			NORM	
28	-	-	-			NORM	
29	-	-	-	0	0	NORM	0
30	-	-	-	0	0	NORM	0
31	-	-	-			NORM	
32	-	-	-			NORM	
33	-	-	-			NORM	
34	-	-	-			NORM	
35	-	-	-			NORM	
36	-	-	-			NORM	
37	-	-	-			NORM	
38	-	-	-			NORM	
39	-	-	-			NORM	
40	-	-	-			NORM	
41	-	-	-			NORM	
42	-	-	-			NORM	
43	-	-	-			NORM	
44	-	-	-			NORM	

Info Only

Det #	Dir	Type
1	EBLT1&2	Loop
2	WBRT	Loop
3	Not Used	
4	WB INT	Loop
5	WB FAR	Loop
6	WB NEAR	Loop
7	SBLT1&2	Loop
8	Not Used	
9	Not Used	
10	NB INT	Mag
11	NB FAR	Mag
12	NB NEAR	Loop
13	Not Used	
14	SBLT BACK	Loop
15	WBLT1&2	Loop
16	EBRT	Loop
17	Not Used	
18	EB INT	Mag
19	EB FAR	Mag
20	EB NEAR	Loop
21	NBLT1&2	Loop
22	SBRT #1	Loop
23	SBRT #2	Loop
24	SB INT	Mag
25	SB FAR	Mag
26	SB NEAR	Loop
27	Not Used	
28	Not Used	
29		
30		
31		
32		
33		
34		
35		
36		
37		
38		
39		
40		
41		
42		
43		
44		

Det #
1
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42
43
44

ID: C 0255 Name: CLOVIS @ HERNDON

Vol/Occ Period: 0 Seconds, 5 Minutes

6/4/2021

Alt# 1 Times Table [1.1.6.1]

Column#... ->	1	2	3	4	5	6	7	8
Assign Ø		0		0		0		0
Min Grn		0		0		0		0
Gap, Ext		0		0		0		0
Max 1		0		0		0		0
Max 2		0		0		0		0
Yel Clr		0		0		0		0
Red Clr		0		0		0		0
Walk		0		0		0		0
Ped Clr		0		0		0		0

Alt# 2 Times Table [1.1.6.1]

Column#... ->	1	2	3	4	5	6	7	8
Assign Ø		0		0		0		0
Min Grn		0		0		0		0
Gap, Ext		0		0		0		0
Max 1		0		0		0		0
Max 2		0		0		0		0
Yel Clr		0		0		0		0
Red Clr		0		0		0		0
Walk		0		0		0		0
Ped Clr		0		0		0		0

Alt# 3 Times Table [1.1.6.1]

Column#... ->	1	2	3	4	5	6	7	8
Assign Ø		0		0		0		0
Min Grn		0		0		0		0
Gap, Ext		0		0		0		0
Max 1		0		0		0		0
Max 2		0		0		0		0
Yel Clr		0		0		0		0
Red Clr		0		0		0		0
Walk		0		0		0		0
Ped Clr		0		0		0		0

Alt# 1 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø		0		0		0		0
Lock Calls	X	X	X	X	X	X	X	X
Soft Recall	-	-	-	-	-	-	-	-
Dual Entry	-	-	-	-	-	-	-	-
Enabl SimGap	X	X	X	X	X	X	X	X
Guar Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1		0		0		0		0
Conflicting Ø2		0		0		0		0

Alt# 2 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø		0		0		0		0
Lock Calls	X	X	X	X	X	X	X	X
Soft Recall	-	-	-	-	-	-	-	-
Dual Enrty	-	-	-	-	-	-	-	-
Enabl SimGap	X	X	X	X	X	X	X	X
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1		0		0		0		0
Conflicting Ø2		0		0		0		0

Alt# 3 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø		0		0		0		0
Lock Calls	X	X	X	X	X	X	X	X
Soft Recall	-	-	-	-	-	-	-	-
Dual Enrty	-	-	-	-	-	-	-	-
Enabl SimGap	X	X	X	X	X	X	X	X
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1		0		0		0		0
Conflicting Ø2		0		0		0		0

Alt# 4 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø	1	2	3	4	5	6	7	8
Lock Calls	-	-	-	-	-	-	-	-
Soft Recall	-	-	-	-	-	-	-	-
Dual Entry	-	-	-	-	-	-	-	-
Enabl SimGap	X	X	X	X	X	X	X	X
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	X	X	X	X	X	X	X	X
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1		0		0		0		0
Conflicting Ø2		0		0		0		0

Alternate Tables [2.6]

Pat#	POpt	PTime	DetGrp	Call/Inh	Olp Off 1 2 3 4 5 6 7 8	ASC	CNA1	Max2	Dia
1	0		0	0		0	Off		DFT
2						0	Off		DFT
3	0	0	0	0		0	Off		DFT
4	4					0	Off		DFT
5	0	0	0	0		0	Off		DFT
6						0	Off		DFT
7	0	0	0	0		0	Off		DFT
8						0	Off		DFT
9	0	0	0	0		0	Off		DFT
10						0	Off		DFT
11	0	0	0	0		0	Off		DFT
12						0	Off		DFT
13	0	0	0	0		0	Off		DFT
14						0	Off		DFT
15	0	0	0	0		0	Off		DFT
16						0	Off		DFT
17	0	0	0	0		0	Off		DFT
18						0	Off		DFT
19	0	0	0	0		0	Off		DFT
20						0	Off		DFT
21	0	0	0	0		0	Off		DFT
22						0	Off		DFT
23	0	0	0	0		0	Off		DFT
24						0	Off		DFT

Time Base Parameters [4.6]

Daylight Savings Time	DISABLE	
Time Base Sync Ref	0	
GMT Offset	+	0
Daylight Savings	**Mon**	**Week**
Spring	3	2
Fall	11	1



NAME: CLOVIS @ HERNDON

6/4/2021 **ID:** C 0255

Annual Schedule [4.3]

	Month												Day of Week							Date																							Day	Link
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Plan	To
1	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	1	0
2	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X	X	X	X	X						X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2	0
3	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X	X	X	X								X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	2	0
4	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	0
5	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	0
6	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6	0
7	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	0
8	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	0
9	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9	0
10	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10	0
11	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	0
12	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31		
																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	12	0

DAY PLANS [4.4]

Plan 1				Plan 2				Plan 3				Plan 4				Plan 5				Plan 6			
Evt	Hour	Min	Act	Evt	Hour	Min	Act	Evt	Hour	Min	Act	Evt	Hour	Min	Act	Evt	Hr	Min	Act	Evt	Hour	Min	Act
1		1	4	1		1	4	1				1				1				1	0	0	0
2	6		1	2	7		54	2				2				2				2	0	0	0
3	11		3	3	19	30	4	3				3				3				3	0	0	0
4	19	30	54	4				4				4				4				4	0	0	0
5	22		4	5				5				5				5				5	0	0	0
6				6				6				6				6				6	0	0	0
7				7				7				7				7				7	0	0	0
8				8				8				8				8				8	0	0	0

Plan 7				Plan 8				Plan 9				Plan 10				Plan 11				Plan 12			
Evt	Hour	Min	Act	Evt	Hour	Min	Act	Evt	Hour	Min	Act	Evt	Hour	Min	Act	Evt	Hr	Min	Act	Evt	Hour	Min	Act
1				1				1				1				1				1	0	0	0
2				2				2				2				2				2	0	0	0
3				3				3				3				3				3	0	0	0
4				4				4				4				4				4	0	0	0
5				5				5				5				5				5	0	0	0
6				6				6				6				6				6	0	0	0
7				7				7				7				7				7	0	0	0
8				8				8				8				8				8	0	0	0

Comments:

Minute Table [4.5]

Act	Pat#	A1	A2	A3	S1	S2	S3	S4	S5	S6	S7	S8	P1	P2
1	1	-	-	-	-	-	-	-	-	-	-	-	0	0
2	2	-	-	-	-	-	-	-	-	-	-	-	0	0
3	3	-	-	-	-	-	-	-	-	-	-	-	0	0
4	4	-	-	-	-	-	-	-	-	-	-	-	0	0
5	5	-	-	-	-	-	-	-	-	-	-	-	0	0
6	6	-	-	-	-	-	-	-	-	-	-	-	0	0
7	7	-	-	-	-	-	-	-	-	-	-	-	0	0
8	8	-	-	-	-	-	-	-	-	-	-	-	0	0
9	9	-	-	-	-	-	-	-	-	-	-	-	0	0
10	10	-	-	-	-	-	-	-	-	-	-	-	0	0
11	0	-	-	-	-	-	-	-	-	-	-	-	0	0
12	0	-	-	-	-	-	-	-	-	-	-	-	0	0
13	0	-	-	-	-	-	-	-	-	-	-	-	0	0
14	0	-	-	-	-	-	-	-	-	-	-	-	0	0
15	0	-	-	-	-	-	-	-	-	-	-	-	0	0
16	0	-	-	-	-	-	-	-	-	-	-	-	0	0
54	254	-	-	-	-	-	-	-	-	-	-	-	0	0
55	255	-	-	-	-	-	-	-	-	-	-	-	0	0

Name: CLOVIS @ HERNDON

ID: C 0255

Date Printed: 6/4/2021

#	Alarm	Ev	Alr
1	Power Up Alarm.	X	X
2	Stop Timing	X	X
3	Cabinet Door Activation	-	-
4	Coordination Failure	X	X
5	External Alarm # 1	-	-
6	External Alarm # 2	-	-
7	External Alarm # 3	-	-
8	External Alarm # 4	-	-
9	Closed Loop Disabled	-	-
10	External Alarm # 5	-	-
11	External Alarm # 6	-	-
12	Manual Control Enable	-	-
13	Coord Free Input	-	-
14	Local Flash Input	X	X
15	CMU/MMU Flash Input	-	-
16	MMU Fault	-	-
17	Cycle Fault	X	X
18	Cycle Failure	X	X
19	Coordination Fault	X	X
20	Controller Fault	X	X
21	Detector SDLC Fault	-	-
22	MMU SDLC Fault	-	-
23	Critical SDLC Fault	-	-
24	SDLC Res. Frame Fault	-	-
25	EEPROM CRC Fault	X	X
26	Detector Diagnostic Fault	-	-
27	Detector Fault from SDLC	-	-
28	Queue detector alarm	-	-
29	Ped Fault	-	-
30	Coord Diagnostic Fault	X	X
37	Download Request	X	X
38	Pattern Change	-	-
49	Preempt 1 Input	X	X
50	Preempt 2 Input	-	-
51	Preempt 3 Input	X	X
52	Preempt 4 Input	X	X
53	Preempt 5 Input	X	X
54	Preempt 6 Input	X	X
55	Preempt 7 Input	-	-
56	Preempt 8 Input	-	-
57	Preempt 9 Input	-	-
58	Preempt 10 Input	-	-
59	EEPROM Compare Fault	-	-
60	Coordination Failure	X	X
73	Controller Access	X	X
81	FIO Changed Status	X	X

Call Phases[1.1.5]

Col	Ø	Phases Called By Ø
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		
13		
14		
15		
16		

Redirect Phases[1.1.5]

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

Inhibit Phases[1.1.5]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Alt Call & Redirect # 1 [1.1.6.3]

Col	Ø	Phases Called By Ø
1		
2		
3		
4		
5		
6		
7		
8		

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								

Alt Inhibit Phases # 1 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Alt Call & Redirect # 2 [1.1.6.3]

Col	Ø	Phases Called By Ø
1		
2		
3		
4		
5		
6		
7		
8		

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								

Alt Inhibit Phases # 2 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Alarm Parameters [1.6.7.1]

Pattern Events:	ON
Local Txmt Alarms:	OFF
Reassign User Alarm #1 In (5):	0
Reassign User Alarm #2 In (6):	0
Preempt Events:	ON

Date Printed
6/4/2021

ID: C 0255 **Name:** CLOVIS @ HERNDON

I/O Inputs - 1.8.9.1.5

C-1 PIN	I/O Source	Function	Input Name
39	I1-1	2	Veh Det 2
40	I1-2	16	Veh Det 16
41	I1-3	8	Veh Det 8
42	I1-4	22	Veh Det 22
43	I1-5	3	Veh Det 3
44	I1-6	17	Veh Det 17
45	I1-7	9	Veh Det 9
46	I1-8	23	Veh Det 23
47	I2-1	6	Veh Det 6
48	I2-2	20	Veh Det 20
49	I2-3	12	Veh Det 12
50	I2-4	26	Veh Det 26
51	I2-5	198	Pre 1 In
52	I2-6	199	Pre 2 In
53	I2-7	181	ManCntrlEnbl
54	I2-8	189	Unused
55	I3-1	15	Veh Det 15
56	I3-2	1	Veh Det 1
57	I3-3	21	Veh Det 21
58	I3-4	7	Veh Det 7
59	I3-5	27	Veh Det 27
60	I3-6	13	Veh Det 13
61	I3-7	28	Veh Det 28
62	I3-8	14	Veh Det 14
63	I4-5	4	Veh Det 4
64	I4-6	18	Veh Det 18
65	I4-7	10	Veh Det 10
66	I4-8	24	Veh Det 24
67	I5-1	130	Ped Call 2
68	I5-2	134	Ped Call 6
69	I5-3	132	Ped Call 4
70	I5-4	136	Ped Call 8
71	I5-5	200	Pre 3 In
72	I5-6	201	Pre 4 In
73	I5-7	202	Pre 5 In
74	I5-8	203	Pre 6 In
75	I6-1	189	Unused
76	I6-2	5	Veh Det 5
77	I6-3	19	Veh Det 19
78	I6-4	11	Veh Det 11
79	I6-5	25	Veh Det 25
80	I6-6	178	Int Advance
81	I6-7	208	Local Flash
82	I6-8	207	Comp StopTm

I/O OUTPU 1.8.9.2.5

C-1 PIN	I/O Source	Function	Output Name
1	Logic Grd		
2	O1-1	14	Red Ch 14
3	O1-2	62	Grn Chan 14
4	O1-3	4	Red Ch 4
5	O1-4	28	Yel Chan 4
6	O1-5	52	Grn Chan 4
7	O1-6	3	Red Ch 3
8	O1-7	27	Yel Chan 3
9	O1-8	51	Grn Chan 3
10	O2-1	13	Red Ch 13
11	O2-2	61	Grn Chan 13
12	O2-3	2	Red Ch 2
13	O2-4	26	Yel Chan 2
14	Logic Grd		
15	O2-5	50	Grn Chan 2
16	O2-6	1	Red Ch 1
17	O2-7	25	Yel Chan 1
18	O2-8	49	Grn Chan 1
19	O3-1	16	Red Ch 16
20	O3-2	64	Grn Chan 16
21	O3-3	8	Red Ch 8
22	O3-4	32	Yel Chan 8
23	O3-5	56	Grn Chan 8
24	O3-6	7	Red Ch 7
25	O3-7	31	Yel Chan 7
26	O3-8	55	Grn Chan 7
27	O4-1	15	Red Ch 15
28	O4-2	63	Grn Chan 15
29	O4-3	6	Red Ch 6
30	O4-4	30	Yel Chan 6
31	O4-5	54	Grn Chan 6
32	O4-6	5	Red Ch 5
33	O4-7	29	Yel Chan 5
34	O4-8	53	Grn Chan 5
35	O5-1	37	Yel Chan 13
36	O5-2	39	Yel Chan 15
37	O5-3	38	Yel Chan 14
38	O5-4	40	Yel Chan 16
100	O5-5	42	Yel Chan 18
101	O5-6	41	Yel Chan 17
102	O5-7	115	Not Used
103	O5-8	114	Watchdog

C-1 PIN	I/O Source	Function	Output Name
83	O6-1	18	Red Ch 18
84	O6-2	66	Grn Chan 18
85	O6-3	12	Red Ch 12
86	O6-4	36	Yel Chan 12
87	O6-5	60	Grn Chan 12
88	O6-6	11	Red Ch 11
89	O6-7	35	Yel Chan 11
90	O6-8	59	Grn Chan 11
91	O7-1	17	Red Ch 17
92	Logic Grd		
93	O7-2	65	Grn Chan 17
94	O7-3	10	Red Ch 10
95	O7-4	34	Yel Chan 10
96	O7-5	58	Grn Chan 10
97	O7-6	9	Red Ch 9
98	O7-7	33	Yel Chan 9
99	O7-8	57	Grn Chan 9

I/O Outputs - 1.8.9.2.5

C-11 OUTPUTS

1	O8-1	115	Not Used
2	O8-2	115	Not Used
3	O8-3	115	Not Used
4	O8-4	115	Not Used

I/O Inputs - 1.8.9.1.5

C-11 INPUTS

15	I7-1	192	Alarm 1
16	I7-2	193	Alarm 2
17	I7-3	194	Alarm 3
18	I7-4	195	Alarm 4
19	I7-5	196	Alarm 5
20	I7-6	197	Alarm 6
21	I7-7	189	Unused
22	I7-8	189	Unused
23	I8-1	189	Unused
24	I8-2	189	Unused
25	I8-3	189	Unused
26	I8-4	189	Unused
27	I8-5	189	Unused
28	I8-6	189	Unused
29	I8-7	189	Unused
30	I8-8	189	Unused

ID: C 0255

NAME: CLOVIS @ HERNDON

Date Printed: 6/4/2021

ID NUMBER: C 0255

LOCATION: CLOVIS and HERNDON

T. Barker
6/1/2021

CITY OF CLOVIS
332 CABINET
28 DETECTOR SETUP

DETECTOR ASSIGNMENTS

												ISOLATORS		
	EBLT	**WBRT**	**WB INT**	**WB NEAR**	**SBLT**		**NB INT**	**NB NEAR**				**NORTH LEG**	**SOUTH LEG**	
I	**I1**	**I2**	**I3**	**I4**	**I5**	**I6**	**I7**	**I8**	**I9**	**I10**	**I11**	**I12**	**I13**	**I14**
UPPER	**Ph 1** Call & Ext T2-1 & 2 C1-56 DET 1 #1 Lane	**Ph 2** Call & Ext T2-5 & 6 C1-39 DET 2 10 DEL	**Ph 2** Call & Ext T2-9 & 10 C1-63 DET 4 0.9	**Ph 2** Call & Que T4-1 & 2 C1-47 DET 6 2.0 #1 & #2	**Ph 3** Call & Ext T4-5 & 6 C1-58 DET 7 #1 Lane	**Ph 4** Call & Ext T4-9 & 10 C1-41 DET 8	**Ph 4** Ext T6-1 & 2 C1-65 DET 10 0.5 #1 Lane	**Ph 4** Call & Que T6-5 & 6 C1-49 DET 12 2.0 #1 & #2	**Ph 1** Call & Ext T6-9 & 10 C1-60 DET 13	NOT WIRED	NOT ASSIGNED C1-80	**Ph 2** PED CALL C1-67	**Ph 6** PED CALL C1-68	**FLASH** **SENSE** C1-81
LOWER	**Ph 1** Call & Ext T2-3 & 4 C1-56 DET 1 #2 Lane	**Ph 2** Call & Ext T2-7 & 8 C1-43 DET 3	**Ph 2** Call & Ext T2-11 & 12 C1-76 DET 5 2.6	**Ph 2** Call & Que T4-3 & 4 C1-47 DET 6 2.0 #3 Lane	**Ph 3** Call & Ext T4-7 & 8 C1-58 DET 7 #2 Lane	**Ph 4** Call & Ext T4-11 & 12 C1-45 DET 9	**Ph 4** Ext T6-3 & 4 C1-78 DET 11 3.2 #2 Lane	**Ph 4** Call & Que T6-7 & 8 C1-49 DET 12 2.0 #3 Lane	**Ph 3** Call & Ext T6- 11 & 12 C1-62 DET 14 "B" & "C" BACK LOOPS	NOT WIRED	NOT ASSIGNED C1-53	**Ph 4** PED CALL C1-69	**Ph 8** PED CALL C1-70	**STOP** **TIME** C1-82
	EBLT		**WB FAR**	**WB NEAR**	**SBLT**		**NB FAR**	**NB NEAR**	**SBLT**			**EAST LEG**		
	WBLT	**EBRT**	**EB INT**	**EB NEAR**	**NBLT**	**SBRT**	**SB INT**	**SB NEAR**				**WB**	**NB**	
J	**J1**	**J2**	**J3**	**J4**	**J5**	**J6**	**J7**	**J8**	**J9**	**J10**	**J11**	**J12**	**J13**	**J14**
UPPER	**Ph 5** Call & Ext T3-1 & 2 C1-55 DET 15 #1 Lane	**Ph 6** Call & Ext T3-5 & 6 C1-40 DET 16 10 DEL	**Ph 6** Call & Ext T3-9 & 10 C1-64 DET 18 1.1	**Ph 6** Call & Que T5-1 & 2 C1-48 DET 20 2.0 #1 & #2	**Ph 7** Call & Ext T5-5 & 6 C1-57 DET 21 #1 Lane	**Ph 8** Call & Ext T5- 9 & 10 C1-42 DET 22 10 DEL #1 Lane	**Ph 8** Ext T7-1 & 2 C1-66 DET 24 1.2	**Ph 8** Call & Que T7- 5 & 6 C1-50 DET 26 2.0 #1 & #2	**Ph 5** Call & Ext T7- 9 & 10 C1-59 DET 27	NOT WIRED	NOT ASSIGNED C1-54	**PH 2 & 5** **EVA** **Preempt** C1 - 71 PRE 3	**PH 4 & 7** **EVB** **Preempt** C1 - 72 PRE 4	**LOW** **BATT** **RAILROAD** **1** C1-51
LOWER	**Ph 5** Call & Ext T3-3 & 4 C1-55 DET 15 #2 Lane	**Ph 6** Call & Ext T3-7 & 8 C1-44 DET 17	**Ph 6** Call & Ext T3-11 & 12 C1-77 DET 19 0.9	**Ph 6** Call & Que T5-3 & 4 C1-48 DET 20 2.0 #3 Lane	**Ph 7** Call & Ext T5-7 & 8 C1-57 DET 21 #2 Lane	**Ph 8** Call & Ext T5-11 & 12 C1-46 DET 23 10 DEL #2 Lane	**Ph 8** Ext T7- 3 & 4 C1-79 DET 25 1.0	**Ph 8** Call & Que T7- 7 & 8 C1-50 DET 26 2.0 #3 Lane	**Ph 7** Call & Ext T7-11 & 12 C1-61 DET 28	NOT WIRED	NOT ASSIGNED C1-75	**PH 6 & 1** **EVC** **Preempt** C1 - 73 PRE 5	**PH 8 & 3** **EVD** **Preempt** C1 - 74 PRE 6	**RAILROAD** **2** C1-52
	WBLT		**EB FAR**	**EB NEAR**	**NBLT**	**SBRT**	**SB FAR**	**SB NEAR**				**EB**	**SB**	

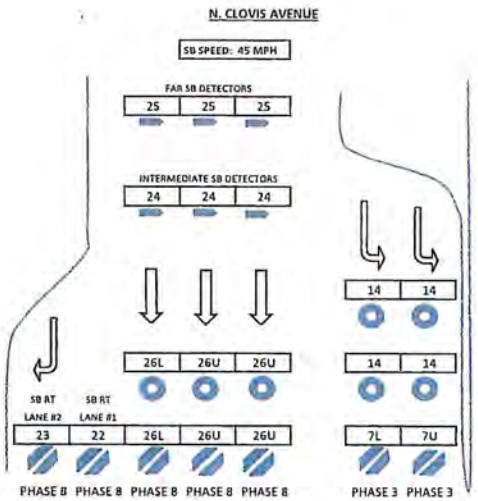
COMMENTS:

222 Loop Amplifier
752 Discriminator
242 Isolator
232 Mag Amplifier

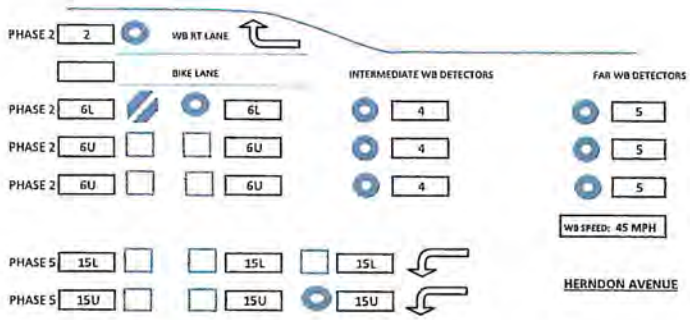
Detector Layout for the Intersection of: CLOVIS and HERNDON
DATE: Friday, June 4, 2021
BY: T. Barker

NOTES:
X DETECTOR NUMBER

"I" - INPUT PANEL		"J" - INPUT PANEL	
Det No.	Location	Det No.	Location
1U	EBLT Loops Lane #1	15U	WBLT Loops Lane #1
1L	EBLT Loops Lane #2	15L	WBLT Loops Lane #2
2	WBRT LOOP	16	EBRT LANE
3	(NOT USED)	17	(NOT USED)
4	WB INTERMEDIATE LOOPS	18	EB INT Magnetic Probes
5	WB FAR LOOPS	19	EB FAR Magnetic Probes
6U	WB LOOPS Lane #1 & #2	20U	EB LOOPS Lane #1 & #2
6L	WB LOOPS Lane #3	20L	EB LOOPS Lane #3
7U	SBLT Loops #1 Lane	21U	NBLT Loops #1 Lane
7L	SBLT Loops #2 Lane	21L	NBLT Loops #2 Lane
8	(NOT USED)	22	SBRT Loops Lane #1
9	(NOT USED)	23	SBRT Loops Lane #2
10	NB INT Magnetic Probes	24	SB INT Magnetic Probes
11	NB FAR Magnetic Probes	25	SB FAR Magnetic Probes
12U	NB LOOPS Lane #1 & #2	26U	SB LOOPS Lane #1 & #2
12L	NB LOOPS Lane #3	26L	SB LOOPS Lane #3
13	(NOT USED)	27	(NOT USED)
14	SBLT Back Loops	28	(NOT USED)
41	NA	43	NA
42	NA	44	NA
29	NA	31	NA
30	NA	32	NA

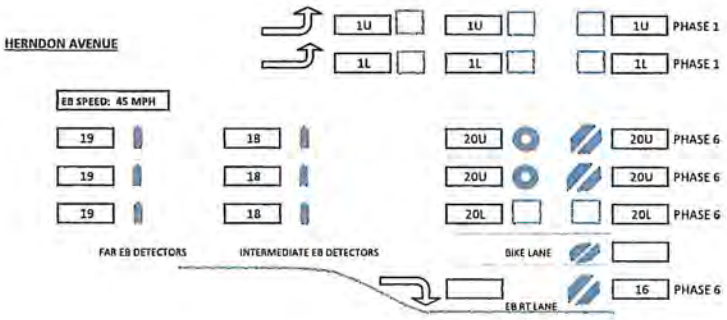


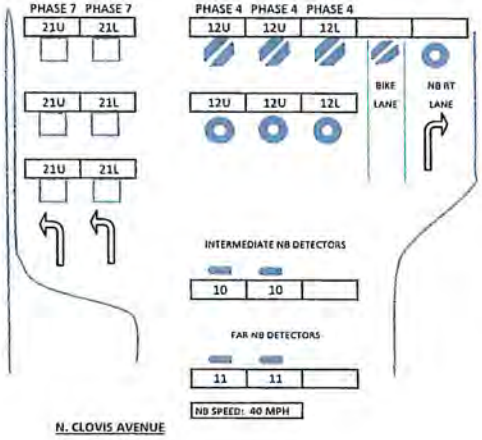




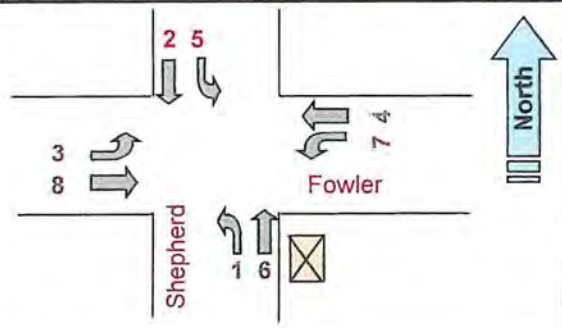
INTERSECTION MAINTENANCE NUMBER:
C 0255

COORDINATES:
LATITUDE 36.837324
LONGITUDE -119.700015





Movement	NBL	SB	EBL	WB	SBL	NB	WBL	EB
Times [1.1.1]	1	2	3	4	5	6	7	8
Min Green	9	8	8	8	9	8	8	8
Gap, Ext	2	3	2	4.7	2	3	2	4.7
Max 1	35	40	35	40	35	40	35	40
Max 2								
Yel Clearance	3	4.7	3	5	3	4.7	3	5
Red Clearance	1	1	1	1	1	1	1	1
Walk								7
Ped Clearance								23
Red Revert	1	1	1	1	1	1	1	1
Add Initial								
Max Initial								
Time B4 Reduct		18		19		18		19
Cars B4 Reduct								
Time To Reduce		12		11		12		11
Reduce By								
Min Gap	2	1.8	2	3.1	2	1.8	2	3.1
DyMaxLim	45							
Max Step	5							
Options [1.1.2]	1	2	3	4	5	6	7	8
Enable	X	X	X	X	X	X	X	X
Min Recall								
Max Recall								
Ped Recall								
Soft Recall								
Lock Calls								
Auto Flash Entry								
Auto Flash Exit								
Dual Entry		X		X		X		X
Enable Simul Gap	X	X	X	X	X	X		X
Gaurantee Passage								
Rest In Walk								
Conditon Service								
Non-Actuated 1								
Non-Actuated 2								
Add Init Calc								



Phase Options+ [1.1.3]

Options+	1	2	3	4	5	6	7	8
Reservice								
PedClr Thru Yel								
SkipRed-NoCall								
Red Rest								
Max II								
Max Inhibit								
Ped Delay								
Red Rest on Gap								
Conflicting Phase								
Grn/Ped Delay								
Omit Yel, Yel P								
Ped Out/Olp Ped								
StartYel, Next P			3				7	

Phase Concurrency [1.1.4]

Phase	Ring	StartUp	Concurrent Phases			
1	1	RED	5	6	0	0
2	1	YELLOW	5	6	0	0
3	1	RED	7	8	0	0
4	1	RED	7	8	0	0
5	2	RED	1	2	0	0
6	2	YELLOW	1	2	0	0
7	2	RED	3	4	0	0
8	2	RED	3	4	0	0
9		RED	0	0	0	0
10		RED	0	0	0	0
11		RED	0	0	0	0
12		RED	0	0	0	0

Comm Ports [6.6]

Channel	Port	Echo	Mode
Async 1	SP1	NONE	0
Async 2	SP2	NONE	0
Async 3	SP8	NONE	0
Async 4	OFF	NONE	0
Sync 1	SP5S		
Sync 2	SP3S		
TS2CVM	ASYNC3		
Opticom	NONE		
GPS	NONE		

Unit Params [1.2.1]

Startup Flash	0	Red Revert	1
MCE Timeout	0	Auto Ped Clear	OFF
Loc Flsh Start	OFF	Display Time	10
Yellow < 3"	OFF	Tone Disable	OFF
Allow Skip Yel	OFF	AudioPedTime	OFF
Start Red Tm	0	Phase Mode	STD8
Disable Init Ped	OFF	CNA FreeTime	0
TOD Dimming	OFF	Diamond Mode	4Ph
ST over Prmpt	OFF	Free Ring Seq	1
Feature Profile	1	IO Mode	AUTO
Mx Seek TrkTm	0	Max Cyc Timer	0
Mx Seek Dwell	0	CycFlt Actn	ALARM
Prmpt/Ext Coor	EXT	Clrnc Decide	OFF
Aux Switch	STOPTM	LPAlt Srs	OFF

Times+ [1.1.7]

	1	2	3	4	5	6	7	8
Walk2	0	0	0	0	0	0	0	0
BikeClr	0	0	0	0	0	0	0	0
GrnFlash	0	0	0	0	0	0	0	0
SfClrMn	0	0	0	0	0	0	0	0
SfClrNoFlsh	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

SDLC Parameters [1.3.2]

		Manual Check
		0
TS2 Detector Faults	OFF	OFF

SPECIAL INSTRUCTIONS:

Comm [6.2]

Port	Baud Rate	FCM
1	9600	6
2	9600	6
3	1200	0
4	1200	0

Comm [6.5]

IP Address:	10	128	0	96
Mask:	255	255	255	0
Gateway:	10	128	0	254
Port #:	5096			

Host IP *

10	50	11	15

*Host IP must be entered manually.

CITY OF CLOVIS

Phase Seq. (2 ring) Chart [1.2.4]

Seq #	Ring	Phases					
1	1	1	2	3	4	0	0
	2	5	6	7	8	0	0
2	1	1	2	3	4	0	0
	2	6	5	7	8	0	0
3	1	2	1	3	4	0	0
	2	5	6	7	8	0	0
4	1	2	1	3	4	0	0
	2	6	5	7	8		0
5	1	1	2	3	4		0
	2	5	6	8	7	0	0
6	1	1	2	3	4	0	0
	2	6	5	8	7	0	0
7	1	2	1	3	4	0	0
	2	5	6	8	7	0	0
8	1	2	1	3	4	0	0
	2	6	5	8	7	0	0
9	1	1	2	4	3	0	0
	2	5	6	7	8	0	0
10	1	1	2	4	3	0	0
	2	6	5	7	8	0	0
11	1	2	1	4	3	0	0
	2	5	6	7	8	0	0
12	1	2	1	4	3	0	0
	2	6	5	7	8	0	0
13	1	1	2	4	3	0	0
	2	5	6	8	7		0
14	1	1	2	4	3		0
	2	6	5	8	7	0	0
15	1	2	1	4	3	0	0
	2	5	6	8	7	0	0
16	1	2	1	4	3	0	0
	2	6	5	8	7	0	0

Advance Warning [1.1.9]

	Ph	Tm
Aux Out #1	0	0
Aux Out #2	0	0

NAME: Fowler at Shepherd **ID:** 186 **Configuration:** Standard File

V76.7D
ATMS 1.5.45.263

Prepared by:		**Date Installed:**	12/31/2017
Installed by:		**Date Superceded:**	

Date Printed: 1/5/18

[2.1] Coord Modes+

Test OpMode	0
Correction	LONG
Maximum	MAX 1
Force Mode	FIXED
Flash Mode	CHANNEL

Coord Modes+ (Page 2)

FreeonSeqCh	OFF
Closed Loop	OFF
External	OFF
Latch Sec Frc	OFF
Stop-in-Walk	OFF
Ped Recycle	NO_RECYCLE
Expand Splt	OFF
Easy Float	OFF
Auto Reset	OFF
NTCIP Yield	+ 0

Leave Walk

Before	TIMED
After	TIMED

Intersection Name: Fowler at Shepherd

ID: 186

CITY OF CLOVIS

Date Printed: 1/5/2018

[2.4] Patterns

Pat#	Cyc	Off	Split	Seq
1	0	0	0	1
2	0	0	0	1
3	0	0	0	1
4	0	0	0	1
5	0	0	0	1
6	0	0	0	1
7	0	0	0	1
8	0	0	0	1
9	0	0	0	1
10	0	0	0	1
30	0	0	0	1
31	0	0	0	1
32	0	0	0	1

[2.7.1-24] Splits

Split	[2.7]	1	2	3	4	5	6	7	8
1	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
2	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
3	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
4	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
5	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
6	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
7	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
8	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
9	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
10	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
30	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
31	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON
32	Split	0	0	0	0	0	0	0	0
	Crd-P								
	Mode	NON	NON	NON	NON	NON	NON	NON	NON

[2.5] Transition

Pat#	Short	Long	Dwell	No Shortway Ø				E-Yld	Offset	Ret Hold	Flt	Veh	Ped	FRC MODE
1		17	0	0	0	0	0	0	BegGRN	-	-	-	-	
2		17	0	0	0	0	0	0	BegGRN	-	-	-	-	
3		17	0	0	0	0	0	0	BegGRN	-	-	-	-	
4		17	0	0	0	0	0	0	BegGRN	-	-	-	-	
5		17	0	0	0	0	0	0	BegGRN	-	-	-	-	
6		17	0	0	0	0	0	0	BegGRN	-	-	-	-	
7		17	0	0	0	0	0	0	BegGRN	-	-	-	-	
8		17	0	0	0	0	0	0	BegGRN	-	-	-	-	
9		17	0	0	0	0	0	0	BegGRN	-	-	-	-	
10		17	0	0	0	0	0	0	BegGRN	-	-	-	-	
30		17	0	0	0	0	0	0	BegGRN	-	-	-	-	
31		17	0	0	0	0	0	0	BegGRN	-	-	-	-	
32		17	0	0	0	0	0	0	BegGRN	-	-	-	-	

Overlap 1-8 Program Parms & Parm+ [1.5.2.1] [1.5.2.8]

		NORMAL	
1	Included Ø	Grn	
	Modifier Ø	Yel	3.5
A	Conflict Ø	Red	1.5
	Conflict Olap	LG	
	Conflict Ped		
2	Included Ø	NORMAL	
	Modifier Ø	Grn	
B	Conflict Ø	Yel	3.5
	Conflict Olap	Red	1.5
	Conflict Ped	LG	
3	Included Ø	NORMAL	
	Modifier Ø	Grn	
C	Conflict Ø	Yel	3.5
	Conflict Olap	Red	1.5
	Conflict Ped	LG	
4	Included Ø	NORMAL	
	Modifier Ø	Grn	
D	Conflict Ø	Yel	3.5
	Conflict Olap	Red	1.5
	Conflict Ped	LG	
5	Included Ø	NORMAL	
	Modifier Ø	Grn	
E	Conflict Ø	Yel	3.5
	Conflict Olap	Red	1.5
	Conflict Ped	LG	
6	Included Ø	NORMAL	
	Modifier Ø	Grn	
F	Conflict Ø	Yel	3.5
	Conflict Olap	Red	1.5
	Conflict Ped	LG	
7	Included Ø	NORMAL	
	Modifier Ø	Grn	
G	Conflict Ø	Yel	3.5
	Conflict Olap	Red	1.5
	Conflict Ped	LG	
8	Included Ø	NORMAL	
	Modifier Ø	Grn	
H	Conflict Ø	Yel	3.5
	Conflict Olap	Red	1.5
	Conflict Ped	LG	

Unit Parameters [1.2.1]

Stop Timer Over Preempt	OFF
Preempt or Ext Output	EXT
Max Seek Track Time	0
Max Seek Dwell Time	0

Channel Parameters [1.8.3]

Pre Invert Rail Input	OFF

Preemption Options+ [3.6]

Pre #	Enable	Type	Output	Pattern	Skip	Co+Pre	Flash	Max/Min
1	ON	RAIL	TS2		OFF	OFF	OFF	MAX
2	OFF	EMERG	TS2		OFF	OFF	OFF	MAX
3	ON	EMERG	TS2		OFF	OFF	OFF	MAX
4	ON	EMERG	TS2		OFF	OFF	OFF	MAX
5	ON	EMERG	TS2		OFF	OFF	OFF	MAX
6	ON	EMERG	TS2		OFF	OFF	OFF	MAX

Preemption Times+ [3.1]

Pre #	Delay	MinDura	MaxPres	MinGrn	MinWlk	PedClr	Track Grn	Min Dwell
1								
2								
3		9	60		4	23		9
4		9	60		4	18		9
5		9	60		4	22		9
6		9	60		4	18		9

Preemption, Options+ [3.3]

Pre #	Lock Input	Over-ride Auto Flash	Over-ride Higher Preempt#	Flash Dwell	Link
1	ON	ON	ON	ON	
2	ON	ON	ON	OFF	
3	ON	ON	ON	OFF	
4	ON	ON	ON	OFF	
5	ON	ON	ON	OFF	
6	ON	ON	ON	OFF	

Preemption, Times+ [3.4]

Pre No.	Extend Dwell	Return Max	Ped Clr	Yel	Red
1					
2					
3					
4					
5					
6					

Low Priority Preempts [3.X; where X = 7 thru 10]

Pre #	Enb	C+P	Lock	NoSkip	Qjump	Times: Alt Tbl	Min	Max	Lock	Priorty Phases			
7	OFF	OFF	MAX	OFF	OFF		0	0	0	0	0	0	0
8	OFF	OFF	MAX	OFF	OFF		0	0	0	0	0	0	0
9	OFF	OFF	MAX	OFF	OFF		0	0	0	0	0	0	0
10	OFF	OFF	MAX	OFF	OFF		0	0	0	0	0	0	0

OLP GENERAL PARAMETERS [1.5.1]

Lock Inhibit	OFF
Conflict Lock Enable	OFF
Parent P Clearance	OFF
Xtra Incl Phases	OFF
InhibitLockInterval	Always

Dwell Phases [3.2]

Pre #	Column	1	2	3	4	5	6	7	8	9	10
1	Phases										
	Peds										
2	Phases										
	Peds										
3	Phases	2	5								
	Peds										
4	Phases	4	7								
	Peds										
5	Phases	1	6								
	Peds										
6	Phases	3	8								
	Peds										

Track Clear Phases [3.2]

Pre #	Phases
1	
2	
3	
4	
5	
6	

Exit Phases [3.2]

No.	Exit Phase
1	
2	
3	
4	
5	
6	

Overlaps+ [3.5]

Pre #		Preempt Overlaps +
1	Track	
	Dwell	
2	Track	
	Dwell	
3	Track	
	Dwell	
4	Track	
	Dwell	
5	Track	
	Dwell	
6	Track	
	Dwell	

Advance Times [3.x.8]

	1	2	3	4	5	6
YelChng						
RedClr						
TrkYelChng						
TrkRedClr						

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CHANNEL SETTINGS [1.8] plus UNIT PARAMETERS [1.2.1]

CHANNEL SETTINGS [1.8.1]

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase / Olap #	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8
Channel Type	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED
Channel Flash	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK
Flash 1-2 Hertz																
	Page 1								Page 2							

Chan Settings [1.8.2]

17	18	19	20	21	22	23	24
1	3	5	7				
PED	PED	PED	PED	VEH	VEH	VEH	VEH
DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK

CHANNEL PARMETERS [1.8.3]

CH 17-24 Mapping:	DEFAULT
D-Conn Mapping:	NONE
Invert Rail Inputs:	OFF
C1-C11-ABC IO Mode:	AUTO

IO PARAMETERS [1.8.6]

C1-C11-ABC IO Mode:	AUTO
D-Conn Mapping:	NONE
T & F BIU Mapping	DEFAULT
Invert Rail Inputs:	OFF
EVP Ped Confirm	OFF

CHANNELS+ [1.8.4]

Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Flash Red	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Flash Yellow	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Inh Red Fl in Preempt	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off	Off
Olap Ovrd	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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I/O LOGIC [1.8.7]

Row#	Result		Function			OP	Function			OP	Function			OP	Timer	
	I/O	Fcn	Inv	I/0	Fcn	Logic	Inv	I/0	Fcn	Logic	Inv	I/0	Fcn	Logic	Dly	Sec
1	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
2	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
3	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
4	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
5	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
6	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
7	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
8	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
9	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0
10	I	0	-	I	----	0	-	I	----	0	-	I	----	0	DLY	0

Ped Parms (MM>5>4)

Det#	Call	No Act	Max Pres	Err Cnt
1	0	0	0	0
2	2	0	0	0
3	0	0	0	0
4	4	0	0	0
5	0	0	0	0
6	6	0	0	0
7	0	0	0	0
8	8	0	0	0

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Veh Par 1-32 [5.1]											Vehicle Options 1-32 [5.2]									Parameters+ 1-32 [5.3]								Info Only		
Det #	Input Slot	Call Ø	Swi Ø	Dlay	Ext	Que	No Act	Max Pres	Err Cnt	Fail Time	Det #	Call	Ext	Que	Add Init	Red Lock	Yell Lock	occ	vol	Det #	Occupancy G	Occupancy Y	Occupancy R	Delay 1	Delay 2	Type	Src	Dir	Type	Det #
1	1I1U	1					0	0	0	2	1	X	X	-	-	X	-	X	X	1	X	X	-			NORM		NBL1		1
2	2I2U	2			1.1		0	0	0	2	2	-	X	-	-	-	-	-	-	2	-	-	-			NORM				2
3	2I2L	2			3.7		0	0	0	2	3	-	X	-	-	-	-	-	-	3	-	-	-			NORM				3
4	2I3U	2					0	0	0	2	4	X	X	-	-	-	-	-	-	4	-	-	-			NORM				4
5	2I3L	2			2	20	0	0	0	2	5	X	-	X	-	-	-	-	-	5	-	-	-			NORM				5
6	2I4U	2			2	20	0	0	0	2	6	X	-	X	-	-	-	X	X	6	X	X	-			NORM		SBT1		6
7	3I5U	3					0	0	0	2	7	X	X	-	-	X	-	X	X	7	X	X	-			NORM		EBL1		7
8	4I6U	4			1.6		0	0	0	2	8	X	X	-	-	-	-	-	-	8	-	-	-			NORM				8
9	4I6L	4			0.1		0	0	0	2	9	X	X	-	-	-	-	-	-	9	-	-	-			NORM				9
10	4I7U	4		10			0	0	0	2	10	X	-	-	-	-	-	X	X	10	X	X	X			NORM		WBR1		10
11	4I7L	4			2	20	0	0	0	2	11	X	-	X	-	-	-	-	-	11	-	-	-			NORM				11
12	4I8U	4			2	20	0	0	0	2	12	X	-	X	-	-	-	X	X	12	X	X	-			NORM		WBT1		12
13	1I9U	1					0	0	0	2	13	X	X	-	-	-	X	-	-	13	-	-	-			NORM				13
14	3I9L	3					0	0	0	2	14	X	X	-	-	-	X	-	-	14	-	-	-			NORM				
15	5J1U	5					0	0	0	2	15	X	X	-	-	X	-	X	X	15	X	X	-			NORM		SBL1		15
16	6J2U	6			1		0	0	0	2	16	-	X	-	-	-	-	-	-	16	-	-	-			NORM				16
17	6J2L	6			0.8		0	0	0	2	17	-	X	-	-	-	-	-	-	17	-	-	-			NORM				17
18	6J3U	6		10			0	0	0	2	18	X	-	-	-	-	-	X	X	18	X	X	X			NORM		WBT2		18
19	6J3L	6			2	20	0	0	0	2	19	X	-	X	-	-	-	-	-	19	-	-	-			NORM				19
20	6J4U	6			2	20	0	0	0	2	20	X	-	X	-	-	-	X	X	20	X	X	-			NORM		NBT1		20
21	7J5U	7					0	0	0	2	21	X	X	-	-	X	-	X	X	21	X	X	-			NORM		WBL1		21
22	8J6U	8			1.5		0	0	0	2	22	X	X	-	-	-	-	-	-	22	-	-	-			NORM				22
23	8J6L	8			0.1		0	0	0	2	23	X	X	-	-	-	-	-	-	23	-	-	-			NORM				23
24	8J7U	8					0	0	0	2	24	X	-	-	-	-	-	X	X	24	X	X	X			NORM		EBR1		24
25	8J7L	8			2	20	0	0	0	2	25	X	-	X	-	-	-	-	-	25	-	-	-			NORM				25
26	8J8U	8			2	20	0	0	0	2	26	X	-	X	-	-	-	X	X	26	X	X	-			NORM		EBT1		26
27	5J9U	5					0	0	0	2	27	X	X	-	-	-	X	-	-	27	-	-	-			NORM				27
28	7J9L	7					0	0	0	2	28	X	X	-	-	-	X	-	-	28	-	-	-			NORM				28
29	2I11U	2					0	0	0	2	29	-	-	-	-	-	-	-	-	29	-	-	-			NORM				29
30	4I11L	4					0	0	0	2	30	-	-	-	-	-	-	-	-	30	-	-	-			NORM				30
31	6J11U	6					0	0	0	2	31	-	-	-	-	-	-	-	-	31	-	-	-			NORM				
32	8J11L	8					0	0	0	2	32	-	-	-	-	-	-	-	-	32	-	-	-			NORM				32
33	1I1L	1					0	0	0	2	33	-	-	-	-	-	-	-	-	33	-	-	-			NORM				33
34	2I4L	2			2	20	0	0	0	2	34	X	-	X	-	-	-	X	X	34	X	X	-			NORM		SBT2		34
35	3I5L	3					0	0	0	2	35	-	-	-	-	-	-	-	-	35	-	-	-			NORM				35
36	4I8L	4			2	20	0	0	0	2	36	X	-	X	-	-	-	X	X	36	X	X	-			NORM				36
37	5J1L	5					0	0	0	2	37	-	-	-	-	-	-	-	-	37	-	-	-			NORM				37
38	6J4L	6			2	20	0	0	0	2	38	X	-	X	-	-	-	X	X	38	X	X	-			NORM		NBT2		38
39	7J5L	7					0	0	0	2	39	-	-	-	-	-	-	-	-	39	-	-	-			NORM				39
40	8J8L	8			2	20	0	0	0	2	40	X	-	X	-	-	-	X	X	40	X	X	-			NORM		EBT2		40
41	4I10U						0	0	0	0	41	-	-	-	-	-	-	-	-	41	-	-	-			NORM				41
42	4I10L						0	0	0	0	42	-	-	-	-	-	-	-	-	42	-	-	-			NORM				42
43	8J10U						0	0	0	0	43	-	-	-	-	-	-	-	-	43	-	-	-			NORM				43
44	8J10L						0	0	0	0	44	-	-	-	-	-	-	-	-	44	-	-	-			NORM				44

ID: 186 **Name:** Fowler at Shepherd

Vol/Occ Period 0 Seconds / 15 Minutes

1/5/2018

Alt# 1 Times Table [1.1.6.1]

Column#... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Walk								
Ped Clr								

Alt# 2 Times Table [1.1.6.1]

Column#... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Walk								
Ped Clr								

Alt# 3 Times Table [1.1.6.1]

Column#... ->	1	2	3	4	5	6	7	8
Assign Ø								
Min Grn								
Gap, Ext								
Max 1								
Max 2								
Yel Clr	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Walk								
Ped Clr								

Alt# 1 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø	1	2	3	4	5	6	7	8
Lock Calls	-	-	-	-	-	-	-	-
Soft Recall	-	-	-	X	-	-	-	X
Dual Entry	-	X	-	X	-	X	-	X
Enabl SimGap	X	X	X	X	X	X	X	X
Guar Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1								
Conflicting Ø2								

Alt# 2 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø	1	2	3	4	5	6	7	8
Lock Calls	-	-	-	-	-	-	-	-
Soft Recall	-	-	-	-	-	-	-	-
Dual Enrty	-	X	-	-	-	X	-	-
Enabl SimGap	X	X	X	X	X	X	X	X
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	X	X	X	X	X	X	X	X
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1								
Conflicting Ø2								

Alt# 3 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	X	X	X	X	X	X	X	X
Soft Recall	-	-	-	-	-	-	-	-
Dual Enrty	-	-	-	-	-	-	-	-
Enabl SimGap	X	X	X	X	X	X	X	X
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1								
Conflicting Ø2								

Alt# 4 Options Table [1.1.6.2]

Column # ->	1	2	3	4	5	6	7	8
Assign Ø								
Lock Calls	X	X	X	X	X	X	X	X
Soft Recall	-	-	-	-	-	-	-	-
Dual Entry	-	-	-	-	-	-	-	-
Enabl SimGap	X	X	X	X	X	X	X	X
Gaur Passage	-	-	-	-	-	-	-	-
Rest In Walk	-	-	-	-	-	-	-	-
Cond Service	-	-	-	-	-	-	-	-
Reservice	-	-	-	-	-	-	-	-
Non-Act 1	-	-	-	-	-	-	-	-
Red Rest	-	-	-	-	-	-	-	-
Max2	-	-	-	-	-	-	-	-
Ped Delay	-	-	-	-	-	-	-	-
Conflicting Ø1								
Conflicting Ø2								

Alternate Tables [2.6]

Pat#	POpt	PTime	DetGrp	Call/Inh	Olp Off 1 2 3 4 5 6 7 8	ASC	CNA1	Max2	Dia
1	1					0	Off		DFT
2	2					0	Off		DFT
3						0	Off		DFT
4						0	Off		DFT
5						0	Off		DFT
6						0	Off		DFT
7						0	Off		DFT
8						0	Off		DFT
9						0	Off		DFT
10						0	Off		DFT
11						0	Off		DFT
12						0	Off		DFT
13						0	Off		DFT
14						0	Off		DFT
15						0	Off		DFT
16						0	Off		DFT
17						0	Off		DFT
18						0	Off		DFT
19						0	Off		DFT
20						0	Off		DFT
21						0	Off		DFT
22						0	Off		DFT
23						0	Off		DFT
24						0	Off		DFT

Time Base Parameters [4.6]

Daylight Savings Time	ENABLE	
Time Base Sync Ref	0	
GMT Offset	+	0
Daylight Savings	Mon	Week
Spring	0	1
Fall	0	1

CITY OF CLOVIS

NAME: Fowler at Shepherd

1/5/2018 **ID:** 186

Annual Schedule [4.3]

	Month												Day of Week							Date																													Day	Link
	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	Plan	To
1	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	1	0
2																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0
3																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0
4																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0
5																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0
6																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0
7																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0
8																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0
9																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0
10																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0
11																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0
12																				-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	0

DAY PLANS [4.4]

Plan 1				Plan 2				Plan 3				Plan 4				Plan 5				Plan 6			
Evt	Hour	Min	Act	Evt	Hour	Min	Act	Evt	Hour	Min	Act	Evt	Hour	Min	Act	Evt	Hr	Min	Act	Evt	Hour	Min	Act
1		1	2	1				1				1				1				1	0	0	0
2	6		1	2				2				2				2				2	0	0	0
3	22		2	3				3				3				3				3	0	0	0
4				4				4				4				4				4	0	0	0
5				5				5				5				5				5	0	0	0
6				6				6				6				6				6	0	0	0
7				7				7				7				7				7	0	0	0
8				8				8				8				8				8	0	0	0

Plan 7				Plan 8				Plan 9				Plan 10				Plan 11				Plan 12			
Evt	Hour	Min	Act	Evt	Hour	Min	Act	Evt	Hour	Min	Act	Evt	Hour	Min	Act	Evt	Hr	Min	Act	Evt	Hour	Min	Act
1				1				1				1				1				1	0	0	0
2				2				2				2				2				2	0	0	0
3				3				3				3				3				3	0	0	0
4				4				4				4				4				4	0	0	0
5				5				5				5				5				5	0	0	0
6				6				6				6				6				6	0	0	0
7				7				7				7				7				7	0	0	0
8				8				8				8				8				8	0	0	0

Comments:

Minute Table [4.5]

Act	Pat#	A1	A2	A3	S1	S2	S3	S4	S5	S6	S7	S8	P1	P2
1	1	-	-	-	-	-	-	-	-	-	-	-	0	0
2	2	-	-	-	-	-	-	-	-	-	-	-	0	0
3	3	-	-	-	-	-	-	-	-	-	-	-	0	0
4	4	-	-	-	-	-	-	-	-	-	-	-	0	0
5	5	-	-	-	-	-	-	-	-	-	-	-	0	0
6	6	-	-	-	-	-	-	-	-	-	-	-	0	0
7	7	-	-	-	-	-	-	-	-	-	-	-	0	0
8	8	-	-	-	-	-	-	-	-	-	-	-	0	0
9	9	-	-	-	-	-	-	-	-	-	-	-	0	0
10	10	-	-	-	-	-	-	-	-	-	-	-	0	0
11	0	-	-	-	-	-	-	-	-	-	-	-	0	0
12	0	-	-	-	-	-	-	-	-	-	-	-	0	0
13	0	-	-	-	-	-	-	-	-	-	-	-	0	0
14	0	-	-	-	-	-	-	-	-	-	-	-	0	0
15	0	-	-	-	-	-	-	-	-	-	-	-	0	0
16	0	-	-	-	-	-	-	-	-	-	-	-	0	0
54	254	-	-	-	-	-	-	-	-	-	-	-	0	0
55	255	-	-	-	-	-	-	-	-	-	-	-	0	0

Name: Fowler at Shepherd

ID: 186

Date Printed: 1/5/2018

#	Alarm	Ev	Alr
1	Power Up Alarm.	X	X
2	Stop Timing	X	X
3	Cabinet Door Activation	-	-
4	Coordination Failure	X	X
5	External Alarm # 1	-	-
6	External Alarm # 2	-	-
7	External Alarm # 3	-	-
8	External Alarm # 4	-	-
9	Closed Loop Disabled	-	-
10	External Alarm # 5	-	-
11	External Alarm # 6	-	-
12	Manual Control Enable	-	-
13	Coord Free Input	-	-
14	Local Flash Input	X	X
15	CMU/MMU Flash Input	-	-
16	MMU Fault	-	-
17	Cycle Fault	X	X
18	Cycle Failure	X	X
19	Coordination Fault	X	X
20	Controller Fault	X	X
21	Detector SDLC Fault	-	-
22	MMU SDLC Fault	-	-
23	Critical SDLC Fault	-	-
24	SDLC Res. Frame Fault	-	-
25	EEPROM CRC Fault	-	-
26	Detector Diagnostic Fault	-	-
27	Detector Fault from SDLC	-	-
28	Queue detector alarm	-	-
29	Ped Fault	X	X
30	Coord Diagnostic Fault	X	X
37	Download Request	-	-
38	Pattern Change	-	-
49	Preempt 1 Input	X	X
50	Preempt 2 Input	-	-
51	Preempt 3 Input	X	X
52	Preempt 4 Input	X	X
53	Preempt 5 Input	X	X
54	Preempt 6 Input	X	X
55	Preempt 7 Input	-	-
56	Preempt 8 Input	-	-
57	Preempt 9 Input	-	-
58	Preempt 10 Input	-	-
59	EEPROM Compare Fault	-	-
60	Coordination Failure	X	X
73	Controller Access	-	-
81	FIO Changed Status	-	-

Call Phases[1.1.5]

Ø	Phases Called By Ø
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	

Redirect Phases[1.1.5]

	From	To	From	To	From	To	From	To
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

Inhibit Phases[1.1.5]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Alt Call & Redirect # 1 [1.1.6.3]

Col	Ø	Phases Called By Ø	From	To	From	To	From	To	From	To
1			1							
2			2							
3			3							
4			4							
5			5							
6			6							
7			7							
8			8							

Alt Inhibit Phases # 1 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Alt Call & Redirect # 2 [1.1.6.3]

Col	Ø	Phases Called By Ø	From	To	From	To	From	To	From	To
1			1							
2			2							
3			3							
4			4							
5			5							
6			6							
7			7							
8			8							

Alt Inhibit Phases # 2 [1.1.6.3]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Alarm Parameters [1.6.7.1]

Pattern Events:	OFF
Local Txmt Alarms:	OFF
Reassign User Alarm #1 In (5):	0
Reassign User Alarm #2 In (6):	0
Preempt Events:	OFF

CITY OF CLOVIS

Date Printed
1/5/2018

ID: 186 Name: Fowler at Shepherd

I/O Inputs - 1.8.9.1.5

C-1 PIN	I/O Source	Function	Input Name
39	I1-1	2	Veh Det 2
40	I1-2	16	Veh Det 16
41	I1-3	8	Veh Det 8
42	I1-4	22	Veh Det 22
43	I1-5	3	Veh Det 3
44	I1-6	17	Veh Det 17
45	I1-7	9	Veh Det 9
46	I1-8	23	Veh Det 23
47	I2-1	6	Veh Det 6
48	I2-2	20	Veh Det 20
49	I2-3	12	Veh Det 12
50	I2-4	26	Veh Det 26
51	I2-5	198	Pre 1 In
52	I2-6	199	Pre 2 In
53	I2-7	30	Veh Det 30
54	I2-8	31	Veh Det 31
55	I3-1	15	Veh Det 15
56	I3-2	1	Veh Det 1
57	I3-3	21	Veh Det 21
58	I3-4	7	Veh Det 7
59	I3-5	27	Veh Det 27
60	I3-6	13	Veh Det 13
61	I3-7	28	Veh Det 28
62	I3-8	14	Veh Det 14
63	I4-5	4	Veh Det 4
64	I4-6	18	Veh Det 18
65	I4-7	10	Veh Det 10
66	I4-8	24	Veh Det 24
67	I5-1	130	Ped Call 2
68	I5-2	134	Ped Call 6
69	I5-3	132	Ped Call 4
70	I5-4	136	Ped Call 8
71	I5-5	200	Pre 3 In
72	I5-6	201	Pre 4 In
73	I5-7	202	Pre 5 In
74	I5-8	203	Pre 6 In
75	I6-1	32	Veh Det 32
76	I6-2	5	Veh Det 5
77	I6-3	19	Veh Det 19
78	I6-4	11	Veh Det 11
79	I6-5	25	Veh Det 25
80	I6-6	29	Veh Det 29
81	I6-7	208	Local Flash
82	I6-8	207	Comp StopTm

I/O OUTPUTS .8.9.2.5

C-1 PIN	I/O Source	Function	Output Name
1	Logic Grd		
2	O1-1	14	Red Ch 14
3	O1-2	62	Grn Chan 14
4	O1-3	4	Red Ch 4
5	O1-4	28	Yel Chan 4
6	O1-5	52	Grn Chan 4
7	O1-6	3	Red Ch 3
8	O1-7	27	Yel Chan 3
9	O1-8	51	Grn Chan 3
10	O2-1	13	Red Ch 13
11	O2-2	61	Grn Chan 13
12	O2-3	2	Red Ch 2
13	O2-4	26	Yel Chan 2
14	Logic Grd		
15	O2-5	50	Grn Chan 2
16	O2-6	1	Red Ch 1
17	O2-7	25	Yel Chan 1
18	O2-8	49	Grn Chan 1
19	O3-1	16	Red Ch 16
20	O3-2	64	Grn Chan 16
21	O3-3	8	Red Ch 8
22	O3-4	32	Yel Chan 8
23	O3-5	56	Grn Chan 8
24	O3-6	7	Red Ch 7
25	O3-7	31	Yel Chan 7
26	O3-8	55	Grn Chan 7
27	O4-1	15	Red Ch 15
28	O4-2	63	Grn Chan 15
29	O4-3	6	Red Ch 6
30	O4-4	30	Yel Chan 6
31	O4-5	54	Grn Chan 6
32	O4-6	5	Red Ch 5
33	O4-7	29	Yel Chan 5
34	O4-8	53	Grn Chan 5
35	O5-1	37	Yel Chan 13
36	O5-2	39	Yel Chan 15
37	O5-3	38	Yel Chan 14
38	O5-4	40	Yel Chan 16
100	O5-5	42	Yel Chan 18
101	O5-6	41	Yel Chan 17
102	O5-7	115	Not Used
103	O5-8	114	Watchdog

C-1 PIN	I/O Source	Function	Output Name
83	O6-1	18	Red Ch 18
84	O6-2	66	Grn Chan 18
85	O6-3	12	Red Ch 12
86	O6-4	36	Yel Chan 12
87	O6-5	60	Grn Chan 12
88	O6-6	11	Red Ch 11
89	O6-7	35	Yel Chan 11
90	O6-8	59	Grn Chan 11
91	O7-1	17	Red Ch 17
92	Logic Grd		
93	O7-2	65	Grn Chan 17
94	O7-3	10	Red Ch 10
95	O7-4	34	Yel Chan 10
96	O7-5	58	Grn Chan 10
97	O7-6	9	Red Ch 9
98	O7-7	33	Yel Chan 9
99	O7-8	57	Grn Chan 9

I/O Outputs - 1.8.9.2.5
C-11 OUTPUTS

1	O8-1	17	Red Ch 17
2	O8-2	65	Grn Chan 17
3	O8-3	10	Red Ch 10
4	O8-4	34	Yel Chan 10

I/O Outputs - 1.8.9.2.5
C-11 INPUTS

15	I7-1	33	Veh Det 33
16	I7-2	34	Veh Det 34
17	I7-3	35	Veh Det 35
18	I7-4	36	Veh Det 36
19	I7-5	37	Veh Det 37
20	I7-6	38	Veh Det 38
21	I7-7	39	Veh Det 39
22	I7-8	40	Veh Det 40
23	I8-1	41	Veh Det 41
24	I8-2	42	Veh Det 42
25	I8-3	43	Veh Det 43
26	I8-4	44	Veh Det 44
27	I8-5	189	Unused
28	I8-6	189	Unused
29	I8-7	189	Unused
30	I8-8	189	Unused

CITY OF CLOVIS

ID: 186

NAME: Fowler at Shepherd

Date Printed: 1/5/2018

ID NUMBER: C0184

LOCATION: FOWLER AND SHEPHERD

CITY OF CLOVIS
332L CABINET
44 DETECTOR SETUP

	DETECTOR ASSIGNMENTS											ISOLATORS		
	NBLT	SB INT		SB NEAR	EBLT	WB INT	WBRT	WB NEAR	NBLT					
I	I1	I2	I3	I4	I5	I6	I7	I8	I9	I10	I11	I12	I13	I14
UPPER	Ph 1 Call & Ext T2-1 & 2 C1-56 DET 1 "A" LOOP	Ph 2 Ext T2-5 & 6 C1-39 DET 2 1.1	Ph 2 Call & TP3 T2-9 & 10 C1-63 DET 4	Ph 2 Call & TP3 T4-1 & 2 C1-47 DET 6 2 Sec #1 A Loop	Ph 3 Call & Ext T4-5 & 6 C1-58 DET 7 "A" LOOP	Ph 4 Ext T4-9 & 10 C1-41 DET 8 1.6	Ph 4 Call & TP3 T6-1 & 2 C1-65 DET 10 10 DEL	Ph 4 Call & TP3 T6-5 & 6 C1-49 DET 12 2 Sec #1 A Loop	Ph 1 Call & Ext T6-9 & 10 C1-60 DET 13 B & C Loop	Ph 2/4 Ext T10-5 & 6 C11-23 DET 41	Ph 2 Call & Ext T8-1 C1-80 DET 29	Ph 2 PED CALL T8-4 C1-67	Ph 6 PED CALL T8-7 C1-68	FLASH SENSE T8-10 C1-81
LOWER	Ph 1 Call & Ext T2-3 & 4 C11-15 DET 33	Ph 2 Call & TP3 T2-7 & 8 C1-43 DET 3 3.7 Sec	Ph 2 Call & Ext T2-11 & 12 C1-76 DET 5 2 Sec #1 B Loop	Ph 2 Call & TP3 T4-3 & 4 C11-16 DET 34 2 Sec #2 A Loop	Ph 3 Call & Ext T4-7 & 8 C11-17 DET 35	Ph 4 Call & TP3 T4-11 & 12 C1-45 DET 9 0.1	Ph 4 Call & Ext T6-3 & 4 C1-78 DET 11 2 Sec #1 B Loop	Ph 4 Call & TP3 T6-7 & 8 C11-18 DET 36 2 Sec #2 A Loop	Ph 3 Call & Ext T6- 11 & 12 C1-62 DET 14 B & C Loop	Ph 2/4 Ext T10-7 & 8 C11-24 DET 42	Ph 4 Call & Ext T8-2 C1-53 DET 30	Ph 4 PED CALL T8-5 C1-69	Ph 8 PED CALL T8-8 C1-70	STOP TIME T8-11 C1-82
		SB FAR	SB NEAR	SB NEAR		WB FAR	WB NEAR	WB NEAR	EBLT				SOUTH LEG	
	SBLT	NB INT	NB RT	NB NEAR	WBLT	EB INT	EBRT	EB NEAR	SBLT			SB	WB	FUT UPS
J	J1	J2	J3	J4	J5	J6	J7	J8	J9	J10	J11	J12	J13	J14
UPPER	Ph 5 Call & Ext T3-1 & 2 C1-55 DET 15 "A" LOOP	Ph 6 Ext T3-5 & 6 C1-40 DET 16 1.0	Ph 6 Call & TP3 T3-9 & 10 C1-64 DET 18 10 DEL	Ph 6 Call & TP3 T5-1 & 2 C1-48 DET 20 2 Sec #1 A Loop	Ph 7 Call & Ext T5-5 & 6 C1-57 DET 21 "A" LOOP	Ph 8 Ext T5- 9 & 10 C1-42 DET 22 1.5	Ph 8 Call & Ext T7-1 & 2 C1-66 DET 24	Ph 8 Call & TP3 T7- 5 & 6 C1-50 DET 26 2 Sec #1 A Loop	Ph 5 Call & Ext T7- 9 & 10 C1-59 DET 27 B & C Loop	Ph 6/8 Ext T10-9 & 10 C11-25 DET 43	Ph 6 Call & Ext T9-1 C1-54 DET 31	PH 2 & 5 EVA Preempt T9-4 C1 - 71	PH 4 & 7 EVB Preempt T9-5 C1 - 72	RAILROAD 1 T9-10 C1-51
LOWER	Ph 5 Call & Ext T3-3 & 4 C11-19 DET 37	Ph 6 Call & TP3 T3-7 & 8 C1-44 DET 17 0.8	Ph 6 Call & Ext T3-11 & 12 C1-77 DET 19 2 Sec B Loops	Ph 6 Call & TP3 T5-3 & 4 C11-20 DET 38 2 Sec #2 A Loop	Ph 7 Call & Ext T5-7 & 8 C11-21 DET 39	Ph 8 Call & TP3 T5-11 & 12 C1-46 DET 23 0.1	Ph 8 Call & Ext T7- 3 & 4 C1-79 DET 25 2 Sec B Loops	Ph 8 Call & TP3 T7- 7 & 8 C11-22 DET 40 2 Sec #2 A Loop	Ph 7 Call & Ext T7-11 & 12 C1-61 DET 28 B & C Loop	Ph 6/8 Ext T10-11 & 12 C11-26 DET 44	Ph 8 Call & Ext T9-2 C1-75 DET 32	PH 6 & 1 EVC Preempt T9-7 C1 - 73	PH 8 & 3 EVD Preempt T9-8 C1 - 74	RAILROAD 2 T9-11 C1-52
		NB FAR	NB NEAR	NB NEAR		EB FAR	EB NEAR	EB NEAR	WBLT			NB	EB	

COMMENTS:

Timing card - Update January 5, 2017

222 Loop Amplifier
764 Discriminator
242 Isolator
232 Mag Amplifier

INTERSECTION: FOWLER & NEES

Group Assignment **NONE**
Field Master Assignment: **NONE**
System Reference Number: **25**

N/S Street Name: **N. Fowler Avenue**
E/W Street Name: **Nees Avenue**

Last Database Change: **7/16/2008 17:29**

Change Record					
Change	By	Date	Change	By	Date
ADJUSTED					
BY NEW 2070	7-17	B			

Notes: FOWLER AND NEES
INTERSECTION MAINTENANCE NO. 0183
BITRANS NO. 295

Manual Plan
0 = Automatic
1-9 = Plan 1-9
14 = Free
15 = Flash

Manual Offset
0 = Automatic
1 = Offset A
2 = Offset B
3 = Offset C

Drop Number	2	<C/0+0+0>
Zone Number	1	<C/0+0+1>
Area Number	0	<C/0+0+2>
Area Address	73	<C/0+0+3>
QuicNet Channel	COM2:	(QuicNet)

Communication Addresses

Manual Plan	0	<C/0+A+1>
Manual Offset	0	<C/0+B+1>

Manual Selection

Flash Start	0	<F/1+0+E>
Red Revert	1.0	<F/1+0+F>
All Red Start	0.0	<F/1+C+0>

Start / Revert Times

Exclusive Walk	0	<F/1+0+0>
Exclusive FDW	0	<F/1+0+1>
All Red Clear	0.0	<F/1+0+2>

Exclusive Ped Phase
(Outputs specified in Assignable Outputs at E/127+A+E & F)

Row	Column Numbers →	PHASE 1	2	3	4	5	6	7	8
	Phase Names →	NBL	SB	EBL	WB	SBL	NB	WBL	EB
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	20	0	23	0	20	0	21
2	Min Green	3	8	3	8	3	8	3	8
3	Type 3 Disconnect	0	20	0	24	0	20	0	20
4	Added per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
5	Veh Extension	2.0	3.4	2.0	2.7	2.0	3.4	2.0	4.3
6	Max Gap	2.0	4.5	2.0	4.1	2.0	4.5	2.0	5.5
7	Min Gap	2.0	2.3	2.0	1.9	2.0	2.3	2.0	3.3
8	Max Limit	22	32	22	32	22	32	22	32
9	Max Limit 2	0	0	0	0	0	0	0	0
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	0	8	0	23	0	8	0	10
C	Cond Serv Check	0	0	0	0	0	0	0	0
D	Reduce Every	0.0	1.0	0.0	1.0	0.0	1.0	0.0	1.0
E	Yellow Change	3.0	4.3	3.0	4.3	3.0	4.3	3.0	4.3
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 1 <C+0+F=1>

	9	A	B	C	D
	---	---	---	---	---
Phase 1	0	0	0	0	0.0
Phase 2	0	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	0	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	0	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	0	0	0	0	0.0
Max Initial					
Alternate Walk					
Alternate FDW					
Alternate Initial					
Alternate Extension					

Alternate Timing <C+0+F=1>

E	
RR-1 Delay	0
RR-1 Clear	0
EV-A Delay	0
EV-A Clear	1
EV-B Delay	0
EV-B Clear	1
EV-C Delay	0
EV-C Clear	1
EV-D Delay	0
EV-D Clear	1
RR-2 Delay	0
RR-2 Clear	0
View EV Delay	---
View EV Clear	---
View RR Delay	---
View RR Clear	---

Preempt Timing

Row	F	
0	Permit	12345678
1	Red Lock	1_3___7_
2	Yellow Lock	_2_4_6_8
3	Min Recall	_____
4	Ped Recall	_____
5	*View Set Peds*	-----
6	Rest In Walk	_____
7	Red Rest	12345678
8	Dual Entry	_____
9	Max Recall	_____
A	Soft Recall	_____
B	Max 2	_____
C	Cond. Service	_____
D	Man Cntrl Calls	_____
E	Yellow Start	___4___8
F	First Phases	1___5___

Phase Functions <C+0+F=1>

Row	Column Numbers —>	Overlap 1	2	3	4	5	6	7	8
	Overlap Name —>								
0	Load Switch Number	0	0	0	0	0	0	0	0
1	Veh Set 1 - Phases								
2	Veh Set 2 - Phases								
3	Veh Set 3 - Phases								
4	Neg Veh Phases								
5	Neg Ped Phases								
6	Green Omit Phases								
7	Green Clear Omit Phs.								
8									
9									
A									
B									
C									
D	Green Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
E	Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
F	Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Overlap Assignments <C+0+E=29>

Extra 1 Flags
1 = TBC Type 1
2 = NEMA Ext. Coord
3 = Auto Daylight Savings
4 = EV Advance
5 = Extended Status
6 = International Ped
7 = Flash - Clear Outputs
8 = Split Ring

Extra 2 Flags
1 = AWB During Initial
2 = LMU Installed
3 = Disable Min Walk
4 = QuicNet/4 System
5 = Ignore P/P on EV
6 =
7 = Reserved
8 =

Row		C
0	EV-A	0
1	EV-B	0
2	EV-C	0
3	EV-D	0
4	RR-1 *	- - -
5	RR-2 *	- - -
6	SE-1	0
7	SE-2	0

Preempt Priority <C+0+E=125>

(* RR-1 is always Highest, and RR-2 is always Second Highest)

Row	Column Numbers —>	E
0	Exclusive Phases	
1	RR-1 Clear Phases	
2	RR-2 Clear Phases	
3	RR-2 Limited Service	
4	Prot / Perm Phases	
5	Flash to PE Circuits	
6	Flash Entry Phases	
7	Disable Yellow Range	
8	Disable Ovp Yel Range	
9	Overlap Yellow Flash	
A	EV-A Phases	2 5
B	EV-B Phases	4 7
C	EV-C Phases	1 6
D	EV-D Phases	3 8
E	Extra 1 Config. Bits	1 3 5
F	IC Select (Interconnect)	2

Configuration <C+0+E=125>

	F
Ext. Permit 1 Phases	
Ext. Permit 2 Phases	
Exclusive Ped Assign	
Preempt Non-Lock	
Ped for 2P Output	2
Ped for 6P Output	6
Ped for 4P Output	4
Ped for 8P Output	8
Yellow Flash Phases	
Low Priority A Phases	
Low Priority B Phases	
Low Priority C Phases	
Low Priority D Phases	
Restricted Phases	
Extra 2 Config. Bits	

Configuration <C+0+E=125>

	F
Fast Green Flash Phase	
Green Flash Phases	
Flashing Walk Phases	
Guaranteed Passage	
Simultaneous Gap Term	
Sequential Timing	12345678
Advance Walk Phases	
Delay Walk Phases	
External Recall	
Start-up Overlap Green	
Max Extension	12345678
Inhibit Ped Reservice	
Semi-Actuated	
Start-up Overlap Yellow	
Start-up Vehicle Calls	12345678
Start-up Ped Calls	2 4 6 8

Specials <C+0+F=2>

Flash to PE & PE Non-Lock
1 = EV A 5 = RR 1
2 = EV B 6 = RR 2
3 = EV C 7 = SE 1
4 = EV D 8 = SE 2

IC Select Flags
1 =
2 = Modem
3 = 7-Wire Slave
4 = Flash / Free
5 =
6 = Simplex Master
7 = 7-Wire Master
8 = Offset Interrupter

Row		2
0		
1	Phase 1	0
2	Phase 2	0
3	Phase 3	0
4	Phase 4	0
5	Phase 5	0
6	Phase 6	0
7	Phase 7	0
8	Phase 8	0

Coordination Transition Minimums <C+0+C=5>

Row	Column Numbers ---->	Plan 1	2	3	4	5	6	7	8	9	Row
	Plan Name ---->										
0	Cycle Length	100	100	100	100	100	100	100	100	100	0
1	Phase 1 - ForceOff	55	55	55	55	55	55	55	55	55	1
2	Phase 2 - ForceOff	0	0	0	0	0	0	0	0	0	2
3	Phase 3 - ForceOff	20	20	20	20	20	20	20	20	20	3
4	Phase 4 - ForceOff	40	40	40	40	40	40	40	40	40	4
5	Phase 5 - ForceOff	55	55	55	55	55	55	55	55	55	5
6	Phase 6 - ForceOff	0	0	0	0	0	0	0	0	0	6
7	Phase 7 - ForceOff	20	20	20	20	20	20	20	20	20	7
8	Phase 8 - ForceOff	40	40	40	40	40	40	40	40	40	8
9	Ring Offset	0	0	0	0	0	0	0	0	0	9
A	Offset 1	0	0	0	0	0	0	0	0	0	A
B	Offset 2	0	0	0	0	0	0	0	0	0	B
C	Offset 3	0	0	0	0	0	0	0	0	0	C
D	Perm 1 - End	15	15	15	15	15	15	15	15	15	D
E	Hold Release	255	255	255	255	255	255	255	255	255	E
F	Zone Offset	0	0	0	0	0	0	0	0	0	F

Coordination - Bank 1 <C+0+C=1>

Coord Extra
1 = Programmed WALK Time for Sync Phases
2 = Always Terminate Sync Phase Peds

Row		E	Row
			0
1	Plan 1 - Sync	2 6	1
2	Plan 2 - Sync	2 6	2
3	Plan 3 - Sync	2 6	3
4	Plan 4 - Sync	2 6	4
5	Plan 5 - Sync	2 6	5
6	Plan 6 - Sync	2 6	6
7	Plan 7 - Sync	2 6	7
8	Plan 8 - Sync	2 6	8
9	Plan 9 - Sync	2 6	9
A	NEMA Sync		A
B	NEMA Hold		B
C			C
D			D
E	Coord Extra		E
F			F

Sync Phases <C+0+C=1>

Row		1	2	3	4	5	6	7	8	9	Row
0	Ped Adjustment	0	0	0	0	0	0	0	0	0	0
1	Perm 2 - Start	0	0	0	0	0	0	0	0	0	1
2	Perm 2 - End	0	0	0	0	0	0	0	0	0	2
3	Perm 3 - Start	0	0	0	0	0	0	0	0	0	3
4	Perm 3 - End	0	0	0	0	0	0	0	0	0	4
5	Reservice Time	0	0	0	0	0	0	0	0	0	5
6	Reservice Phases										6
7											7
8	Pretimed Phases										8
9	Max Recall										9
A	Perm 1 Veh Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	A
B	Perm 1 Ped Phase	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	12345678	B
C	Perm 2 Veh Phase										C
D	Perm 2 Ped Phase										D
E	Perm 3 Veh Phase										E
F	Perm 3 Ped Phase										F

Coordination - Bank 2 <C+0+C=2>

Row		F	Row
			0
1	Free Lag	2 4 6 8	1
2	Plan 1 - Lag	2 4 6 8	2
3	Plan 2 - Lag	2 4 6 8	3
4	Plan 3 - Lag	2 4 6 8	4
5	Plan 4 - Lag	2 4 6 8	5
6	Plan 5 - Lag	2 4 6 8	6
7	Plan 6 - Lag	2 4 6 8	7
8	Plan 7 - Lag	2 4 6 8	8
9	Plan 8 - Lag	2 4 6 8	9
A	Plan 9 - Lag	2 4 6 8	A
B	External Lag		B
C			C
D			D
E			E
F			F

Lag Phases <C+0+C=1>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Spec. Funct. 1	0	NOT-3	0	Max 2	0	Pretimed	0	Set Monday	0	Dial 2 (7-Wire)	0	Sim Term	0	0
1	Spec. Funct. 2	0	NOT-4	0	System Det 1	0	Plan 1	0	Ext. Perm 1	0	Dial 3 (7-Wire)	0	EV-A	71	1
2	Spec. Funct. 3	0	OR-4 (a)	0	System Det 2	0	Plan 2	0	Ext. Perm 2	0	Offset 1 (7-Wire)	0	EV-B	72	2
3	Spec. Funct. 4	0	OR-4 (b)	0	System Det 3	0	Plan 3	0	Dimming	0	Offset 2 (7-Wire)	0	EV-C	73	3
4	NAND-3 (a)	0	OR-5 (a)	0	System Det 4	0	Plan 4	0	Set Clock	0	Offset 3 (7-Wire)	0	EV-D	74	4
5	NAND-3 (b)	0	OR-5 (b)	0	System Det 5	0	Plan 5	0	Stop Time	82	Free (7-Wire)	0	RR-1	51	5
6	NAND-4 (a)	0	OR-6 (a)	0	System Det 6	0	Plan 6	0	Flash Sense	81	Flash (7-Wire)	0	RR-2	52	6
7	NAND-4 (b)	0	OR-6 (b)	0	System Det 7	0	Plan 7	0	Manual Enable	0	Excl. Ped Omit	0	Spec. Event 1	0	7
8	OR-7 (a)	0	Fig 3 Diamond	0	System Det 8	0	Plan 8	0	Man. Advance	0	NOT-1	0	Spec. Event 2	0	8
9	OR-7 (b)	0	Fig 4 Diamond	0	Max Inhibit (nema)	0	Plan 9	0	External Alarm	0	NOT-2	0	External Lag	0	9
A	OR-7 (c)	0	AND-4 (a)	0	Force A (nema)	0	DELAY-A	0	Phase Bank 2	0	OR-1 (a)	0	AND-1 (a)	0	A
B	OR-7 (d)	0	AND-4 (b)	0	Force B (nema)	0	DELAY-B	0	Phase Bank 3	0	OR-1 (b)	0	AND-1 (b)	0	B
C	OR-8 (a)	0	NAND-1 (a)	0	C.N.A. (nema)	0	DELAY-C	0	Overlap Set 2	0	OR-2 (a)	0	AND-2 (a)	0	C
D	OR-8 (b)	0	NAND-1 (b)	0	Hold (nema)	0	DELAY-D	0	Overlap Set 3	0	OR-2 (b)	0	AND-2 (b)	0	D
E	OR-8 (c)	0	NAND-2 (a)	0	Max Recall	0	DELAY-E	0	Detector Set 2	0	OR-3 (a)	0	AND-3 (a)	0	E
F	OR-8 (d)	0	NAND-2 (b)	0	Min Recall	0	DELAY-F	0	Detector Set 3	0	OR-3 (b)	0	AND-3 (b)	0	F

Assignable Inputs <C+0+E=126>

Row	Column 9		Column A		Column B		Column C		Column D		Column E		Column F		Row
0	Phase ON - 1	0	Preempt Fail	0	Flasher 0	0	Free	0	NOT-1	0	TOD Out 1	0	Dial 2 (7-Wire)	0	0
1	Phase ON - 2	0	Sp Evnt Out 1	0	Flasher 1	0	Plan 1	0	OR-1	0	TOD Out 2	0	Dial 3 (7-Wire)	0	1
2	Phase ON - 3	0	Sp Evnt Out 2	0	Fast Flasher	0	Plan 2	0	OR-2	0	TOD Out 3	0	Offset 1 (7-Wire)	0	2
3	Phase ON - 4	0	Sp Evnt Out 3	0	Fig 3 Diamond	0	Plan 3	0	OR-3	0	TOD Out 4	0	Offset 2 (7-Wire)	0	3
4	Phase ON - 5	0	Sp Evnt Out 4	0	Fig 4 Diamond	0	Plan 4	0	AND-1	0	TOD Out 5	0	Offset 3 (7-Wire)	0	4
5	Phase ON - 6	0	Sp Evnt Out 5	0			Plan 5	0	AND-2	0	TOD Out 6	0	Free (7-Wire)	0	5
6	Phase ON - 7	0	Sp Evnt Out 6	0			Plan 6	0	AND-3	0	TOD Out 7	0	Flash (7-Wire)	0	6
7	Phase ON - 8	0	Sp Evnt Out 7	0			Plan 7	0	NOT-2	0	TOD Out 8	0	Preempt	0	7
8	Ph. Check - 1	0	Sp Evnt Out 8	0	NOT-3	0	Plan 8	0	EV-A	0	Adv. Warn - 1	0	Low Priority A	0	8
9	Ph. Check - 2	0			NOT-4	0	Plan 9	0	EV-B	0	Adv. Warn - 2	0	Low Priority B	0	9
A	Ph. Check - 3	0	Detector Fail	0	OR-4	0	Spec. Funct. 3	0	EV-C	0	DELAY-A	0	Low Priority C	0	A
B	Ph. Check - 4	0	Spec. Funct. 1	0	OR-5	0	Spec. Funct. 4	0	EV-D	0	DELAY-B	0	Low Priority D	0	B
C	Ph. Check - 5	0	Spec. Funct. 2	0	OR-6	0	NAND-3	0	RR-1	0	DELAY-C	0			C
D	Ph. Check - 6	0	Central Control	0	AND-4	0	NAND-4	0	RR-2	0	DELAY-D	0			D
E	Ph. Check - 7	0	Excl. Ped DW	0	NAND-1	0	OR-7	0	Spec. Event 1	0	DELAY-E	0			E
F	Ph. Check - 8	0	Excl. Ped WK	0	NAND-2	0	OR-8	0	Spec. Event 2	0	DELAY-F	0			F

Assignable Outputs <C+0+E=127>

		Phase							
	Column Numbers --->	1	2	3	4	5	6	7	8
Row	Phase Names --->	NBL	SB	EBL	WB	SBL	NB	WBL	EB
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	15	0	15	0	15	0	15
2	Min Green	4	7	4	4	4	7	4	4
3	Type 3 Disconnect	0	20	0	20	0	20	0	20
4	Added per Vehicle	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
5	Veh Extension	2.0	4.0	2.0	2.5	2.0	4.0	2.0	2.5
6	Max Gap	3.0	6.0	3.0	3.0	3.0	6.0	3.0	3.0
7	Min Gap	0.5	2.0	0.5	1.5	0.5	2.0	0.5	1.5
8	Max Limit	20	30	20	25	20	30	20	25
9	Max Limit 2	30	50	30	40	30	50	30	40
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	7	7	7	7	7	7	7	7
C	Cond Serv Check	10	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 2 <C+0+F=2>

	9	A	B	C	D
	---	---	---	---	---
Phase 1	0	0	0	0	0.0
Phase 2	0	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	0	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	0	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	0	0	0	0	0.0

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Alternate Timing

Transition Type
0.X = Shortway
1.X = Lengthen
X.1 thru X.4 = Number of cycles when lengthing

Transition Type	0.3	<C/5+1+9>

TBC Transition

Lag Hold Phases		<C/5+1+A>

Coordinated Lag Hold Phases

Sync Output Time	0.0	<C/5+1+C>

7-Wire Master

Daylight Savings Date
If set to all zeros, standard dates will be used.

Begin Month	3	<C/5+2+A>
Begin Week	2	<C/5+2+B>
End Month	11	<C/5+2+C>
End Week	1	<C/5+2+D>

Daylight Savings Time

Time B4 Yellow	0.0	<F/1+C+E>
Phase Number	0	<F/1+C+F>

Advance Warning Beacon - Sign 1

Time B4 Yellow	0.0	<F/1+D+E>
Phase Number	0	<F/1+D+F>

Advance Warning Beacon - Sign 2

Row		1	2	3	4	5	6	7	8
0	Ped Walk	0	7	0	7	0	7	0	7
1	Ped FDW	0	15	0	15	0	15	0	15
2	Min Green	4	7	4	4	4	7	4	4
3	Type 3 Disconnect	0	20	0	20	0	20	0	20
4	Added per Vehicle	0.0	2.0	0.0	2.0	0.0	2.0	0.0	2.0
5	Veh Extension	2.0	4.0	2.0	2.5	2.0	4.0	2.0	2.5
6	Max Gap	3.0	6.0	3.0	3.0	3.0	6.0	3.0	3.0
7	Min Gap	0.5	2.0	0.5	1.5	0.5	2.0	0.5	1.5
8	Max Limit	20	30	20	25	20	30	20	25
9	Max Limit 2	30	50	30	40	30	50	30	40
A	Adv. / Delay Walk	0	0	0	0	0	0	0	0
B	PE Min Ped FDW	7	7	7	7	7	7	7	7
C	Cond Serv Check	10	10	10	10	10	10	10	10
D	Reduce Every	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
E	Yellow Change	3.0	4.0	3.0	3.0	3.0	4.0	3.0	3.0
F	Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0

Phase Timing - Bank 3 <C+0+F=3>

	9	A	B	C	D
	---	---	---	---	---
Phase 1	0	0	0	0	0.0
Phase 2	0	0	0	0	0.0
Phase 3	0	0	0	0	0.0
Phase 4	0	0	0	0	0.0
Phase 5	0	0	0	0	0.0
Phase 6	0	0	0	0	0.0
Phase 7	0	0	0	0	0.0
Phase 8	0	0	0	0	0.0

Max Initial
Alternate Walk
Alternate FDW
Alternate Initial
Alternate Extension

Alternate Timing

Long Failure	0.7	<F/1+0+6>
Short Failure	0.7	<F/1+0+7>

Power Cycle Correction (Default = 0.7)

Min Time (seconds)	4	<F/1+0+8>

Min Green Before PE Force Off

Max Time (minutes)	255	<F/1+0+9>

Max Preempt Time Before Failure

Min Time (seconds)	0	<F/1+0+A>

Min Time Between Same Preempts
(Does Not Apply To Railroad Preempt)

Low Priority
1 = Channel A
2 = Channel B
3 = Channel C
4 = Channel D

Low Pri. Channel		<E/125+C+8>

Disable Low Priority Channel

Column Numbers —>	0	1	2	3	1	3	
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over	Row
0	SB INT	39	45_7_	2	123 8	0.0	1.1	0
1	NB INT	40	45_7_	6	123 8	0.0	1.1	1
2	WB INT	41	45_7_	4	123 8	0.0	0.8	2
3	EB INT	42	45_7_	8	123 8	0.0	0.0	3
4	SB FAR	43	45_7_	2	123 8	0.0	0.0	4
5	NB FAR	44	45_7_	6	123 8	0.0	0.0	5
6	WB FAR	45	45_7_	4	123 8	0.0	0.0	6
7	EB FAR	46	45_7_	8	123 8	0.0	0.0	7
8	SB NEAR	47	67_	2	123 8	0.0	2.0	8
9	NB NEAR	48	67_	6	123 8	0.0	2.0	9
A	WB NEAR	49	67_	4	123 8	0.0	2.0	A
B	EB NEAR	50	67_	8	123 8	0.0	2.0	B
C	SBLT	55	45_7_	5	123 8	0.0	0.0	C
D	NBLT	56	45_7_	1	123 8	0.0	0.0	D
E	WBLT	57	45_7_	7	123 8	0.0	0.0	E
F	EBLT	58	45_7_	3	123 8	0.0	0.0	F

	4	5	6	7	2	4	
Row	Detector Name	C1 Pin Number	Attributes	Phase(s)	Assign	Delay	Carry-over	Row
0		59	45_7_	5	123	0.0	0.0	0
1		60	45_7_	1	123	0.0	0.0	1
2		61	45_7_	7	123	0.0	0.0	2
3		62	45_7_	3	123	0.0	0.0	3
4		63	45_7_	2	123	0.0	0.0	4
5	NBRT NEAR	64	45_7_	6	123 8	10.0	0.0	5
6	WBRT NEAR	65	45_7_	4	123 8	10.0	0.0	6
7		66	45_7_	8	123	0.0	0.0	7
8	SB PED	67	2	2	123	0.0	0.0	8
9	NB PED	68	2	6	123	0.0	0.0	9
A	WB PED	69	2	4	123	0.0	0.0	A
B	EB PED	70	2	8	123	0.0	0.0	B
C		76	45_7_	2	123	0.0	0.0	C
D	NBRT NEAR	77	45_7_	6	123 8	10.0	0.0	D
E	WBRT NEAR	78	45_7_	4	123 8	10.0	0.0	E
F		79	45_7_	8	123	0.0	0.0	F

Detector Assignments <C+0+E=126>

<C+0+D=0>

Detector Attributes
1 = Full Time Delay
2 = Ped Call
3 =
4 = Count
5 = Extension
6 = Type 3
7 = Calling
8 = Alternate

Det. Assignments
1 = Det. Set 1
2 = Det. Set 2
3 = Det. Set 3
4 =
5 =
6 = Failure - Min Recall
7 = Failure - Max Recall
8 = Report on Failure

Column Numbers —>	Ped / Phase / Overlap 1	2	3	4	5	6	7	8	Row
Walk	0	0	0	0	0	0	0	0	0
Don't Walk	0	0	0	0	0	0	0	0	1
Phase Green	0	0	0	0	0	0	0	0	2
Phase Yellow	0	0	0	0	0	0	0	0	3
Phase Red	0	0	0	0	0	0	0	0	4
Overlap Green	0	0	0	0	0	0	0	0	5
Overlap Yellow	0	0	0	0	0	0	0	0	6
Overlap Red	0	0	0	0	0	0	0	0	7

Redirect Phase Outputs <C+0+E=127>

Cabinet Type	0	<E/125+D+0>

Enable Redirection
(Enable Redirection = 30)

Max OFF (minutes)	20	<D/0+0+1>
Max ON (minutes)	7	<D/0+0+2>

Detector Failure Monitor

	D	Row
		0
Output Port 1		1
Output Port 2		2
Output Port 3		3
Output Port 4		4
Output Port 5		5
Output Port 6		6
Output Port 7		7

Dimming <C+0+E=125>

	D
Number of Digits	0
1 st Digit	0
2 ed Digit	0
3 ed Digit	0
4 th Digit	0
5 th Digit	0
6 th Digit	0
7 th Digit	0
8 th Digit	0
9 th Digit	0
10 th Digit	0
11 th Digit	0
12 th Digit	0
13 th Digit	0
14 th Digit	0
15 th Digit	0

<C+0+C=5>

Dial-Back Telephone Number

Disable Alarms
1 = Stop Time
2 = Flash Sense
3 = Keyboard Entry
4 = Manual Plan
5 = Police Control
6 = External Alarm
7 = Detector Failure
8 =

	B	Row
DELAY-A	0	A
DELAY-B	0	B
DELAY-C	0	C
DELAY-D	0	D
DELAY-E	0	E
DELAY-F	0	F

Delay Logic Times
<C+0+D=0> (seconds)

Omit Alarm		<C/5+F+0>

Disable Alarm Reporting

Time	10	<C/5+C+0>

Redial Time (minutes)
(View Redial Timer at E/2+D+6)

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	
1	00 : 00	0	0	
2	00 : 00	0	0	
3	00 : 00	0	0	
4	00 : 00	0	0	
5	00 : 00	0	0	
6	00 : 00	0	0	
7	00 : 00	0	0	
8	00 : 00	0	0	
9	00 : 00	0	0	
A	00 : 00	0	0	
B	00 : 00	0	0	
C	00 : 00	0	0	
D	00 : 00	0	0	
E	00 : 00	0	0	
F	00 : 00	0	0	

TOD Coordination <C+0+9=0.1>
(Bank 1)

Time	Funct	Day of Week	Column 4 Phases/Bits
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 01	E	1234567	78

TOD Function <C+0+7=0.1> <C+0+E=27>

Day	Year	Month	Holiday Type
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	

Holiday Dates <C+0+8=1.1>
(Bank 1)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	

Holiday Events <C+0+9=1.1>
(Bank 1)

T.O.D. Functions
0 =
1 = Red Lock
2 = Yellow Lock
3 = Veh Min Recall
4 = Ped Recall
5 =
6 = Rest In Walk
7 = Red Rest
8 = Double Entry
9 = Veh Max Recall
A = Veh Soft Recall
B = Maximum 2
C = Conditional Service
D = Free Lag Phases
E = Bit 1 - Local Override
Bit 4 - Disable Detector OFF Monitor
Bit 7 - Detector Count Monitor
Bit 8 - Real Time Split Monitor
F = Output Bits 1 thru 8

Plan Select
1 thru 9 = Coordination Plan 1 thru 9
14 or E = Free
15 or F = Flash

Offset Select
A = Offset A
B = Offset B
C = Offset C

Month Select
1 = January
2 = February
3 = March
4 = April
5 = May
6 = June
7 = July
8 = August
9 = September
A = October
B = November
C = December

Row	Time	Plan	Offset	Day of Week
0	00 : 00	0	0	
1	00 : 00	0	0	
2	00 : 00	0	0	
3	00 : 00	0	0	
4	00 : 00	0	0	
5	00 : 00	0	0	
6	00 : 00	0	0	
7	00 : 00	0	0	
8	00 : 00	0	0	
9	00 : 00	0	0	
A	00 : 00	0	0	
B	00 : 00	0	0	
C	00 : 00	0	0	
D	00 : 00	0	0	
E	00 : 00	0	0	
F	00 : 00	0	0	

TOD Coordination <C+0+9=0.2>
(Bank 2)

Time	Funct	Holiday Type	Column 4 Phases/Bits
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		
00 : 00	0		

Holiday TOD Function <C+0+7=0.2> <C+0+E=28>

Day	Year	Month	Holiday Type
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	
00	00	0	

Holiday Dates <C+0+8=1.2>
(Bank 2)

Time	Plan	Offset	Holiday Type
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	
00 : 00	0	0	

Holiday Events <C+0+9=1.2>
(Bank 2)

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Special Event Schedule -- Table 1 <C+0+E=27>

Notes:

0 <E/27+5+F>
Limited Service Interval

Row	6 Clear	7 Time	8 Ped Call	9 Hold	A Advance	B Force Off	C Vehicle Call	D Permit Phases	E Ped Omit	F Output
0		0								
1		0								
2		0								
3		0								
4		0								
5		0								
6		0								
7		0								
8		0								
9		0								
A		0								
B		0								
C		0								
D		0								
E		0								
F		0								

Special Event Schedule -- Table 2 <C+0+E=28>

Notes:

0 <E/28+5+F>
Limited Service Interval

Controller Intervals

0 = Walk	8 = Red Rest
1 = FDW	9 = Preemption
2 = Min. Green	A = Stop Time
3 =	B = Red Revert
4 = Var. Initial	C = Yellow - Gap Termination
5 = Extension	D = Yellow - Max. Termination
6 =	E = Yellow - Forceoff Termination
7 = Reduce Gap	F = Red Clearance

Interval Timer Display

Ring A = F/0 + A + Interval Row
Ring B = F/0 + B + Interval Row
(Interval Row From PHASE BANK Data)

412/C Memory Module Lithium Battery Condition

To check the condition of the 3.6 volt Lithium Battery on the 412/C Memory Module :

If E/112 + 0 + A = 84 - the battery is BAD
If E/112 + 0 + A = 85 - the battery is O.K.

Monitor "Activate" Flags

(Also Requires T.O.D. Function "E" Flag)

Detector Count Recording :
E/2 + 0 + 9 = Not Zero

Real Time Split Monitor :
E/2 + 0 + E = Not Zero

Special Event Schedules

Special Event #1 : C + 0 + E = 27
Special Event #2 : C + 0 + E = 28

Current Interval = E + 5 + 0
Current Interval Timer = E + 5 + B
Current Interval Clearance Phases = E + 5 + C

Time of Day Function (7 Key)

Current T.O.D. "E Function" Control Bits = C/0 + E + E
Current T.O.D. "F Function" Output Bits = C/0 + E + F

Logic DELAY Gate Delay Timer Display

DELAY A Timer = C/0 + 9 + A
DELAY B Timer = C/0 + 9 + B
thru thru
DELAY F Timer = C/0 + 9 + F

Power & Flash Recording

Last Power Failure :
(HR-MIN-DOW) = 8 + 4
(DOM-YR-MONTH) = 8 + 5
Last Cabinet Flash :
(HR-MIN-DOW) = 8 + 6
(DOM-YR-MONTH) = 8 + 7
Power Fail Counts :
(Long Failures) = F/1 + 0 + C
(Short Failures) = F/1 + 0 + D
Current Time :
(HR-MIN-DOW) = 8 + 0
(DOM-YR-MONTH) = 8 + 1
(MIN-SEC-1/10 SEC) = 8 + F

Display Locations

	Plan Select	Offset Select
Manual	C/0 + A + 1	C/0 + B + 1
Master	C/0 + A + 2	C/0 + B + 2
Current	C/0 + A + 3	C/0 + B + 3
Next	C/0 + A + 4	C/0 + B + 4
TOD	C/0 + A + 5	C/0 + B + 5

Master Cycle = C/0 + A + 0
Ring A Cycle = C/0 + B + 0
Ring B Cycle = C/0 + D + 0

MIN Cycle = C/0 + A + E
MAX Cycle = C/0 + B + E

Phase Hold = C/0 + F + D
Phase Next = C/0 + F + E
Force Off = C/0 + F + F
(With Ring A Cycle Timer)

Current Calculated Cycle Length = C/0 + B + F
Current Permitted Phases = E/0 + 7 + 8
Current Phase Bank = F/0 + C + E

Input File Slot No. -->

"I" FILE

1	2	3	4	5	6	7	8	9	10	11	12	13	14
NBLT	SB INT		SB NEAR	EB LT	WB INT	WB RT	WB NEAR						
1 Ext, Cnt, Call <C1-56>	2 (1,1) Ext, Cnt, Call <C1-39>	2 Ext, Cnt, Call <C1-63>	2 (2.0) Type 3, Call <C1-47>	3 Ext, Cnt, Call <C1-58>	4 Ext, Cnt, Call <C1-41>	4 (10) Ext, Cnt, Call <C1-65>	4 (DEL) Type 3, Call <C1-49>	1 (2.0) Ext, Cnt, Call <C1-60>	NOT WIRED	Not Assigned <C1-80>	2 Ped Call <C1-67>	6 Ped Call <C1-68>	Flash Sense <C1-81>
	2 Ext, Cnt, Call <C1-43>	2 Ext, Cnt, Call <C1-76>			4 Ext, Cnt, Call <C1-45>	4 (10) Ext, Cnt, Call <C1-78>	4 (DEL)	3 Ext, Cnt, Call <C1-62>		Not Assigned <C1-53>	4 Ped Call <C1-69>	8 Ped Call <C1-70>	Stop Time <C1-82>
NBLT	SB FAR		SB NEAR	EB LT	WB FAR	WB RT	WB NEAR						

"J" FILE

5	6	7	8	9	10	11	12	13	14
SB LT	NB INT	NB RT	NB NEAR	WB LT	EB INT		EB NEAR		
5 Ext, Cnt, Call <C1-55>	6 (1,1) Ext, Cnt, Call <C1-40>	6 (10) Ext, Cnt, Call <C1-64>	6 (2.0) Type 3, Call <C1-48>	7 Ext, Cnt, Call <C1-57>	8 Ext, Cnt, Call <C1-42>	8 Ext, Cnt, Call <C1-66>	8 (2.0) Type 3, Call <C1-50>	5 Ext, Cnt, Call <C1-59>	NOT WIRED	Not Assigned <C1-54>	EV A Preempt <C1-71>	EV B Preempt <C1-72>	Railroad 1 <C1-51>
	6 Ext, Cnt, Call <C1-44>	6 (10) 6 (DEL) Ext, Cnt, Call <C1-77>			8 Ext, Cnt, Call <C1-46>	8 Ext, Cnt, Call <C1-79>		7 Ext, Cnt, Call <C1-61>		Not Assigned <C1-75>	EV C Preempt <C1-73>	EV D Preempt <C1-74>	Railroad 2 <C1-52>
SB LT	NB FAR	NB RT	NB NEAR	WB LT	EB FAR		EB NEAR		

"INITIALIZED" INPUT FILE ASSIGNMENTS --- STANDARD 332 CABINET
< "C-1" Harness Type # 1 >

222 LOOP AMP.
232 MAG. AMP
752 DISCRIMINATOR

FOWLER & NEES

DETECTOR TYPES

Ext = Extension Detector
Detector is only active during the Phase's GREEN intervals
(Ie, *will NOT Call* the Phase)
Cnt = Count Detector
Used in computing "Added Initial"
Call = Calling Detector
Detector is only active during the Phase's NON-GREEN intervals
(Ie, *will NOT Extend* the Phase)
Type 3 = Type 3 Disconnect
Will allow a Calling Detector to Extend its Phase until the Call first drops or the "Type 3 Limit" is reached

PUT LOW BATT

BI Tran Systems, Inc.
510 Bercut Dr., Sacramento, Calif. 95814
916/441-0260

Traffic Signal Program 233
Initialized Detector Assignments
(Revised 8/92) 332 Cabinet

State of California
DEPARTMENT OF TRANSPORTATION

2070 Controller Timing Chart

Caltrans TSCP Ver 2.21

Location:			Designed By:
System:	District:		Intalled By:
Master At:	I/C:		Service Info:

Timing Change:	By:	Date Start:	Date End:	Designed:	Installed:

		FLASH
PHASE	1)	[ ]
	2)	[ ]
	3)	[ ]
	4)	[ ]
	5)	[ ]
	6)	[ ]
	7)	[ ]
	8)	[ ]
OVERLAP	A)	[ ]
	B)	[ ]
	C)	[ ]
	D)	[ ]
	E)	[ ]
	F)	[ ]

Intersection Layout

Comments and Notes:

RAM Checksum

Page 2:	D13B	Page 8:	F2B7
Page 3:	B991	Page 9:	2FCE
Page 4:	33D6	Page 10:	EAF1
Page 5:	191A	Page 11:	C3CB
Page 6:	191A	Page 12:	9553
Page 7:	33BA	Page 13:	86F7

CONFIGURATION PHASE FLAGS

Phases (2-1-1-1)	
Permitted	- 2 - - 5 6 - 8
Restricted	- - - - - - - -

Phase Recalls (2-1-1-2)	
Vehicle Min	- 2 - - - 6 - -
vehicle Max	- - - - - - - -
Pedestrian	- - - - - - - -
Bicyle	- - - - - - - -

Phase Locks (2-1-1-3)	
Red	- - - - - - - -
Yellow	- - - - - - - -
Force/Max	- - - - - - - -

Phase Features (2-1-1-4)	
Double Entry	- 2 - - - 6 - -
Rest In Walk	- - - - - - - -
Rest In Red	- - - - - - - -
Walk2	- - - - - - - -
Max Green 2	- 2 - - 5 6 - 8
Max Green 3	- - - - - - - -

Startup (2-1-1-5)	
First Green Phases	- 2 - - - 6 - -
Yellow Start Phases	- - - - - - - -
Vehicle Calls	- 2 - - 5 6 - 8
Pedestrian Calls	- 2 - - - 6 - -
Yellow Start Overlaps	- - - - - -
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	- - - - - - - -	1	- - - - - - - -
2	- - - - - - - -	2	- - - - - - - -
3	- - - - - - - -	3	- - - - - - - -
4	- - - - - - - -	4	- - - - - - - -
5	- - - - - - - -	5	- - - - - - - -
6	- - - - - - - -	6	- - - - - - - -
7	- - - - - - - -	7	- - - - - - - -
8	- - - - - - - -	8	- - - - - - - -

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	- - - - - - - -
Yellow Flash Overlap	- - - - - - - -
Flash In Red Phases	- - - - - - - -
Flash In Red Overlap	- - - - - - - -

Special Operation (2-1-2-3)	
Single Exit Phase	- - - - - - - -
Driveway Signal Phases	- - - - - - - -
Driveway Signal Overlaps	- - - - - - - -
Leading Ped Phases	- - - - - - - -

Protected Permissive (2-1-2-4)	
Protected Permissive	- - - - - - - -

Pedestrian (2-1-3)	
P1	- - - - - - - -
P2	- 2 - - - - - -
P3	- - - - - - - -
P4	- - - 4 - - - -
P5	- - - - - - - -
P6	- - - - - 6 - -
P7	- - - - - - - -
P8	- - - - - - - 8

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A [Arrow A]	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
B [Arrow B]	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
C [OL A]	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
D [OL B]	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
E [OL C]	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
F [OL D]	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -

[-] 332 Cabinet Overlap Assignment - For Reference Only

PHASE TIMING

PHASE (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	7	0	0	0	7	0	0
Flash Don't Walk	0	13	0	0	0	13	0	0
Minimum Green	0	10	0	0	6	10	0	8
Det Limit	0	20	0	0	0	20	0	20
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	0	25	0	0	15	25	0	20
Max Green 2	0	35	0	0	25	35	0	30
Max Green 3	0	0	0	0	0	0	0	0
Extension	0.0	4.6	0.0	0.0	2.0	5.2	0.0	5.0
Maximum Gap	0.0	6.4	0.0	0.0	2.0	7.2	0.0	7.0
Minimum Gap	0.0	2.0	0.0	0.0	2.0	2.0	0.0	2.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.1
Reduce Every	0.0	0.6	0.0	0.0	0.0	0.5	0.0	0.4
Yellow	3.0	4.8	3.0	3.0	3.7	4.8	3.0	4.1
All-Red	1.0	2.0	1.0	1.0	2.0	2.0	1.0	2.2
Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A [Arrow A]	B [Arrow B]	C [OL A]	D [OL B]	E [OL C]	F [OL D]
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert (2-5)	
Time	5.0

Red To Se (2-6)	
Red To Sec	OFF

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

		Cycle	Multi	Lag Gap	[Offsets] A	B	C	Green Factors or Press [F] to Select -1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor	100	0.0	- - - - - - - -					63			23	33		23
Plan 2	Green Factor		0.0	- - - - - - - -											
Plan 3	Green Factor		0.0	- - - - - - - -											
Plan 4	Green Factor		0.0	- - - - - - - -											
Plan 5	Green Factor		0.0	- - - - - - - -											
Plan 6	Green Factor		0.0	- - - - - - - -											
Plan 7	Green Factor		0.0	- - - - - - - -											
Plan 8	Green Factor		0.0	- - - - - - - -											
Plan 9	Green Factor	88	0.0	- - - - - - - -					50			20	22		24

Master Timer Sync (7-A)	
Enable in Plans	
1-9	1 2 3 4 5 6 7 8 9
11-19	- - - - - - - - -
21-29	- - - - - - - - -

Master Sub Master	
Input	0.0
Output	0

(7-E) Free	
Lag	Omit
- 2 - 4 - 6 - 8	- - - - - - - -
Veh Min	Veh Max
- 2 - - - 6 - -	- - - - - - - -
Ped	Bike
- - - - - - - -	- - - - - - - -
Cond	Cond Grn
- - - - - - - -	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	- 2 - 4 5 - - 8	- 2 - - - 6 - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 2	- 2 - 4 - 6 - 8	- 2 - - - 6 - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 3	- 2 - 4 - 6 - 8	- 2 - - - 6 - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 4	- 2 - 4 - 6 - 8	- 2 - - - 6 - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 5	- 2 - 4 - 6 - 8	- 2 - - - 6 - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 6	- 2 - 4 - 6 - 8	- 2 - - - 6 - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 7	- 2 - 4 - 6 - 8	- 2 - - - 6 - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 8	- 2 - 4 - 6 - 8	- 2 - - - 6 - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 9	- 2 - 4 5 - - 8	- 2 - - - 6 - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	Offset
0	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

Local Plan 11...19 (7-2) TIMING DATA COORDINATION

					[Offsets]			Green Factors or Press [F] to Select Force-Off							
		Cycle	Multi	Lag Gap	A	B	C	1	2	3	4	5	6	7	8
Plan 11	Green Factor		0.0	- - - - - - - -											
Plan 12	Green Factor		0.0	- - - - - - - -											
Plan 13	Green Factor		0.0	- - - - - - - -											
Plan 14	Green Factor		0.0	- - - - - - - -											
Plan 15	Green Factor		0.0	- - - - - - - -											
Plan 16	Green Factor		0.0	- - - - - - - -											
Plan 17	Green Factor		0.0	- - - - - - - -											
Plan 18	Green Factor		0.0	- - - - - - - -											
Plan 19	Green Factor		0.0	- - - - - - - -											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 12	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 13	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 14	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan15	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 16	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 17	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 18	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 19	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -

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Local Plan 21...29 (7-3) TIMING DATA COORDINATION

					[Offsets]			Green Factors or Press [F] to Select Force-Off							
		Cycle	Multi	Lag Gap	A	B	C	1	2	3	4	5	6	7	8
Plan 21	Green Factor		0.0	- - - - - - - -											
Plan 22	Green Factor		0.0	- - - - - - - -											
Plan 23	Green Factor		0.0	- - - - - - - -											
Plan 24	Green Factor		0.0	- - - - - - - -											
Plan 25	Green Factor		0.0	- - - - - - - -											
Plan 26	Green Factor		0.0	- - - - - - - -											
Plan 27	Green Factor		0.0	- - - - - - - -											
Plan 28	Green Factor		0.0	- - - - - - - -											
Plan 29	Green Factor		0.0	- - - - - - - -											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 22	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 23	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 24	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 25	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 26	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 27	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 28	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 29	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -

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DETECTORS

Detector Attributes (5-1)				Slot
Det	Type	Phases	Lock	
1	Count+Call+Extend	1 - - - - - - -	NO	I1U
2	Count+Call+Extend	1 - - - - - - -	NO	I1L
3	Count+Extend	- 2 - - - - - -	NO	I2U
4	Count+Extend	- 2 - - - - - -	NO	I2L
5	Limited	- 2 - - - - - -	NO	I3U
6	Limited	- 2 - - - - - -	NO	I3L
7	Limited	- 2 - - - - - -	NO	I4U
8	Limited	- 2 - - - - - -	NO	I4L
9	Count+Call+Extend	- - 3 - - - - -	NO	I5U
10	Count+Call+Extend	- - 3 - - - - -	NO	I5L
11	Count+Extend	- - - 4 - - - -	NO	I6U
12	Count+Extend	- - - 4 - - - -	NO	I6L
13	Count+Call+Extend	- - - 4 - - - -	NO	I7U
14	Count+Call+Extend	- - - 4 - - - -	NO	I7L
15	Count+Call+Extend	- - - 4 - - - -	NO	I8U
16	Count+Call+Extend	- - - 4 - - - -	NO	I8L
17	Count+Call+Extend	1 - - - - - - -	NO	I9U
18	Count+Call+Extend	- - 3 - - - - -	NO	I9L
19	None	- - - - - - - -	NO	I10U
20	None	- - - - - - - -	NO	I10L
21	Count+Call+Extend	- - - - 5 - - -	NO	J1U
22	Count+Call+Extend	- - - - 5 - - -	NO	J1L
23	Count+Extend	- - - - - 6 - -	NO	J2U
24	Count+Extend	- - - - - 6 - -	NO	J2L
25	Limited	- - - - - 6 - -	NO	J3U
26	Limited	- - - - - 6 - -	NO	J3L
27	Limited	- - - - - 6 - -	NO	J4U
28	Limited	- - - - - 6 - -	NO	J4L
29	Count+Call+Extend	- - - - - - 7 -	NO	J5U
30	Count+Call+Extend	- - - - - - 7 -	NO	J5L
31	Count+Extend	- - - - - - - 8	NO	J6U
32	Count+Extend	- - - - - - - 8	NO	J6L
33	Count+Call+Extend	- - - - - - - 8	NO	J7U
34	Count+Call+Extend	- - - - - - - 8	NO	J7L
35	Count+Call+Extend	- - - - - - - 8	NO	J8U
36	Count+Call+Extend	- - - - - - - 8	NO	J8L
37	Count+Call+Extend	- - - - 5 - - -	NO	J9U
38	Count+Call+Extend	- - - - - - 7 -	NO	J9L
39	None	- - - - - - - -	NO	J10U
40	None	- - - - - - - -	NO	J10L
41	Pedestrian	- 2 - - - - - -	NO	I12U
42	Pedestrian	- - - 4 - - - -	NO	I12L
43	Pedestrian	- - - - - 6 - -	NO	I13U
44	Pedestrian	- - - - - - - 8	NO	I13L

Detector Configuration (5-2)				
Det	Delay	Extend	Recall	Port
1	0	0.0	10	3.2
2	0	0.0	10	7.2
3	0	0.5	10	1.1
4	0	0.5	10	1.5
5	0	0.0	10	4.5
6	0	0.0	10	6.2
7	0	2.0	10	2.1
8	0	2.0	10	7.4
9	0	0.0	10	3.4
10	0	0.0	10	7.6
11	0	0.0	10	1.3
12	0	0.0	10	1.7
13	0	0.0	10	4.7
14	0	0.0	10	6.4
15	0	0.0	10	2.3
16	0	0.0	10	7.8
17	0	0.0	10	3.6
18	0	0.0	10	3.8
19	0	0.0	10	4.1
20	0	0.0	10	4.2
21	0	1.0	10	3.1
22	0	1.0	10	7.1
23	0	0.0	10	1.2
24	0	0.5	10	1.6
25	0	0.0	10	4.6
26	0	0.0	10	6.3
27	0	2.0	10	2.2
28	0	2.0	10	7.3
29	0	0.0	10	3.3
30	0	0.0	10	7.5
31	2	0.0	10	1.4
32	2	0.0	10	1.8
33	0	0.0	10	4.8
34	15	0.0	10	6.5
35	0	2.0	10	2.4
36	0	0.0	10	7.7
37	0	0.0	10	3.5
38	0	0.0	10	3.7
39	0	0.0	10	4.3
40	0	0.0	10	4.4
41	0	0.0	10	5.1
42	0	0.0	10	5.3
43	0	0.0	10	5.2
44	0	0.0	10	5.4

Failure Times (5-3)	Minutes
Maximum On Time	0
Fail Reset Time	0

Failure Override (5-4)	
Detectors 1-8	- - - - - - - -
Detectors 9-16	- - - - - - - -
Detectors 17-24	- - - - - - - -
Detectors 25-32	- - - - - - - -
Detectors 33-40	- - - - - - - -
Detectors 41-44	- - - - - - - -

System Detector Assignment (5-5)								
Sys Det	1	2	3	4	5	6	7	8
Det Num	0	0	0	0	0	0	0	0
Sys Det	9	10	11	12	13	14	15	16
Det Num	0	0	0	0	0	0	0	0

CIC Operation (5-6-1)	
Enable in Plans	- - - - - - - -

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.0	

Detector-to-Phase Assignment (5-6-3)								
Sys Det	1	2	3	4	5	6	7	8
Phase	0	0	0	0	0	0	0	0
Sys Det	9	10	11	12	13	14	15	16
Phase	0	0	0	0	0	0	0	0

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

CHECKSUM: 33BA

TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
0700	1	A
1800	255	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A

Table 2 (8-2-2)		
Hour	Plan	OS
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A

Table 3 (8-2-3)		
Hour	Plan	OS
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A

Table 4 (8-2-4)		
Hour	Plan	OS
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A

Table 5 (8-2-5)		
Hour	Plan	OS
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A

Table 6 (8-2-6)		
Hour	Plan	OS
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

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HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1	0	0	- - - - - - - -	0
2	0	0	- - - - - - - -	0
3	0	0	- - - - - - - -	0
4	0	0	- - - - - - - -	0
5	0	0	- - - - - - - -	0
6	0	0	- - - - - - - -	0
7	0	0	- - - - - - - -	0
8	0	0	- - - - - - - -	0
9	0	0	- - - - - - - -	0
10	0	0	- - - - - - - -	0
11	0	0	- - - - - - - -	0
12	0	0	- - - - - - - -	0
13	0	0	- - - - - - - -	0
14	0	0	- - - - - - - -	0
15	0	0	- - - - - - - -	0
16	0	0	- - - - - - - -	0

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1	0	0	- - - - - - - -	0
2	0	0	- - - - - - - -	0
3	0	0	- - - - - - - -	0
4	0	0	- - - - - - - -	0
5	0	0	- - - - - - - -	0
6	0	0	- - - - - - - -	0
7	0	0	- - - - - - - -	0
8	0	0	- - - - - - - -	0
9	0	0	- - - - - - - -	0
10	0	0	- - - - - - - -	0
11	0	0	- - - - - - - -	0
12	0	0	- - - - - - - -	0
13	0	0	- - - - - - - -	0
14	0	0	- - - - - - - -	0
15	0	0	- - - - - - - -	0
16	0	0	- - - - - - - -	0

Solar Clock Data (8-4)

North Latidude	36
West Longitude	119
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	- - - - - - - -
Holiday	- - - - - - - -

Daylight Saving (8-6)

Daylight Saving	YES

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1	0530	2230	1 2 3 4 5 6 7	17	1 2 3 4 5 6 7 8
2	0000	0000	- - - - - - -	0	- - - - - - - -
3	0000	0000	- - - - - - -	0	- - - - - - - -
4	0000	0000	- - - - - - -	0	- - - - - - - -
5	0000	0000	- - - - - - -	0	- - - - - - - -
6	0000	0000	- - - - - - -	0	- - - - - - - -
7	0000	0000	- - - - - - -	0	- - - - - - - -
8	0000	0000	- - - - - - -	0	- - - - - - - -
9	0000	0000	- - - - - - -	0	- - - - - - - -
10	0000	0000	- - - - - - -	0	- - - - - - - -
11	0000	0000	- - - - - - -	0	- - - - - - - -
12	0000	0000	- - - - - - -	0	- - - - - - - -
13	0000	0000	- - - - - - -	0	- - - - - - - -
14	0000	0000	- - - - - - -	0	- - - - - - - -
15	0000	0000	- - - - - - -	0	- - - - - - - -
16	0000	0000	- - - - - - -	0	- - - - - - - -

Action Codes:
0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11.Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed
200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	0
Protocol	AB3418
Limit Access	None
Baud	1200
Parity	None
Data Bits	8 data bits
Stop Bits	1 stop bit
RTS On Time	20
RTS Off Time	20
Handshaking	Normal

C20 (6-1-2)	
Address	0
Protocol	AB3418
Limit Access	None
Baud	1200
Parity	None
Data Bits	8 data bits
Stop Bits	1 stop bit
RTS On Time	20
RTS Off Time	20
Handshaking	Normal

C21 (6-1-3)	
Address	0
Protocol	AB3418
Limit Access	None
Baud	1200
Parity	None
Data Bits	8 data bits
Stop Bits	1 stop bit
RTS On Time	20
RTS Off Time	20
Handshaking	Normal

SOFT LOGIC

Soft Logic (6-2)							
#	Data	OP	Data	OP	Data	OP	Data
1	00.0	00	00.0	00	00.0	00	00.0
2	00.0	00	00.0	00	00.0	00	00.0
3	00.0	00	00.0	00	00.0	00	00.0
4	00.0	00	00.0	00	00.0	00	00.0
5	00.0	00	00.0	00	00.0	00	00.0
6	00.0	00	00.0	00	00.0	00	00.0
7	00.0	00	00.0	00	00.0	00	00.0
8	00.0	00	00.0	00	00.0	00	00.0
9	00.0	00	00.0	00	00.0	00	00.0
10	00.0	00	00.0	00	00.0	00	00.0
11	00.0	00	00.0	00	00.0	00	00.0
12	00.0	00	00.0	00	00.0	00	00.0
13	00.0	00	00.0	00	00.0	00	00.0
14	00.0	00	00.0	00	00.0	00	00.0
15	00.0	00	00.0	00	00.0	00	00.0
16	00.0	00	00.0	00	00.0	00	00.0

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	0
Local Toll	0
Long Distance	0
Delay	10
Area Code	0
Phone Number	0 - 0

Line Out	0
Local Toll	0
Long Distance	0
Delay	10
Area Code	0
Phone Number	0 - 0

Line Out	0
Local Toll	0
Long Distance	0
Delay	10
Area Code	0
Phone Number	0 - 0

NETWORK

Network (6-4)				
Address	1			
Protocol	AB3418			
Port	27000			
IP Mode	Static IP			
IP Address	192	168	13	4
Netmask	255	255	255	0
Broadcast	192	168	13	255
Gateway	192	168	13	254

RAILROAD PREEMPTION

RR 1

(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Delay	0									
Clear 1	10	- 2 - - 5 - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- 2 - 4 - 6 - 8	- - - - - - -	- - - - - - -	- - - - - - -
Clear 2	0	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - -	- - - - - - -	- - - - - - -
Clear 3	0	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - -	- - - - - - -	- - - - - - -
Hold	0	- - - - - - - - -	- - - - - - - - -	1 2 3 4 5 6 7 8	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - -	- - - - - - -	A B C D E F
Exit	5									
Min Grn	0									
Ped Clr	0									

Exit Parameters (3-1-5)			
Phase Green	Overlap Green	Vehicle Recall	Ped Call
- - - - - - - - -	- - - - - - -	1 2 3 4 5 6 7 8	- 2 - 4 - 6 - 8

Configuration (3-1-6)			
Port	Gate Port	Latching	Power-Up
2.5	0.0	Yes	Flashing

RR 2

(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
		Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
Delay	0									
Clear 1	10	- - - 4 - - 7 -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- 2 - 4 - 6 - 8	- - - - - - -	- - - - - - -	- - - - - - -
Clear 2	0	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - -	- - - - - - -	- - - - - - -
Clear 3	0	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - -	- - - - - - -	- - - - - - -
Hold	0	1 2 3 - - 6 - -	- - - - - - - - -	- - - - - - - - -	- 2 - - - 6 - -	- - - - - - - - -	- - - 4 - - - 8	- - - - - - -	- - - - - - -	- - - - - - -
Exit	0									
Min Grn	0									
Ped Clr	0									

Exit Parameters (3-2-5)			
Exit Ph Grn	Exit Ovl Grn	Exit Veh Recall	Exit Ped Call
- - - - - - - - -	- - - - - - -	- - - 4 - - 7 -	- - - - - - - - -

Configuration (3-2-6)			
Port	Gate Port	Latching	Power-Up
2.6	0.0	Yes	Dark

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Grn
Delay	Clear	Max		
0	30	30	- 2 - - 5 - - -	- - - - - - -

Port	Latching	Phase Termination
5.5	No	Advance

EVB (3-B)

Preempt Timers			Phase Green	Overlap Grn
Delay	Clear	Max		
0	30	30	- - - 4 - - 7 -	- - - - - - -

Port	Latching	Phase	Phase Termination
5.6	No		Advance

EVC (3-C)

Preempt Timers			Phase Green	Overlap Grn
Delay	Clear	Max		
0	30	30	1 - - - - 6 - -	- - - - - - -

Port	Latching	Phase Termination
5.7	No	Advance

EVD (3-D)

Preempt Timers			Phase Green	Overlap Grn
Delay	Clear	Max		
0	30	30	- - 3 - - - - 8	- - - - - - -

Port	Latching	Phase	Phase Termination
5.8	No		Advance

INPUTS

		7 Wire I/C(2-1-5-1)			
		Input	Port	Input	Port
Enable	No	R1	3.8	Free	3.6
Max ON	0	R2	3.5	D2	2.8
Max OFF	0	R3	3.7	D3	6.1

Manual Control(2-1-5-2)	
Input	Port
Manual Adv	6.6
Adv Enable	6.6

Battery Backup (2-1-5-5)	
Port	Operation
2.7	Flashing

Cabinet Staus (2-1-5-3)	
Input	Port
Flash Bus	0.0
Door Ajar	0.0
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	0.0
2	0.0
3	0.0
4	0.0

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	41	42

Loadswitch Codes:
0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C
+ middle output of loadswitches 3 and 6

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	1	2	3	4	5	6	7	8	Coord	Lag	Min Recall	Restricted
Plan C	0	0	0	0	0	0	0	0	0	0	0	0	- 2 - - - 6 - -	- 2 - 4 - 6 - 8	- - - - - - - -	- - - - - - - -
Plan D	0	0	0	0	0	0	0	0	0	0	0	0	- 2 - - - 6 - -	- 2 - 4 - 6 - 8	- - - - - - - -	- - - - - - - -

TRANSIT PRIORITY

Local Plans (3-E) 1...9 1...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 2	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 3	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 4	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 5	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 6	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 7	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 8	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 9	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 11	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 12	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 13	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 14	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 15	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 16	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 17	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 18	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 19	Green Factor	0	0	0	0	0	0	0	0	0	0	0

Enable Priority in Plan (3-E-A)					
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	- - - - - - - -	0.0	OPT	0	0
Plan 11-19	- - - - - - - -	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
0	- - - - - - - -
0	- - - - - - - -

Free Plans (3-E-E)	
Max Green	Hold Phase
0	- - - - - - - -

Access Utilities (9-5)	
Password	***
Timeout	30

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
	0.0	0.0	0	0	- - - - - - - -	0.0	0.0	0.0	0	0.0	0

CONTROLLER ID

Manufacturer ID	Caltrans TSCP Ver 2.21
Model ID	Model 2070
Protocol Revision ID	AB3418

State of California
DEPARTMENT OF TRANSPORTATION

2070 Controller Timing Chart

Caltrans TSCP Ver 2.21

Location:			Designed By:
System:	District:		Intalled By:
Master At:	I/C:		Service Info:

Timing Change:	By:	Date Start:	Date End:	Designed:	Installed:

		FLASH
PHASE	1)	[ ]
	2)	[ ]
	3)	[ ]
	4)	[ ]
	5)	[ ]
	6)	[ ]
	7)	[ ]
	8)	[ ]
OVERLAP	A)	[ ]
	B)	[ ]
	C)	[ ]
	D)	[ ]
	E)	[ ]
	F)	[ ]

Intersection Layout

Comments and Notes:

RAM Checksum

Page 2:	9E95	Page 8:	F2B7
Page 3:	1FA0	Page 9:	ED92
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Page 5:	191A	Page 11:	93EE
Page 6:	191A	Page 12:	EF20
Page 7:	857A	Page 13:	86F7

CONFIGURATION PHASE FLAGS

Phases (2-1-1-1)	
Permitted	1 2 - 4 - 6 - -
Restricted	- - - - - - - -

Phase Recalls (2-1-1-2)	
Vehicle Min	- 2 - - - 6 - -
vehicle Max	- - - - - - - -
Pedestrian	- - - - - - - -
Bicyle	- - - - - - - -

Phase Locks (2-1-1-3)	
Red	- - - - - - - -
Yellow	- - - - - - - -
Force/Max	- - - - - - - -

Phase Features (2-1-1-4)	
Double Entry	- - - - - - - -
Rest In Walk	- - - - - - - -
Rest In Red	- - - - - - - -
Walk2	- - - - - - - -
Max Green 2	1 2 - 4 - 6 - -
Max Green 3	- - - - - - - -

Startup (2-1-1-5)	
First Green Phases	- 2 - - - 6 - -
Yellow Start Phases	- - - - - - - -
Vehicle Calls	1 2 - 4 - 6 - -
Pedestrian Calls	- 2 - - - 6 - -
Yellow Start Overlaps	- - - - - -
Startup All-Red	6.0

Call To Phase (2-1-2-1)		Omit On Green	
1	- - - - - - - -	1	- - - - - - - -
2	- - - - - - - -	2	- - - - - - - -
3	- - - - - - - -	3	- - - - - - - -
4	- - - - - - - -	4	- - - - - - - -
5	- - - - - - - -	5	- - - - - - - -
6	- - - - - - - -	6	- - - - - - - -
7	- - - - - - - -	7	- - - - - - - -
8	- - - - - - - -	8	- - - - - - - -

Flashing Colors (2-1-2-2)	
Yellow Flash Phases	- - - - - - - -
Yellow Flash Overlap	- - - - - - - -
Flash In Red Phases	- - - - - - - -
Flash In Red Overlap	- - - - - - - -

Special Operation (2-1-2-3)	
Single Exit Phase	- - - - - - - -
Driveway Signal Phases	- - - - - - - -
Driveway Signal Overlaps	- - - - - - - -
Leading Ped Phases	- - - - - - - -

Protected Permissive (2-1-2-4)	
Protected Permissive	- - - - - - - -

Pedestrian (2-1-3)	
P1	- - - - - - - -
P2	- 2 - - - - - -
P3	- - - - - - - -
P4	- - - - - - - -
P5	- - - - - - - -
P6	- - - - - 6 - -
P7	- - - - - - - -
P8	- - - - - - - -

Overlap (2-1-4)				
Overlap	Parent	Omit	No Start	Not
A [Arrow A]	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
B [Arrow B]	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
C [OL A]	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
D [OL B]	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
E [OL C]	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
F [OL D]	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -

[-] 332 Cabinet Overlap Assignment - For Reference Only

 CHECKSUM: 9E95

PHASE TIMING

PHASE (2-2)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 1 ---	0	7	0	0	0	7	0	0
Flash Don't Walk	0	14	0	0	0	16	0	0
Minimum Green	6	10	0	8	0	10	0	0
Det Limit	0	20	0	20	0	20	0	0
Max Initial	0	0	0	0	0	0	0	0
Max Green 1	15	25	0	20	0	25	0	0
Max Green 2	25	35	0	30	0	35	0	0
Max Green 3	0	0	0	0	0	0	0	0
Extension	2.0	5.6	0.0	5.0	0.0	4.6	0.0	0.0
Maximum Gap	2.0	7.7	0.0	7.0	0.0	6.4	0.0	0.0
Minimum Gap	2.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0
Add Per Vehicle	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduce Gap By	0.0	0.1	0.0	0.1	0.0	0.1	0.0	0.0
Reduce Every	0.0	0.5	0.0	0.4	0.0	0.6	0.0	0.0
Yellow	3.7	4.8	3.0	4.1	3.0	4.8	3.0	3.0
All-Red	2.0	2.0	0.0	2.0	0.0	2.0	0.0	0.0
Ped/Bike (2-3)	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
--- Walk 2 ---	0	0	0	0	0	0	0	0
Delay/Early Walk	0	0	0	0	0	0	0	0
Solid Don't Walk	0	0	0	0	0	0	0	0
Bike Green	0	0	0	0	0	0	0	0
Bike All-Red	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

OVERLAP TIMING

Overlap (2-4)	A [Arrow A]	B [Arrow B]	C [OL A]	D [OL B]	E [OL C]	F [OL D]
Green	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	5.0	5.0	5.0	5.0	5.0	5.0
Red	0.0	0.0	0.0	0.0	0.0	0.0

Red Revert (2-5)	
Time	5.0

Red To Se (2-6)	
Red To Sec	OFF

Max/Gap Out (2-7)	
Max Cnt	0
Gap Cnt	0

PAGE 3 CHECKSUM: 1FA0

Local Plan 1...9 (7-1) TIMING DATA

COORDINATION

[Offsets] Green Factors or Press [F] to Select

		Cycle	Multi	Lag Gap	A	B	C	-1-	-2-	-3-	-4-	-5-	-6-	-7-	-8-
Plan 1	Green Factor	100	0.0	- - - - - - - -	15			16	36		29		58		
Plan 2	Green Factor		0.0	- - - - - - - -											
Plan 3	Green Factor		0.0	- - - - - - - -											
Plan 4	Green Factor		0.0	- - - - - - - -											
Plan 5	Green Factor		0.0	- - - - - - - -											
Plan 6	Green Factor		0.0	- - - - - - - -											
Plan 7	Green Factor		0.0	- - - - - - - -											
Plan 8	Green Factor		0.0	- - - - - - - -											
Plan 9	Green Factor	88	0.0	- - - - - - - -	74			16	23		29		23		

Master Timer Sync (7-A)	
Enable in Plans	
1-9	- - - - - - - - -
11-19	- - - - - - - - -
21-29	- - - - - - - - -

Master Sub Master	
Input	0.0
Output	0

(7-E) Free	
Lag	Omit
- 2 - 4 - 6 - 8	- - - - - - - -
Veh Min	Veh Max
- 2 - - - 6 - -	- - - - - - - -
Ped	Bike
- - - - - - - -	- - - - - - - -
Cond	Cond Grn
- - - - - - - -	10

Local Plan 1...9 (7-1) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 1	- 2 - - - 6 - -	- 2 - - - 6 - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 2	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 3	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 4	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 5	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 6	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 7	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 8	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 9	1 - - 4 5 - - 8	- 2 - - - 6 - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -

MANUAL COMMANDS

Manual Plan (4-1)	
Plan	Offset
0	A

Plan: 1-9
15 or 254 = Flash
14 or 255 = Free
Offset A, B, or C

Special Function Override (4-2)			
#	Control	#	Control
1	NORMAL	3	NORMAL
2	NORMAL	4	NORMAL

Detector Reset	(4-3)
Local Manual (4-4)	OFF

PAGE 4 CHECKSUM: 3D56

Local Plan 11...19 (7-2) TIMING DATA COORDINATION

[Offsets] Green Factors or Press [F] to Select Force-Off

		Cycle	Multi	Lag Gap	A	B	C	1	2	3	4	5	6	7	8
Plan 11	Green Factor		0.0	- - - - - - - -											
Plan 12	Green Factor		0.0	- - - - - - - -											
Plan 13	Green Factor		0.0	- - - - - - - -											
Plan 14	Green Factor		0.0	- - - - - - - -											
Plan 15	Green Factor		0.0	- - - - - - - -											
Plan 16	Green Factor		0.0	- - - - - - - -											
Plan 17	Green Factor		0.0	- - - - - - - -											
Plan 18	Green Factor		0.0	- - - - - - - -											
Plan 19	Green Factor		0.0	- - - - - - - -											

Local Plan 11...19 (7-2) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 11	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 12	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 13	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 14	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan15	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 16	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 17	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 18	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 19	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -

PAGE 5 CHECKSUM: 191A

Local Plan 21...29 (7-3) TIMING DATA COORDINATION

					[Offsets]			Green Factors or Press [F] to Select Force-Off							
		Cycle	Multi	Lag Gap	A	B	C	1	2	3	4	5	6	7	8
Plan 21	Green Factor		0.0	- - - - - - - -											
Plan 22	Green Factor		0.0	- - - - - - - -											
Plan 23	Green Factor		0.0	- - - - - - - -											
Plan 24	Green Factor		0.0	- - - - - - - -											
Plan 25	Green Factor		0.0	- - - - - - - -											
Plan 26	Green Factor		0.0	- - - - - - - -											
Plan 27	Green Factor		0.0	- - - - - - - -											
Plan 28	Green Factor		0.0	- - - - - - - -											
Plan 29	Green Factor		0.0	- - - - - - - -											

Local Plan 21...29 (7-3) PHASE FLAGS

	Lag	Sync	Hold	Omit	Veh Min	Veh Max	Ped	Bike
Plan 21	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 22	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 23	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 24	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 25	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 26	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 27	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 28	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -
Plan 29	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -	- - - - - - - -

DETECTORS

Detector Attributes (5-1)				Slot
Det	Type	Phases	Lock	
1	Count+Call+Extend	1 - - - - - - -	NO	I1U
2	Count+Call+Extend	1 - - - - - - -	NO	I1L
3	Count+Extend	- 2 - - - - - -	NO	I2U
4	Count+Extend	- 2 - - - - - -	NO	I2L
5	Limited	- 2 - - - - - -	NO	I3U
6	Limited	- 2 - - - - - -	NO	I3L
7	Limited	- 2 - - - - - -	NO	I4U
8	Limited	- 2 - - - - - -	NO	I4L
9	Count+Call+Extend	- - 3 - - - - -	NO	I5U
10	Count+Call+Extend	- - 3 - - - - -	NO	I5L
11	Count+Extend	- - - 4 - - - -	NO	I6U
12	Count+Extend	- - - 4 - - - -	NO	I6L
13	Count+Call+Extend	- - - 4 - - - -	NO	I7U
14	Count+Call+Extend	- - - 4 - - - -	NO	I7L
15	Count+Call+Extend	- - - 4 - - - -	NO	I8U
16	Count+Call+Extend	- - - 4 - - - -	NO	I8L
17	Count+Call+Extend	1 - - - - - - -	Red	I9U
18	Count+Call+Extend	- - 3 - - - - -	NO	I9L
19	None	- - - - - - - -	NO	I10U
20	None	- - - - - - - -	NO	I10L
21	Count+Call+Extend	- - - - 5 - - -	NO	J1U
22	Count+Call+Extend	- - - - 5 - - -	NO	J1L
23	Count+Extend	- - - - - 6 - -	NO	J2U
24	Count+Extend	- - - - - 6 - -	NO	J2L
25	Limited	- - - - - 6 - -	NO	J3U
26	Limited	- - - - - 6 - -	NO	J3L
27	Limited	- - - - - 6 - -	NO	J4U
28	Limited	- - - - - 6 - -	NO	J4L
29	Count+Call+Extend	- - - - - - 7 -	NO	J5U
30	Count+Call+Extend	- - - - - - 7 -	NO	J5L
31	Count+Extend	- - - - - - - 8	NO	J6U
32	Count+Extend	- - - - - - - 8	NO	J6L
33	Count+Call+Extend	- - - - - - - 8	NO	J7U
34	Count+Call+Extend	- - - - - - - 8	NO	J7L
35	Count+Call+Extend	- - - - - - - 8	NO	J8U
36	Count+Call+Extend	- - - - - - - 8	NO	J8L
37	Count+Call+Extend	- - - - 5 - - -	NO	J9U
38	Count+Call+Extend	- - - - - - 7 -	NO	J9L
39	None	- - - - - - - -	NO	J10U
40	None	- - - - - - - -	NO	J10L
41	Pedestrian	- 2 - - - - - -	NO	I12U
42	Pedestrian	- - - 4 - - - -	NO	I12L
43	Pedestrian	- - - - - 6 - -	NO	I13U
44	Pedestrian	- - - - - - - 8	NO	I13L

Detector Configuration (5-2)				
Det	Delay	Extend	Recall	Port
1	0	2.0	10	3.2
2	0	2.0	10	7.2
3	0	0.0	10	1.1
4	0	0.0	10	1.5
5	0	0.0	10	4.5
6	0	0.0	10	6.2
7	0	2.0	10	2.1
8	0	2.0	10	7.4
9	0	0.0	10	3.4
10	0	0.0	10	7.6
11	2	0.0	10	1.3
12	2	0.0	10	1.7
13	10	0.0	10	4.7
14	10	0.0	10	6.4
15	0	2.0	10	2.3
16	0	2.0	10	7.8
17	0	0.0	10	3.6
18	0	0.0	10	3.8
19	0	0.0	10	4.1
20	0	0.0	10	4.2
21	0	0.0	10	3.1
22	0	0.0	10	7.1
23	0	0.0	10	1.2
24	0	0.0	10	1.6
25	0	0.0	10	4.6
26	0	0.0	10	6.3
27	0	2.0	10	2.2
28	0	2.0	10	7.3
29	0	0.0	10	3.3
30	0	0.0	10	7.5
31	0	0.0	10	1.4
32	0	0.0	10	1.8
33	0	0.0	10	4.8
34	0	0.0	10	6.5
35	0	0.0	10	2.4
36	0	0.0	10	7.7
37	0	0.0	10	3.5
38	0	0.0	10	3.7
39	0	0.0	10	4.3
40	0	0.0	10	4.4
41	0	0.0	10	5.1
42	0	0.0	10	5.3
43	0	0.0	10	5.2
44	0	0.0	10	5.4

Failure Times (5-3)	Minutes
Maximum On Time	0
Fail Reset Time	0

Failure Override (5-4)	
Detectors 1-8	- - - - - - - -
Detectors 9-16	- - - - - - - -
Detectors 17-24	- - - - - - - -
Detectors 25-32	- - - - - - - -
Detectors 33-40	- - - - - - - -
Detectors 41-44	- - - - - - - -

System Detector Assignment (5-5)								
Sys Det	1	2	3	4	5	6	7	8
Det Num	0	0	0	0	0	0	0	0
Sys Det	9	10	11	12	13	14	15	16
Det Num	0	0	0	0	0	0	0	0

CIC Operation (5-6-1)	
Enable in Plans	- - - - - - - -

CIC Values (5-6-2)	Volume	Occupancy	Demand
Smoothing	0.66	0.66	0.66
Multiplier	4.0	0.33	
Exponent	0.50	1.0	

Detector-to-Phase Assignment (5-6-3)								
Sys Det	1	2	3	4	5	6	7	8
Phase	0	0	0	0	0	0	0	0
Sys Det	9	10	11	12	13	14	15	16
Phase	0	0	0	0	0	0	0	0

Input File Port-Bit Assignments

332 Cabinet - For Reference Only

	1	2	3	4	5	6	7	8	9	10	11	12	13	14
I-	3.2	1.1	4.5	2.1	3.4	1.3	4.7	2.3	3.6	4.1	6.6	5.1	5.2	6.7
	7.2	1.5	6.2	7.4	7.6	1.7	6.4	7.8	3.8	4.2	2.7	5.3	5.4	6.8
J-	3.1	1.2	4.6	2.2	3.3	1.4	4.8	2.4	3.5	4.3	2.8	5.5	5.6	2.5
	7.1	1.6	6.3	7.3	7.5	1.8	6.5	7.7	3.7	4.4	6.1	5.7	5.8	2.6

TOD SCHEDULE

Table 1 (8-2-1)		
Time	Plan	OS
0700	1	A
1800	255	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A

Table 2 (8-2-2)		
Hour	Plan	OS
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A

Table 3 (8-2-3)		
Hour	Plan	OS
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A

Table 4 (8-2-4)		
Hour	Plan	OS
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A

Table 5 (8-2-5)		
Hour	Plan	OS
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A

Table 6 (8-2-6)		
Hour	Plan	OS
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A
0000	0	A

WEEKDAY ASSIGNMENT

Weekday Table Assignments (8-2-7)						
Mon	Tue	Wed	Thu	Fri	Sat	Sun
1	1	1	1	1	2	2

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HOLIDAY TABLES

Floating Holiday Table (8-2-8)

#	Mnth	Week	DOW	Table
1	0	0	- - - - - - - -	0
2	0	0	- - - - - - - -	0
3	0	0	- - - - - - - -	0
4	0	0	- - - - - - - -	0
5	0	0	- - - - - - - -	0
6	0	0	- - - - - - - -	0
7	0	0	- - - - - - - -	0
8	0	0	- - - - - - - -	0
9	0	0	- - - - - - - -	0
10	0	0	- - - - - - - -	0
11	0	0	- - - - - - - -	0
12	0	0	- - - - - - - -	0
13	0	0	- - - - - - - -	0
14	0	0	- - - - - - - -	0
15	0	0	- - - - - - - -	0
16	0	0	- - - - - - - -	0

Fixed Holiday Table (8-2-9)

#	Mnth	Day	DOW	Table
1	0	0	- - - - - - - -	0
2	0	0	- - - - - - - -	0
3	0	0	- - - - - - - -	0
4	0	0	- - - - - - - -	0
5	0	0	- - - - - - - -	0
6	0	0	- - - - - - - -	0
7	0	0	- - - - - - - -	0
8	0	0	- - - - - - - -	0
9	0	0	- - - - - - - -	0
10	0	0	- - - - - - - -	0
11	0	0	- - - - - - - -	0
12	0	0	- - - - - - - -	0
13	0	0	- - - - - - - -	0
14	0	0	- - - - - - - -	0
15	0	0	- - - - - - - -	0
16	0	0	- - - - - - - -	0

Solar Clock Data (8-4)

North Latidude	36
West Longitude	119
Local Time Zone	8

Sabbatical Clock (8-5)

Hebrew	Ped Recall
Sabbath	- - - - - - - -
Holiday	- - - - - - - -

Daylight Saving (8-6)

Daylight Saving	YES

TOD Functions (8-3)

#	Start	End	DOW	Action	Phases
1	0630	2030	1 2 3 4 5 6 7	17	1 2 - 4 - 6 - -
2	0000	0000	- - - - - - - -	0	- - - - - - - -
3	0000	0000	- - - - - - - -	0	- - - - - - - -
4	0000	0000	- - - - - - - -	0	- - - - - - - -
5	0000	0000	- - - - - - - -	0	- - - - - - - -
6	0000	0000	- - - - - - - -	0	- - - - - - - -
7	0000	0000	- - - - - - - -	0	- - - - - - - -
8	0000	0000	- - - - - - - -	0	- - - - - - - -
9	0000	0000	- - - - - - - -	0	- - - - - - - -
10	0000	0000	- - - - - - - -	0	- - - - - - - -
11	0000	0000	- - - - - - - -	0	- - - - - - - -
12	0000	0000	- - - - - - - -	0	- - - - - - - -
13	0000	0000	- - - - - - - -	0	- - - - - - - -
14	0000	0000	- - - - - - - -	0	- - - - - - - -
15	0000	0000	- - - - - - - -	0	- - - - - - - -
16	0000	0000	- - - - - - - -	0	- - - - - - - -

Action Codes:
0. None
1. Permitted
2. Restricted
4. Veh Min Recall
5. Veh Max Recall
6. Ped Recall
7. Bike Recall
8. Red Lock
9. Yellow Lock
10. Force/Max Lock
11.Double Entry
12. Y-Coord C
13. Y-Coord D
14. Free
15. Flashing
16. Walk 2
17. Max Green 2
18. Max Green 3
19. Rest in Walk
20. Rest in Red
21. Free Lag Phases
22. Special Functions
23. Truck Preempt
24. Conditional Service
25. Conditional Service
26. Leading Ped
41. Protected Permissive
42. Protected Permissive

Action Code = Phases added to normal setting

100+Action Code = Phases removed
200+Action Code = Phases replaced

COMMUNICATIONS

C2 (6-1-1)	
Address	0
Protocol	AB3418
Limit Access	None
Baud	1200
Parity	None
Data Bits	8 data bits
Stop Bits	1 stop bit
RTS On Time	20
RTS Off Time	20
Handshaking	Normal

C20 (6-1-2)	
Address	0
Protocol	AB3418
Limit Access	None
Baud	1200
Parity	None
Data Bits	8 data bits
Stop Bits	1 stop bit
RTS On Time	20
RTS Off Time	20
Handshaking	Normal

C21 (6-1-3)	
Address	0
Protocol	AB3418
Limit Access	None
Baud	1200
Parity	None
Data Bits	8 data bits
Stop Bits	1 stop bit
RTS On Time	20
RTS Off Time	20
Handshaking	Normal

SOFT LOGIC

Soft Logic (6-2)							
#	Data	OP	Data	OP	Data	OP	Data
1	00.0	00	00.0	00	00.0	00	00.0
2	00.0	00	00.0	00	00.0	00	00.0
3	00.0	00	00.0	00	00.0	00	00.0
4	00.0	00	00.0	00	00.0	00	00.0
5	00.0	00	00.0	00	00.0	00	00.0
6	00.0	00	00.0	00	00.0	00	00.0
7	00.0	00	00.0	00	00.0	00	00.0
8	00.0	00	00.0	00	00.0	00	00.0
9	00.0	00	00.0	00	00.0	00	00.0
10	00.0	00	00.0	00	00.0	00	00.0
11	00.0	00	00.0	00	00.0	00	00.0
12	00.0	00	00.0	00	00.0	00	00.0
13	00.0	00	00.0	00	00.0	00	00.0
14	00.0	00	00.0	00	00.0	00	00.0
15	00.0	00	00.0	00	00.0	00	00.0
16	00.0	00	00.0	00	00.0	00	00.0

CALLBACK NUMBERS

Callback Numbers (6-3...3)	
Line Out	0
Local Toll	0
Long Distance	0
Delay	10
Area Code	0
Phone Number	0 - 0

Line Out	0
Local Toll	0
Long Distance	0
Delay	10
Area Code	0
Phone Number	0 - 0

Line Out	0
Local Toll	0
Long Distance	0
Delay	10
Area Code	0
Phone Number	0 - 0

NETWORK

Network (6-4)				
Address	1			
Protocol	AB3418			
Port	27000			
IP Mode	Static IP			
IP Address	192	168	13	1
Netmask	255	255	255	0
Broadcast	192	168	13	255
Gateway	192	168	13	254

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RAILROAD PREEMPTION

RR 1	(3-1-1)	Timing	Phase Flags (3-1-2)			Pedestrian Flags (3-1-3)			Overlap Flags (3-1-4)		
			Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
	Delay	0									
	Clear 1	10	- 2 - - 5 - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- 2 - 4 - 6 - 8	- - - - - - -	- - - - - - -	- - - - - - -
	Clear 2	0	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - -	- - - - - - -	- - - - - - -
	Clear 3	0	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - -	- - - - - - -	- - - - - - -
	Hold	0	- - - - - - - - -	- - - - - - - - -	1 2 3 4 5 6 7 8	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - -	- - - - - - -	A B C D E F
	Exit	5									
	Min Grn	0									
	Ped Clr	0									

Exit Parameters (3-1-5)			
Phase Green	Overlap Green	Vehicle Recall	Ped Call
- - - - - - - - -	- - - - - - -	1 2 3 4 5 6 7 8	- 2 - 4 - 6 - 8

Configuration (3-1-6)			
Port	Gate Port	Latching	Power-Up
2.5	0.0	Yes	Flashing

RR 2	(3-2-1)	Timing	Phase Flags (3-2-2)			Pedestrian Flags (3-2-3)			Overlap Flags (3-2-4)		
			Grn Hold	Yel Flash	Red Flash	Walk	Flash DW	Solid DW	Grn Hold	Yel Flash	Red Flash
	Delay	0									
	Clear 1	10	- - - 4 - - 7 -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- 2 - 4 - 6 - 8	- - - - - - -	- - - - - - -	- - - - - - -
	Clear 2	0	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - -	- - - - - - -	- - - - - - -
	Clear 3	0	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - -	- - - - - - -	- - - - - - -
	Hold	0	1 2 3 - - 6 - -	- - - - - - - - -	- - - - - - - - -	- 2 - - - 6 - -	- - - - - - - - -	- - - 4 - - - 8	- - - - - - -	- - - - - - -	- - - - - - -
	Exit	0									
	Min Grn	0									
	Ped Clr	0									

Exit Parameters (3-2-5)			
Exit Ph Grn	Exit Ovl Grn	Exit Veh Recall	Exit Ped Call
- - - - - - - - -	- - - - - - -	- - - 4 - - 7 -	- - - - - - - - -

Configuration (3-2-6)			
Port	Gate Port	Latching	Power-Up
2.6	0.0	Yes	Flashing

EMERGENCY VEHICLE PREEMPTION

EVA (3-A)

Preempt Timers			Phase Green	Overlap Grn
Delay	Clear	Max		
0	30	30	- 2 - - 5 - - -	- - - - - - -

Port	Latching	Phase Termination
5.5	No	Advance

EVB (3-B)

Preempt Timers			Phase Green	Overlap Grn
Delay	Clear	Max		
0	30	30	- - - 4 - - 7 -	- - - - - - -

Port	Latching	Phase	Phase Termination
5.6	No		Advance

EVC (3-C)

Preempt Timers			Phase Green	Overlap Grn
Delay	Clear	Max		
0	30	30	1 - - - - 6 - -	- - - - - - -

Port	Latching	Phase Termination
5.7	No	Advance

EVD (3-D)

Preempt Timers			Phase Green	Overlap Grn
Delay	Clear	Max		
0	30	30	- - 3 - - - - 8	- - - - - - -

Port	Latching	Phase	Phase Termination
5.8	No		Advance

INPUTS

		7 Wire I/C(2-1-5-1)			
		Input	Port	Input	Port
Enable	No	R1	3.8	Free	3.6
Max ON	0	R2	3.5	D2	2.8
Max OFF	0	R3	3.7	D3	6.1

Manual Control(2-1-5-2)	
Input	Port
Manual Adv	6.6
Adv Enable	6.6

Battery Backup (2-1-5-5)	
Port	Operation
2.7	Flashing

Cabinet Staus (2-1-5-3)	
Input	Port
Flash Bus	0.0
Door Ajar	0.0
Flash Sense	6.7
Stop Time	6.8

Special Function (2-1-5-4)	
Input	Port
1	0.0
2	0.0
3	0.0
4	0.0

Y-Coordination (2-1-5-6)	
Port C	Port D
6.1	2.8

OUTPUTS

Loadswitch Assignments (2-1-6)							
A	1	2	22	3	4	24	9
B	5	6	26	7	8	28	10
X	13	14	0	11	12	0	0

Loadswitch Codes:
0 Unused (no output)
1-8 Vehicle 1-8
9-14 Overlap A-F
21-28 Ped 1-8
41-47 Special Functions
41 Protected Permissive Flashing Phase 1
43 Protected Permissive Flashing Phase 3
45 Protected Permissive Flashing Phase 5
47 Protected Permissive Flashing Phase 7
51-57 Special Functions
71-72 Seven Wire I/C
+ middle output of loadswitches 3 and 6

YELLOW YIELD COORDINATION

					Force-Offs											
Y-Coord Plans (7-C,D)	Long Grn	No Grn	Offset	Perm	1	2	3	4	5	6	7	8	Coord	Lag	Min Recall	Restricted
Plan C	0	0	0	0	0	0	0	0	0	0	0	0	- 2 - - - 6 - -	- 2 - 4 - 6 - 8	- - - - - - - -	- - - - - - - -
Plan D	0	0	0	0	0	0	0	0	0	0	0	0	- 2 - - - 6 - -	- 2 - 4 - 6 - 8	- - - - - - - -	- - - - - - - -

TRANSIT PRIORITY

Local Plans (3-E) 1...9 1...19		Early Green	Green Extend	Inhibit Cycles	Phase 1 Minimum	Phase 2 Minimum	Phase 3 Minimum	Phase 4 Minimum	Phase 5 Minimum	Phase 6 Minimum	Phase 7 Minimum	Phase 8 Minimum
Plan 1	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 2	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 3	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 4	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 5	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 6	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 7	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 8	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 9	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 11	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 12	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 13	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 14	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 15	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 16	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 17	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 18	Green Factor	0	0	0	0	0	0	0	0	0	0	0
Plan 19	Green Factor	0	0	0	0	0	0	0	0	0	0	0

Enable Priority in Plan (3-E-A)					
Enable in Plans		Input	Type	Stop	Go
Plan 1-9	- - - - - - - -	0.0	OPT	0	0
Plan 11-19	- - - - - - - -	0.0	OPT	0	0

Queue Jump (3-E-B)	
Grn Hold	Hold Phase
0	- - - - - - - -
0	- - - - - - - -

Free Plans (3-E-E)	
Max Green	Hold Phase
0	- - - - - - - -

Access Utilities (9-5)	
Password	***
Timeout	30

TRUCK PRIORITY

Truck Priority (3-F)	Passage	CarryOver	Clearance	Next Priority	Phase Green	Det 2 Port	Det 3 Port	Det 4 Port	Sign Output	Slave Input	Slave Output
	0.0	0.0	0	0	- - - - - - - -	0.0	0.0	0.0	0	0.0	0

CONTROLLER ID

Manufacturer ID	Caltrans TSCP Ver 2.21
Model ID	Model 2070
Protocol Revision ID	AB3418

APPENDIX D

VOLUME DEVELOPMENT WORKSHEETS

LSA

Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing Volumes	Project Trips	Existing Plus Project
1 Willow Avenue/Behymer Avenue						
NBL	84	0	84	120	0	120
NBT	552	32	584	451	21	472
NBR	16	0	16	24	0	24
SBL	44	1	45	37	4	41
SBT	576	11	587	354	36	390
SBR	74	0	74	10	0	10
EBL	67	0	67	11	0	11
EBT	125	0	125	45	0	45
EBR	203	0	203	81	0	81
WBL	16	0	16	31	0	31
WBT	128	0	128	89	0	89
WBR	43	3	46	18	2	20
North Leg						
Approach	694	12	706	401	40	441
Departure	662	35	697	480	23	503
Total	1,356	47	1,403	881	63	944
South Leg						
Approach	652	32	684	595	21	616
Departure	795	11	806	466	36	502
Total	1,447	43	1,490	1,061	57	1,118
East Leg						
Approach	187	3	190	138	2	140
Departure	185	1	186	106	4	110
Total	372	4	376	244	6	250
West Leg						
Approach	395	0	395	137	0	137
Departure	286	0	286	219	0	219
Total	681	0	681	356	0	356
Total Approaches						
Approach	1,928	47	1,975	1,271	63	1,334
Departure	1,928	47	1,975	1,271	63	1,334
Total	3,856	94	3,950	2,542	126	2,668

LSA

Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing Volumes	Project Trips	Existing Plus Project
2 Willow Avenue/Shepherd Avenue						
NBL	160	0	160	243	0	243
NBT	587	0	587	657	0	657
NBR	49	2	51	89	7	96
SBL	161	11	172	127	36	163
SBT	740	0	740	464	0	464
SBR	50	0	50	31	0	31
EBL	29	0	29	36	0	36
EBT	243	13	256	323	43	366
EBR	145	0	145	113	0	113
WBL	44	6	50	34	4	38
WBT	298	38	336	315	25	340
WBR	98	32	130	145	21	166
North Leg						
Approach	951	11	962	622	36	658
Departure	714	32	746	838	21	859
Total	1,665	43	1,708	1,460	57	1,517
South Leg						
Approach	796	2	798	989	7	996
Departure	929	6	935	611	4	615
Total	1,725	8	1,733	1,600	11	1,611
East Leg						
Approach	440	76	516	494	50	544
Departure	453	26	479	539	86	625
Total	893	102	995	1,033	136	1,169
West Leg						
Approach	417	13	430	472	43	515
Departure	508	38	546	589	25	614
Total	925	51	976	1,061	68	1,129
Total Approaches						
Approach	2,604	102	2,706	2,577	136	2,713
Departure	2,604	102	2,706	2,577	136	2,713
Total	5,208	204	5,412	5,154	272	5,426

LSA

Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing Volumes	Project Trips	Existing Plus Project
3 Minnewawa Avenue/Behymer Avenue						
NBL	41	0	41	46	0	46
NBT	212	0	212	205	0	205
NBR	8	0	8	6	0	6
SBL	123	0	123	95	0	95
SBT	225	0	225	190	0	190
SBR	3	0	3	2	0	2
EBL	3	0	3	3	0	3
EBT	114	1	115	69	4	73
EBR	44	0	44	30	0	30
WBL	12	0	12	6	0	6
WBT	145	3	148	86	2	88
WBR	297	0	297	99	0	99
North Leg						
Approach	351	0	351	287	0	287
Departure	512	0	512	307	0	307
Total	863	0	863	594	0	594
South Leg						
Approach	261	0	261	257	0	257
Departure	281	0	281	226	0	226
Total	542	0	542	483	0	483
East Leg						
Approach	454	3	457	191	2	193
Departure	245	1	246	170	4	174
Total	699	4	703	361	6	367
West Leg						
Approach	161	1	162	102	4	106
Departure	189	3	192	134	2	136
Total	350	4	354	236	6	242
Total Approaches						
Approach	1,227	4	1,231	837	6	843
Departure	1,227	4	1,231	837	6	843
Total	2,454	8	2,462	1,674	12	1,686

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Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing Volumes	Project Trips	Existing Plus Project
4 Minnewawa Avenue/Shepherd Avenue						
NBL	127	0	127	104	0	104
NBT	150	0	150	152	0	152
NBR	41	14	55	26	46	72
SBL	103	0	103	76	0	76
SBT	159	0	159	142	0	142
SBR	29	0	29	13	0	13
EBL	33	0	33	20	0	20
EBT	339	27	366	390	89	479
EBR	152	0	152	81	0	81
WBL	44	41	85	19	28	47
WBT	291	79	370	342	53	395
WBR	91	0	91	85	0	85
North Leg						
Approach	291	0	291	231	0	231
Departure	274	0	274	257	0	257
Total	565	0	565	488	0	488
South Leg						
Approach	318	14	332	282	46	328
Departure	355	41	396	242	28	270
Total	673	55	728	524	74	598
East Leg						
Approach	426	120	546	446	81	527
Departure	483	41	524	492	135	627
Total	909	161	1,070	938	216	1,154
West Leg						
Approach	524	27	551	491	89	580
Departure	447	79	526	459	53	512
Total	971	106	1,077	950	142	1,092
Total Approaches						
Approach	1,559	161	1,720	1,450	216	1,666
Departure	1,559	161	1,720	1,450	216	1,666
Total	3,118	322	3,440	2,900	432	3,332

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Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing Volumes	Project Trips	Existing Plus Project
5 Clovis Avenue/Shepherd Avenue						
NBL	80	0	80	140	0	140
NBT	59	0	59	44	0	44
NBR	86	27	113	70	89	159
SBL	19	0	19	10	0	10
SBT	71	0	71	24	0	24
SBR	67	0	67	26	0	26
EBL	32	0	32	32	0	32
EBT	337	41	378	343	136	479
EBR	118	0	118	103	0	103
WBL	109	78	187	77	53	130
WBT	294	120	414	304	81	385
WBR	48	0	48	7	0	7
North Leg						
Approach	157	0	157	60	0	60
Departure	139	0	139	83	0	83
Total	296	0	296	143	0	143
South Leg						
Approach	225	27	252	254	89	343
Departure	298	78	376	204	53	257
Total	523	105	628	458	142	600
East Leg						
Approach	451	198	649	388	134	522
Departure	442	68	510	423	225	648
Total	893	266	1,159	811	359	1,170
West Leg						
Approach	487	41	528	478	136	614
Departure	441	120	561	470	81	551
Total	928	161	1,089	948	217	1,165
Total Approaches						
Approach	1,320	266	1,586	1,180	359	1,539
Departure	1,320	266	1,586	1,180	359	1,539
Total	2,640	532	3,172	2,360	718	3,078

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Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing Volumes	Project Trips	Existing Plus Project
6 Clovis Avenue/Teague Avenue						
NBL	263	0	263	156	0	156
NBT	209	25	234	290	82	372
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	273	72	345	223	49	272
SBR	183	6	189	60	4	64
EBL	73	2	75	67	7	74
EBT	0	0	0	0	0	0
EBR	222	0	222	87	0	87
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	456	78	534	283	53	336
Departure	282	27	309	357	89	446
Total	738	105	843	640	142	782
South Leg						
Approach	472	25	497	446	82	528
Departure	495	72	567	310	49	359
Total	967	97	1,064	756	131	887
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	295	2	297	154	7	161
Departure	446	6	452	216	4	220
Total	741	8	749	370	11	381
Total Approaches						
Approach	1,223	105	1,328	883	142	1,025
Departure	1,223	105	1,328	883	142	1,025
Total	2,446	210	2,656	1,766	284	2,050

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Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing Volumes	Project Trips	Existing Plus Project
7 Clovis Avenue/Nees Avenue						
NBL	70	0	70	124	0	124
NBT	294	25	319	400	82	482
NBR	20	0	20	46	0	46
SBL	70	0	70	43	0	43
SBT	416	72	488	253	49	302
SBR	42	0	42	27	0	27
EBL	30	0	30	22	0	22
EBT	306	1	307	415	4	419
EBR	194	0	194	249	0	249
WBL	35	32	67	22	21	43
WBT	363	3	366	385	2	387
WBR	180	0	180	74	0	74
North Leg						
Approach	528	72	600	323	49	372
Departure	504	25	529	496	82	578
Total	1,032	97	1,129	819	131	950
South Leg						
Approach	384	25	409	570	82	652
Departure	645	104	749	524	70	594
Total	1,029	129	1,158	1,094	152	1,246
East Leg						
Approach	578	35	613	481	23	504
Departure	396	1	397	504	4	508
Total	974	36	1,010	985	27	1,012
West Leg						
Approach	530	1	531	686	4	690
Departure	475	3	478	536	2	538
Total	1,005	4	1,009	1,222	6	1,228
Total Approaches						
Approach	2,020	133	2,153	2,060	158	2,218
Departure	2,020	133	2,153	2,060	158	2,218
Total	4,040	266	4,306	4,120	316	4,436

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Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing Volumes	Project Trips	Existing Plus Project
8 Clovis Avenue/Alluvial Avenue						
NBL	127	0	127	146	0	146
NBT	282	25	307	558	82	640
NBR	61	0	61	67	0	67
SBL	126	0	126	77	0	77
SBT	576	104	680	454	70	524
SBR	34	0	34	13	0	13
EBL	13	0	13	15	0	15
EBT	269	1	270	342	4	346
EBR	153	0	153	175	0	175
WBL	44	0	44	36	0	36
WBT	407	3	410	302	2	304
WBR	89	0	89	77	0	77
North Leg						
Approach	736	104	840	544	70	614
Departure	384	25	409	650	82	732
Total	1,120	129	1,249	1,194	152	1,346
South Leg						
Approach	470	25	495	771	82	853
Departure	773	104	877	665	70	735
Total	1,243	129	1,372	1,436	152	1,588
East Leg						
Approach	540	3	543	415	2	417
Departure	456	1	457	486	4	490
Total	996	4	1,000	901	6	907
West Leg						
Approach	435	1	436	532	4	536
Departure	568	3	571	461	2	463
Total	1,003	4	1,007	993	6	999
Total Approaches						
Approach	2,181	133	2,314	2,262	158	2,420
Departure	2,181	133	2,314	2,262	158	2,420
Total	4,362	266	4,628	4,524	316	4,840

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Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing Volumes	Project Trips	Existing Plus Project
9 State Route 168 Westbound Ramps/Herndon Avenue						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	66	0	66	66	0	66
SBT	0	0	0	0	0	0
SBR	729	0	729	342	0	342
EBL	0	0	0	0	0	0
EBT	957	2	959	1,653	7	1,660
EBR	491	0	491	529	0	529
WBL	0	0	0	0	0	0
WBT	1,454	6	1,460	1,451	4	1,455
WBR	576	85	661	540	57	597
North Leg						
Approach	795	0	795	408	0	408
Departure	576	85	661	540	57	597
Total	1,371	85	1,456	948	57	1,005
South Leg						
Approach	0	0	0	0	0	0
Departure	491	0	491	529	0	529
Total	491	0	491	529	0	529
East Leg						
Approach	2,030	91	2,121	1,991	61	2,052
Departure	1,023	2	1,025	1,719	7	1,726
Total	3,053	93	3,146	3,710	68	3,778
West Leg						
Approach	1,448	2	1,450	2,182	7	2,189
Departure	2,183	6	2,189	1,793	4	1,797
Total	3,631	8	3,639	3,975	11	3,986
Total Approaches						
Approach	4,273	93	4,366	4,581	68	4,649
Departure	4,273	93	4,366	4,581	68	4,649
Total	8,546	186	8,732	9,162	136	9,298

LSA

Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing Volumes	Project Trips	Existing Plus Project
10 State Route 168 Eastbound Ramps/Herndon Avenue						
NBL	454	0	454	497	0	497
NBT	0	0	0	0	0	0
NBR	479	19	498	677	61	738
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	810	2	812	1,359	7	1,366
EBR	213	0	213	360	0	360
WBL	0	0	0	0	0	0
WBT	1,576	91	1,667	1,494	61	1,555
WBR	79	0	79	184	0	184
North Leg						
Approach	0	0	0	0	0	0
Departure	79	0	79	184	0	184
Total	79	0	79	184	0	184
South Leg						
Approach	933	19	952	1,174	61	1,235
Departure	213	0	213	360	0	360
Total	1,146	19	1,165	1,534	61	1,595
East Leg						
Approach	1,655	91	1,746	1,678	61	1,739
Departure	1,289	21	1,310	2,036	68	2,104
Total	2,944	112	3,056	3,714	129	3,843
West Leg						
Approach	1,023	2	1,025	1,719	7	1,726
Departure	2,030	91	2,121	1,991	61	2,052
Total	3,053	93	3,146	3,710	68	3,778
Total Approaches						
Approach	3,611	112	3,723	4,571	129	4,700
Departure	3,611	112	3,723	4,571	129	4,700
Total	7,222	224	7,446	9,142	258	9,400

LSA

Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing Volumes	Project Trips	Existing Plus Project
11 Clovis Avenue/Herndon Avenue						
NBL	232	0	232	350	0	350
NBT	255	3	258	402	11	413
NBR	120	0	120	276	0	276
SBL	161	3	164	271	2	273
SBT	283	9	292	262	6	268
SBR	402	91	493	266	61	327
EBL	243	21	264	366	68	434
EBT	832	0	832	1,368	0	1,368
EBR	214	0	214	302	0	302
WBL	148	0	148	316	0	316
WBT	1,021	0	1,021	1,062	0	1,062
WBR	157	1	158	132	4	136
North Leg						
Approach	846	103	949	799	69	868
Departure	655	25	680	900	83	983
Total	1,501	128	1,629	1,699	152	1,851
South Leg						
Approach	607	3	610	1,028	11	1,039
Departure	645	9	654	880	6	886
Total	1,252	12	1,264	1,908	17	1,925
East Leg						
Approach	1,326	1	1,327	1,510	4	1,514
Departure	1,113	3	1,116	1,915	2	1,917
Total	2,439	4	2,443	3,425	6	3,431
West Leg						
Approach	1,289	21	1,310	2,036	68	2,104
Departure	1,655	91	1,746	1,678	61	1,739
Total	2,944	112	3,056	3,714	129	3,843
Total Approaches						
Approach	4,068	128	4,196	5,373	152	5,525
Departure	4,068	128	4,196	5,373	152	5,525
Total	8,136	256	8,392	10,746	304	11,050

LSA

Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing Volumes	Project Trips	Existing Plus Project
12 Sunnyside Avenue/Behymer Avenue						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	2	0	2	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	253	1	254	179	4	183
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	438	3	441	198	2	200
WBR	0	0	0	0	0	0
North Leg						
Approach	2	0	2	0	0	0
Departure	0	0	0	0	0	0
Total	2	0	2	0	0	0
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	438	3	441	198	2	200
Departure	254	1	255	179	4	183
Total	692	4	696	377	6	383
West Leg						
Approach	253	1	254	179	4	183
Departure	438	3	441	198	2	200
Total	691	4	695	377	6	383
Total Approaches						
Approach	692	4	696	377	6	383
Departure	692	4	696	377	6	383
Total	1,385	8	1,393	754	12	766

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Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing Volumes	Project Trips	Existing Plus Project
13 Sunnyside Avenue/Shepherd Avenue						
NBL	54	0	54	80	0	80
NBT	11	4	15	11	14	25
NBR	27	11	38	31	36	67
SBL	2	22	24	4	15	19
SBT	14	44	58	13	30	43
SBR	9	66	75	9	45	54
EBL	8	23	31	9	75	84
EBT	325	46	371	342	150	492
EBR	106	0	106	70	0	70
WBL	31	32	63	29	21	50
WBT	371	132	503	296	89	385
WBR	3	8	11	6	25	31
North Leg						
Approach	25	132	157	26	90	116
Departure	22	35	57	26	114	140
Total	47	167	214	52	204	256
South Leg						
Approach	92	15	107	122	50	172
Departure	151	76	227	112	51	163
Total	243	91	334	234	101	335
East Leg						
Approach	405	172	577	331	135	466
Departure	354	79	433	377	201	578
Total	759	251	1,010	708	336	1,044
West Leg						
Approach	439	69	508	421	225	646
Departure	434	198	632	385	134	519
Total	873	267	1,140	806	359	1,165
Total Approaches						
Approach	961	388	1,349	900	500	1,400
Departure	961	388	1,349	900	500	1,400
Total	1,922	776	2,698	1,800	1,000	2,800

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Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing Volumes	Project Trips	Existing Plus Project
14 Sunnyside Avenue/Teague Avenue						
NBL	2	0	2	0	0	0
NBT	74	15	89	120	50	170
NBR	5	0	5	7	0	7
SBL	5	0	5	2	0	2
SBT	139	76	215	112	51	163
SBR	0	0	0	1	0	1
EBL	5	0	5	1	0	1
EBT	4	0	4	1	0	1
EBR	1	0	1	3	0	3
WBL	17	0	17	8	0	8
WBT	6	0	6	3	0	3
WBR	10	0	10	12	0	12
North Leg						
Approach	144	76	220	115	51	166
Departure	89	15	104	133	50	183
Total	233	91	324	248	101	349
South Leg						
Approach	81	15	96	127	50	177
Departure	157	76	233	123	51	174
Total	238	91	329	250	101	351
East Leg						
Approach	33	0	33	23	0	23
Departure	14	0	14	10	0	10
Total	47	0	47	33	0	33
West Leg						
Approach	10	0	10	5	0	5
Departure	8	0	8	4	0	4
Total	18	0	18	9	0	9
Total Approaches						
Approach	268	91	359	270	101	371
Departure	268	91	359	270	101	371
Total	536	182	718	540	202	742

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Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing Volumes	Project Trips	Existing Plus Project
15 Sunnyside Avenue/Nees Avenue						
NBL	137	0	137	115	0	115
NBT	57	15	72	98	50	148
NBR	17	0	17	35	0	35
SBL	22	0	22	17	0	17
SBT	115	44	159	90	30	120
SBR	34	32	66	19	21	40
EBL	12	0	12	24	0	24
EBT	269	0	269	364	0	364
EBR	85	0	85	74	0	74
WBL	25	0	25	32	0	32
WBT	367	0	367	337	0	337
WBR	14	0	14	15	0	15
North Leg						
Approach	171	76	247	126	51	177
Departure	83	15	98	137	50	187
Total	254	91	345	263	101	364
South Leg						
Approach	211	15	226	248	50	298
Departure	225	44	269	196	30	226
Total	436	59	495	444	80	524
East Leg						
Approach	406	0	406	384	0	384
Departure	308	0	308	416	0	416
Total	714	0	714	800	0	800
West Leg						
Approach	366	0	366	462	0	462
Departure	538	32	570	471	21	492
Total	904	32	936	933	21	954
Total Approaches						
Approach	1,154	91	1,245	1,220	101	1,321
Departure	1,154	91	1,245	1,220	101	1,321
Total	2,308	182	2,490	2,440	202	2,642

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Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing Volumes	Project Trips	Existing Plus Project
16 Fowler Avenue/Behymer Avenue						
NBL	424	3	427	163	2	165
NBT	75	0	75	79	0	79
NBR	1	0	1	3	0	3
SBL	0	0	0	1	0	1
SBT	80	0	80	59	0	59
SBR	16	0	16	5	0	5
EBL	10	0	10	7	0	7
EBT	0	0	0	3	0	3
EBR	233	1	234	176	4	180
WBL	4	0	4	4	0	4
WBT	8	0	8	4	0	4
WBR	0	0	0	1	0	1
North Leg						
Approach	96	0	96	65	0	65
Departure	85	0	85	87	0	87
Total	181	0	181	152	0	152
South Leg						
Approach	500	3	503	245	2	247
Departure	317	1	318	239	4	243
Total	817	4	821	484	6	490
East Leg						
Approach	12	0	12	9	0	9
Departure	1	0	1	7	0	7
Total	13	0	13	16	0	16
West Leg						
Approach	243	1	244	186	4	190
Departure	448	3	451	172	2	174
Total	691	4	695	358	6	364
Total Approaches						
Approach	851	4	855	505	6	511
Departure	851	4	855	505	6	511
Total	1,702	8	1,710	1,010	12	1,022

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Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing Volumes	Project Trips	Existing Plus Project
17 Fowler Avenue/Ticonderoga						
NBL	9	0	9	9	0	9
NBT	488	0	488	238	0	238
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	310	0	310	238	0	238
SBR	7	1	8	2	4	6
EBL	7	3	10	3	2	5
EBT	0	0	0	0	0	0
EBR	8	16	24	6	11	17
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	317	1	318	240	4	244
Departure	495	3	498	241	2	243
Total	812	4	816	481	6	487
South Leg						
Approach	497	0	497	247	0	247
Departure	318	16	334	244	11	255
Total	815	16	831	491	11	502
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	15	19	34	9	13	22
Departure	16	1	17	11	4	15
Total	31	20	51	20	17	37
Total Approaches						
Approach	829	20	849	496	17	513
Departure	829	20	849	496	17	513
Total	1,658	40	1,698	992	34	1,026

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Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing Volumes	Project Trips	Existing Plus Project
18 Fowler Avenue/Shepherd Avenue						
NBL	141	16	157	109	54	163
NBT	92	0	92	119	0	119
NBR	34	0	34	73	0	73
SBL	185	0	185	110	0	110
SBT	125	16	141	112	11	123
SBR	18	0	18	14	0	14
EBL	20	0	20	23	0	23
EBT	281	22	303	276	15	291
EBR	51	0	51	75	0	75
WBL	36	0	36	47	0	47
WBT	279	8	287	240	25	265
WBR	370	0	370	128	0	128
North Leg						
Approach	328	16	344	236	11	247
Departure	482	0	482	270	0	270
Total	810	16	826	506	11	517
South Leg						
Approach	267	16	283	301	54	355
Departure	212	16	228	234	11	245
Total	479	32	511	535	65	600
East Leg						
Approach	685	8	693	415	25	440
Departure	500	22	522	459	15	474
Total	1,185	30	1,215	874	40	914
West Leg						
Approach	352	22	374	374	15	389
Departure	438	24	462	363	79	442
Total	790	46	836	737	94	831
Total Approaches						
Approach	1,632	62	1,694	1,326	105	1,431
Departure	1,632	62	1,694	1,326	105	1,431
Total	3,264	124	3,388	2,652	210	2,862

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Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing Volumes	Project Trips	Existing Plus Project
19 Fowler Avenue/Teague Avenue						
NBL	3	0	3	9	0	9
NBT	164	16	180	309	54	363
NBR	7	0	7	13	0	13
SBL	19	0	19	9	0	9
SBT	238	16	254	247	11	258
SBR	10	0	10	6	0	6
EBL	4	0	4	3	0	3
EBT	6	0	6	3	0	3
EBR	6	0	6	5	0	5
WBL	17	0	17	5	0	5
WBT	8	0	8	7	0	7
WBR	30	0	30	15	0	15
North Leg						
Approach	267	16	283	262	11	273
Departure	198	16	214	327	54	381
Total	465	32	497	589	65	654
South Leg						
Approach	174	16	190	331	54	385
Departure	261	16	277	257	11	268
Total	435	32	467	588	65	653
East Leg						
Approach	55	0	55	27	0	27
Departure	32	0	32	25	0	25
Total	87	0	87	52	0	52
West Leg						
Approach	16	0	16	11	0	11
Departure	21	0	21	22	0	22
Total	37	0	37	33	0	33
Total Approaches						
Approach	512	32	544	631	65	696
Departure	512	32	544	631	65	696
Total	1,024	64	1,088	1,262	130	1,392

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Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing Volumes	Project Trips	Existing Plus Project
20 Fowler Avenue/Nees Avenue						
NBL	111	0	111	163	0	163
NBT	123	15	138	270	50	320
NBR	37	0	37	62	0	62
SBL	28	3	31	34	2	36
SBT	215	13	228	201	8	209
SBR	32	0	32	36	0	36
EBL	20	0	20	30	0	30
EBT	202	0	202	269	0	269
EBR	87	0	87	114	0	114
WBL	73	0	73	37	0	37
WBT	272	0	272	222	0	222
WBR	32	1	33	33	4	37
North Leg						
Approach	275	16	291	271	10	281
Departure	175	16	191	333	54	387
Total	450	32	482	604	64	668
South Leg						
Approach	271	15	286	495	50	545
Departure	375	13	388	352	8	360
Total	646	28	674	847	58	905
East Leg						
Approach	377	1	378	292	4	296
Departure	267	3	270	365	2	367
Total	644	4	648	657	6	663
West Leg						
Approach	309	0	309	413	0	413
Departure	415	0	415	421	0	421
Total	724	0	724	834	0	834
Total Approaches						
Approach	1,232	32	1,264	1,471	64	1,535
Departure	1,232	32	1,264	1,471	64	1,535
Total	2,464	64	2,528	2,942	128	3,070

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Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing Volumes	Project Trips	Existing Plus Project
21 Fowler Avenue/State Route 168 Westbound Ramps						
NBL	497	0	497	430	0	430
NBT	418	15	433	738	50	788
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	324	13	337	395	8	403
SBR	389	0	389	183	0	183
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	134	0	134	159	0	159
WBT	0	0	0	0	0	0
WBR	31	0	31	15	0	15
North Leg						
Approach	713	13	726	578	8	586
Departure	449	15	464	753	50	803
Total	1,162	28	1,190	1,331	58	1,389
South Leg						
Approach	915	15	930	1,168	50	1,218
Departure	458	13	471	554	8	562
Total	1,373	28	1,401	1,722	58	1,780
East Leg						
Approach	165	0	165	174	0	174
Departure	0	0	0	0	0	0
Total	165	0	165	174	0	174
West Leg						
Approach	0	0	0	0	0	0
Departure	886	0	886	613	0	613
Total	886	0	886	613	0	613
Total Approaches						
Approach	1,793	28	1,821	1,920	58	1,978
Departure	1,793	28	1,821	1,920	58	1,978
Total	3,586	56	3,642	3,840	116	3,956

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Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing Volumes	Project Trips	Existing Plus Project
22 Fowler Avenue/State Route 168 Eastbound Ramps						
NBL	0	0	0	0	0	0
NBT	774	4	778	857	14	871
NBR	92	0	92	294	0	294
SBL	14	0	14	23	0	23
SBT	444	13	457	531	8	539
SBR	0	0	0	0	0	0
EBL	141	11	152	311	36	347
EBT	0	0	0	0	0	0
EBR	332	0	332	585	0	585
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	458	13	471	554	8	562
Departure	915	15	930	1,168	50	1,218
Total	1,373	28	1,401	1,722	58	1,780
South Leg						
Approach	866	4	870	1,151	14	1,165
Departure	776	13	789	1,116	8	1,124
Total	1,642	17	1,659	2,267	22	2,289
East Leg						
Approach	0	0	0	0	0	0
Departure	106	0	106	317	0	317
Total	106	0	106	317	0	317
West Leg						
Approach	473	11	484	896	36	932
Departure	0	0	0	0	0	0
Total	473	11	484	896	36	932
Total Approaches						
Approach	1,797	28	1,825	2,601	58	2,659
Departure	1,797	28	1,825	2,601	58	2,659
Total	3,594	56	3,650	5,202	116	5,318

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Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing Volumes	Project Trips	Existing Plus Project
23 Sunnyside Avenue/Project Driveway 1						
NBL	0	0	0	0	0	0
NBT	22	10	32	26	32	58
NBR	0	7	7	0	21	21
SBL	0	0	0	0	0	0
SBT	25	28	53	26	19	45
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	0	19	19	0	13	13
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	25	28	53	26	19	45
Departure	22	10	32	26	32	58
Total	47	38	85	52	51	103
South Leg						
Approach	22	17	39	26	53	79
Departure	25	47	72	26	32	58
Total	47	64	111	52	85	137
East Leg						
Approach	0	19	19	0	13	13
Departure	0	7	7	0	21	21
Total	0	26	26	0	34	34
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	47	64	111	52	85	137
Departure	47	64	111	52	85	137
Total	94	128	222	104	170	274

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Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing Volumes	Project Trips	Existing Plus Project
24 Sunnyside Avenue/Project Driveway 2						
NBL	0	0	0	0	0	0
NBT	22	16	38	26	54	80
NBR	0	19	19	0	61	61
SBL	0	0	0	0	0	0
SBT	25	47	72	26	32	58
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	0	85	85	0	57	57
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	25	47	72	26	32	58
Departure	22	16	38	26	54	80
Total	47	63	110	52	86	138
South Leg						
Approach	22	35	57	26	115	141
Departure	25	132	157	26	89	115
Total	47	167	214	52	204	256
East Leg						
Approach	0	85	85	0	57	57
Departure	0	19	19	0	61	61
Total	0	104	104	0	118	118
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	47	167	214	52	204	256
Departure	47	167	214	52	204	256
Total	94	334	428	104	408	512

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Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing Volumes	Project Trips	Existing Plus Project
25 Project Driveway 3/Shepherd Avenue						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	164	164	0	110	110
EBL	0	57	57	0	186	186
EBT	354	22	376	377	15	392
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	405	8	413	331	25	356
WBR	0	16	16	0	54	54
North Leg						
Approach	0	164	164	0	110	110
Departure	0	73	73	0	240	240
Total	0	237	237	0	350	350
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	405	24	429	331	79	410
Departure	354	22	376	377	15	392
Total	759	46	805	708	94	802
West Leg						
Approach	354	79	433	377	201	578
Departure	405	172	577	331	135	466
Total	759	251	1,010	708	336	1,044
Total Approaches						
Approach	759	267	1,026	708	390	1,098
Departure	759	267	1,026	708	390	1,098
Total	1,518	534	2,052	1,416	780	2,196

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Table D-1 - Existing Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing (2022) Volumes	Project Trips	Existing Plus Project	Existing Volumes	Project Trips	Existing Plus Project
26 Stanford Avenue-Project Driveway 4/Perrin Road						
NBL	0	28	28	0	19	19
NBT	0	19	19	0	13	13
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	1	1	0	4	4
SBR	15	0	15	12	0	12
EBL	15	0	15	13	0	13
EBT	0	0	0	0	0	0
EBR	0	10	10	0	32	32
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	15	1	16	12	4	16
Departure	15	19	34	13	13	26
Total	30	20	50	25	17	42
South Leg						
Approach	0	47	47	0	32	32
Departure	0	11	11	0	36	36
Total	0	58	58	0	68	68
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	15	10	25	13	32	45
Departure	15	28	43	12	19	31
Total	30	38	68	25	51	76
Total Approaches						
Approach	30	58	88	25	68	93
Departure	30	58	88	25	68	93
Total	60	116	176	50	136	186

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Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	AM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
1 Willow Avenue/Behymer Avenue						
NBL	84	46	0	130	0	130
NBT	552	176	15	743	32	775
NBR	16	3	0	19	0	19
SBL	44	0	4	48	1	49
SBT	576	178	5	759	11	770
SBR	74	1	0	75	0	75
EBL	67	2	0	69	0	69
EBT	125	7	1	133	0	133
EBR	203	35	0	238	0	238
WBL	16	5	0	21	0	21
WBT	128	7	3	138	0	138
WBR	43	0	12	55	3	58
North Leg						
Approach	694	179	9	882	12	894
Departure	662	178	27	867	35	902
Total	1,356	357	36	1,749	47	1,796
South Leg						
Approach	652	225	15	892	32	924
Departure	795	218	5	1,018	11	1,029
Total	1,447	443	20	1,910	43	1,953
East Leg						
Approach	187	12	15	214	3	217
Departure	185	10	5	200	1	201
Total	372	22	20	414	4	418
West Leg						
Approach	395	44	1	440	0	440
Departure	286	54	3	343	0	343
Total	681	98	4	783	0	783
Total Approaches						
Approach	1,928	460	40	2,428	47	2,475
Departure	1,928	460	40	2,428	47	2,475
Total	3,856	920	80	4,856	94	4,950

Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	PM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
1 Willow Avenue/Behymer Avenue						
NBL	120	50	0	170	0	170
NBT	451	267	10	728	21	749
NBR	24	12	0	36	0	36
SBL	37	0	14	51	4	55
SBT	354	263	17	634	36	670
SBR	10	2	0	12	0	12
EBL	11	1	0	12	0	12
EBT	45	9	3	57	0	57
EBR	81	47	0	128	0	128
WBL	31	11	0	42	0	42
WBT	89	9	2	100	0	100
WBR	18	0	8	26	2	28
North Leg						
Approach	401	265	31	697	40	737
Departure	480	268	18	766	23	789
Total	881	533	49	1,463	63	1,526
South Leg						
Approach	595	329	10	934	21	955
Departure	466	321	17	804	36	840
Total	1,061	650	27	1,738	57	1,795
East Leg						
Approach	138	20	10	168	2	170
Departure	106	21	17	144	4	148
Total	244	41	27	312	6	318
West Leg						
Approach	137	57	3	197	0	197
Departure	219	61	2	282	0	282
Total	356	118	5	479	0	479
Total Approaches						
Approach	1,271	671	54	1,996	63	2,059
Departure	1,271	671	54	1,996	63	2,059
Total	2,542	1,342	108	3,992	126	4,118

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Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	AM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
2 Willow Avenue/Shepherd Avenue						
NBL	160	25	0	185	0	185
NBT	587	285	0	872	0	872
NBR	49	161	1	211	2	213
SBL	161	74	5	240	11	251
SBT	740	530	0	1,270	0	1,270
SBR	50	151	0	201	0	201
EBL	29	78	0	107	0	107
EBT	243	138	12	393	13	406
EBR	145	5	0	150	0	150
WBL	44	244	3	291	6	297
WBT	298	248	34	580	38	618
WBR	98	99	15	212	32	244
North Leg						
Approach	951	755	5	1,711	11	1,722
Departure	714	462	15	1,191	32	1,223
Total	1,665	1,217	20	2,902	43	2,945
South Leg						
Approach	796	471	1	1,268	2	1,270
Departure	929	779	3	1,711	6	1,717
Total	1,725	1,250	4	2,979	8	2,987
East Leg						
Approach	440	591	52	1,083	76	1,159
Departure	453	373	18	844	26	870
Total	893	964	70	1,927	102	2,029
West Leg						
Approach	417	221	12	650	13	663
Departure	508	424	34	966	38	1,004
Total	925	645	46	1,616	51	1,667
Total Approaches						
Approach	2,604	2,038	70	4,712	102	4,814
Departure	2,604	2,038	70	4,712	102	4,814
Total	5,208	4,076	140	9,424	204	9,628

Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	PM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
2 Willow Avenue/Shepherd Avenue						
NBL	243	36	0	279	0	279
NBT	657	725	0	1,382	0	1,382
NBR	89	373	3	465	7	472
SBL	127	150	17	294	36	330
SBT	464	537	0	1,001	0	1,001
SBR	31	166	0	197	0	197
EBL	36	216	0	252	0	252
EBT	323	285	38	646	43	689
EBR	113	10	0	123	0	123
WBL	34	300	2	336	4	340
WBT	315	231	23	569	25	594
WBR	145	128	10	283	21	304
North Leg						
Approach	622	853	17	1,492	36	1,528
Departure	838	1,069	10	1,917	21	1,938
Total	1,460	1,922	27	3,409	57	3,466
South Leg						
Approach	989	1,134	3	2,126	7	2,133
Departure	611	847	2	1,460	4	1,464
Total	1,600	1,981	5	3,586	11	3,597
East Leg						
Approach	494	659	35	1,188	50	1,238
Departure	539	808	58	1,405	86	1,491
Total	1,033	1,467	93	2,593	136	2,729
West Leg						
Approach	472	511	38	1,021	43	1,064
Departure	589	433	23	1,045	25	1,070
Total	1,061	944	61	2,066	68	2,134
Total Approaches						
Approach	2,577	3,157	93	5,827	136	5,963
Departure	2,577	3,157	93	5,827	136	5,963
Total	5,154	6,314	186	11,654	272	11,926

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Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	AM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
3 Minnewawa Avenue/Behymer Avenue						
NBL	41	4	0	45	0	45
NBT	212	44	0	256	0	256
NBR	8	3	0	11	0	11
SBL	123	0	3	126	0	126
SBT	225	25	0	250	0	250
SBR	3	0	0	3	0	3
EBL	3	0	0	3	0	3
EBT	114	6	5	125	1	126
EBR	44	2	0	46	0	46
WBL	12	5	0	17	0	17
WBT	145	4	15	164	3	167
WBR	297	0	9	306	0	306
North Leg						
Approach	351	25	3	379	0	379
Departure	512	44	9	565	0	565
Total	863	69	12	944	0	944
South Leg						
Approach	261	51	0	312	0	312
Departure	281	32	0	313	0	313
Total	542	83	0	625	0	625
East Leg						
Approach	454	9	24	487	3	490
Departure	245	9	8	262	1	263
Total	699	18	32	749	4	753
West Leg						
Approach	161	8	5	174	1	175
Departure	189	8	15	212	3	215
Total	350	16	20	386	4	390
Total Approaches						
Approach	1,227	93	32	1,352	4	1,356
Departure	1,227	93	32	1,352	4	1,356
Total	2,454	186	64	2,704	8	2,712

Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	PM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
3 Minnewawa Avenue/Behymer Avenue						
NBL	46	3	0	49	0	49
NBT	205	38	0	243	0	243
NBR	6	12	0	18	0	18
SBL	95	0	10	105	0	105
SBT	190	49	0	239	0	239
SBR	2	0	0	2	0	2
EBL	3	0	0	3	0	3
EBT	69	6	17	92	4	96
EBR	30	4	0	34	0	34
WBL	6	11	0	17	0	17
WBT	86	7	10	103	2	105
WBR	99	0	6	105	0	105
North Leg						
Approach	287	49	10	346	0	346
Departure	307	38	6	351	0	351
Total	594	87	16	697	0	697
South Leg						
Approach	257	53	0	310	0	310
Departure	226	64	0	290	0	290
Total	483	117	0	600	0	600
East Leg						
Approach	191	18	16	225	2	227
Departure	170	18	27	215	4	219
Total	361	36	43	440	6	446
West Leg						
Approach	102	10	17	129	4	133
Departure	134	10	10	154	2	156
Total	236	20	27	283	6	289
Total Approaches						
Approach	837	130	43	1,010	6	1,016
Departure	837	130	43	1,010	6	1,016
Total	1,674	260	86	2,020	12	2,032

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Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	AM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
4 Minnewawa Avenue/Shepherd Avenue						
NBL	127	64	0	191	0	191
NBT	150	107	0	257	0	257
NBR	41	26	8	75	14	89
SBL	103	102	0	205	0	205
SBT	159	300	0	459	0	459
SBR	29	88	0	117	0	117
EBL	33	51	0	84	0	84
EBT	339	283	19	641	27	668
EBR	152	89	0	241	0	241
WBL	44	38	25	107	41	148
WBT	291	299	55	645	79	724
WBR	91	42	0	133	0	133
North Leg						
Approach	291	490	0	781	0	781
Departure	274	200	0	474	0	474
Total	565	690	0	1,255	0	1,255
South Leg						
Approach	318	197	8	523	14	537
Departure	355	427	25	807	41	848
Total	673	624	33	1,330	55	1,385
East Leg						
Approach	426	379	80	885	120	1,005
Departure	483	411	27	921	41	962
Total	909	790	107	1,806	161	1,967
West Leg						
Approach	524	423	19	966	27	993
Departure	447	451	55	953	79	1,032
Total	971	874	74	1,919	106	2,025
Total Approaches						
Approach	1,559	1,489	107	3,155	161	3,316
Departure	1,559	1,489	107	3,155	161	3,316
Total	3,118	2,978	214	6,310	322	6,632

Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	PM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
4 Minnewawa Avenue/Shepherd Avenue						
NBL	104	91	0	195	0	195
NBT	152	337	0	489	0	489
NBR	26	50	28	104	46	150
SBL	76	75	0	151	0	151
SBT	142	204	0	346	0	346
SBR	13	90	0	103	0	103
EBL	20	117	0	137	0	137
EBT	390	439	63	892	89	981
EBR	81	72	0	153	0	153
WBL	19	41	17	77	28	105
WBT	342	436	37	815	53	868
WBR	85	116	0	201	0	201
North Leg						
Approach	231	369	0	600	0	600
Departure	257	570	0	827	0	827
Total	488	939	0	1,427	0	1,427
South Leg						
Approach	282	478	28	788	46	834
Departure	242	317	17	576	28	604
Total	524	795	45	1,364	74	1,438
East Leg						
Approach	446	593	54	1,093	81	1,174
Departure	492	564	91	1,147	135	1,282
Total	938	1,157	145	2,240	216	2,456
West Leg						
Approach	491	628	63	1,182	89	1,271
Departure	459	617	37	1,113	53	1,166
Total	950	1,245	100	2,295	142	2,437
Total Approaches						
Approach	1,450	2,068	145	3,663	216	3,879
Departure	1,450	2,068	145	3,663	216	3,879
Total	2,900	4,136	290	7,326	432	7,758

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Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	AM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
5 Clovis Avenue/Shepherd Avenue						
NBL	80	31	0	111	0	111
NBT	59	79	55	193	0	193
NBR	86	19	0	105	27	132
SBL	19	93	40	152	0	152
SBT	71	149	160	380	0	380
SBR	67	54	80	201	0	201
EBL	32	48	28	108	0	108
EBT	337	306	0	643	41	684
EBR	118	16	0	134	0	134
WBL	109	26	0	135	78	213
WBT	294	235	0	529	120	649
WBR	48	51	14	113	0	113
North Leg						
Approach	157	296	280	733	0	733
Departure	139	178	97	414	0	414
Total	296	474	377	1,147	0	1,147
South Leg						
Approach	225	129	55	409	27	436
Departure	298	191	160	649	78	727
Total	523	320	215	1,058	105	1,163
East Leg						
Approach	451	312	14	777	198	975
Departure	442	418	40	900	68	968
Total	893	730	54	1,677	266	1,943
West Leg						
Approach	487	370	28	885	41	926
Departure	441	320	80	841	120	961
Total	928	690	108	1,726	161	1,887
Total Approaches						
Approach	1,320	1,107	377	2,804	266	3,070
Departure	1,320	1,107	377	2,804	266	3,070
Total	2,640	2,214	754	5,608	532	6,140

Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	PM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
5 Clovis Avenue/Shepherd Avenue						
NBL	140	63	0	203	0	203
NBT	44	167	181	392	0	392
NBR	70	16	0	86	89	175
SBL	10	94	27	131	0	131
SBT	24	133	108	265	0	265
SBR	26	76	54	156	0	156
EBL	32	64	90	186	0	186
EBT	343	384	0	727	136	863
EBR	103	52	0	155	0	155
WBL	77	34	0	111	53	164
WBT	304	489	0	793	81	874
WBR	7	90	45	142	0	142
North Leg						
Approach	60	303	189	552	0	552
Departure	83	321	316	720	0	720
Total	143	624	505	1,272	0	1,272
South Leg						
Approach	254	246	181	681	89	770
Departure	204	219	108	531	53	584
Total	458	465	289	1,212	142	1,354
East Leg						
Approach	388	613	45	1,046	134	1,180
Departure	423	494	27	944	225	1,169
Total	811	1,107	72	1,990	359	2,349
West Leg						
Approach	478	500	90	1,068	136	1,204
Departure	470	628	54	1,152	81	1,233
Total	948	1,128	144	2,220	217	2,437
Total Approaches						
Approach	1,180	1,662	505	3,347	359	3,706
Departure	1,180	1,662	505	3,347	359	3,706
Total	2,360	3,324	1,010	6,694	718	7,412

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Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	AM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
6 Clovis Avenue/Teague Avenue						
NBL	263	2	0	265	0	265
NBT	209	106	51	366	25	391
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	273	224	147	644	72	716
SBR	183	1	12	196	6	202
EBL	73	2	4	79	2	81
EBT	0	0	0	0	0	0
EBR	222	1	0	223	0	223
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	456	225	159	840	78	918
Departure	282	108	55	445	27	472
Total	738	333	214	1,285	105	1,390
South Leg						
Approach	472	108	51	631	25	656
Departure	495	225	147	867	72	939
Total	967	333	198	1,498	97	1,595
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	295	3	4	302	2	304
Departure	446	3	12	461	6	467
Total	741	6	16	763	8	771
Total Approaches						
Approach	1,223	336	214	1,773	105	1,878
Departure	1,223	336	214	1,773	105	1,878
Total	2,446	672	428	3,546	210	3,756

Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	PM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
6 Clovis Avenue/Teague Avenue						
NBL	156	1	0	157	0	157
NBT	290	271	167	728	82	810
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	223	174	99	496	49	545
SBR	60	2	8	70	4	74
EBL	67	2	14	83	7	90
EBT	0	0	0	0	0	0
EBR	87	2	0	89	0	89
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	283	176	107	566	53	619
Departure	357	273	181	811	89	900
Total	640	449	288	1,377	142	1,519
South Leg						
Approach	446	272	167	885	82	967
Departure	310	176	99	585	49	634
Total	756	448	266	1,470	131	1,601
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	154	4	14	172	7	179
Departure	216	3	8	227	4	231
Total	370	7	22	399	11	410
Total Approaches						
Approach	883	452	288	1,623	142	1,765
Departure	883	452	288	1,623	142	1,765
Total	1,766	904	576	3,246	284	3,530

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Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	AM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
7 Clovis Avenue/Nees Avenue						
NBL	70	83	0	153	0	153
NBT	294	102	41	437	25	462
NBR	20	0	0	20	0	20
SBL	70	0	0	70	0	70
SBT	416	215	120	751	72	823
SBR	42	2	28	72	0	72
EBL	30	1	10	41	0	41
EBT	306	45	0	351	1	352
EBR	194	147	0	341	0	341
WBL	35	0	0	35	32	67
WBT	363	33	0	396	3	399
WBR	180	0	0	180	0	180
North Leg						
Approach	528	217	148	893	72	965
Departure	504	103	51	658	25	683
Total	1,032	320	199	1,551	97	1,648
South Leg						
Approach	384	185	41	610	25	635
Departure	645	362	120	1,127	104	1,231
Total	1,029	547	161	1,737	129	1,866
East Leg						
Approach	578	33	0	611	35	646
Departure	396	45	0	441	1	442
Total	974	78	0	1,052	36	1,088
West Leg						
Approach	530	193	10	733	1	734
Departure	475	118	28	621	3	624
Total	1,005	311	38	1,354	4	1,358
Total Approaches						
Approach	2,020	628	199	2,847	133	2,980
Departure	2,020	628	199	2,847	133	2,980
Total	4,040	1,256	398	5,694	266	5,960

Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	PM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
7 Clovis Avenue/Nees Avenue						
NBL	124	188	0	312	0	312
NBT	400	264	136	800	82	882
NBR	46	0	0	46	0	46
SBL	43	0	0	43	0	43
SBT	253	170	81	504	49	553
SBR	27	2	19	48	0	48
EBL	22	2	31	55	0	55
EBT	415	53	0	468	4	472
EBR	249	144	0	393	0	393
WBL	22	0	0	22	21	43
WBT	385	62	0	447	2	449
WBR	74	0	0	74	0	74
North Leg						
Approach	323	172	100	595	49	644
Departure	496	266	167	929	82	1,011
Total	819	438	267	1,524	131	1,655
South Leg						
Approach	570	452	136	1,158	82	1,240
Departure	524	314	81	919	70	989
Total	1,094	766	217	2,077	152	2,229
East Leg						
Approach	481	62	0	543	23	566
Departure	504	53	0	557	4	561
Total	985	115	0	1,100	27	1,127
West Leg						
Approach	686	199	31	916	4	920
Departure	536	252	19	807	2	809
Total	1,222	451	50	1,723	6	1,729
Total Approaches						
Approach	2,060	885	267	3,212	158	3,370
Departure	2,060	885	267	3,212	158	3,370
Total	4,120	1,770	534	6,424	316	6,740

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Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	AM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
8 Clovis Avenue/Alluvial Avenue						
NBL	127	0	0	127	0	127
NBT	282	155	39	476	25	501
NBR	61	0	0	61	0	61
SBL	126	28	0	154	0	154
SBT	576	325	114	1,015	104	1,119
SBR	34	0	6	40	0	40
EBL	13	0	2	15	0	15
EBT	269	15	0	284	1	285
EBR	153	1	0	154	0	154
WBL	44	0	0	44	0	44
WBT	407	8	0	415	3	418
WBR	89	15	0	104	0	104
North Leg						
Approach	736	353	120	1,209	104	1,313
Departure	384	170	41	595	25	620
Total	1,120	523	161	1,804	129	1,933
South Leg						
Approach	470	155	39	664	25	689
Departure	773	326	114	1,213	104	1,317
Total	1,243	481	153	1,877	129	2,006
East Leg						
Approach	540	23	0	563	3	566
Departure	456	43	0	499	1	500
Total	996	66	0	1,062	4	1,066
West Leg						
Approach	435	16	2	453	1	454
Departure	568	8	6	582	3	585
Total	1,003	24	8	1,035	4	1,039
Total Approaches						
Approach	2,181	547	161	2,889	133	3,022
Departure	2,181	547	161	2,889	133	3,022
Total	4,362	1,094	322	5,778	266	6,044

Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	PM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
8 Clovis Avenue/Alluvial Avenue						
NBL	146	1	0	147	0	147
NBT	558	395	129	1,082	82	1,164
NBR	67	0	0	67	0	67
SBL	77	30	0	107	0	107
SBT	454	264	77	795	70	865
SBR	13	0	4	17	0	17
EBL	15	0	7	22	0	22
EBT	342	11	0	353	4	357
EBR	175	1	0	176	0	176
WBL	36	0	0	36	0	36
WBT	302	18	0	320	2	322
WBR	77	39	0	116	0	116
North Leg						
Approach	544	294	81	919	70	989
Departure	650	434	136	1,220	82	1,302
Total	1,194	728	217	2,139	152	2,291
South Leg						
Approach	771	396	129	1,296	82	1,378
Departure	665	265	77	1,007	70	1,077
Total	1,436	661	206	2,303	152	2,455
East Leg						
Approach	415	57	0	472	2	474
Departure	486	41	0	527	4	531
Total	901	98	0	999	6	1,005
West Leg						
Approach	532	12	7	551	4	555
Departure	461	19	4	484	2	486
Total	993	31	11	1,035	6	1,041
Total Approaches						
Approach	2,262	759	217	3,238	158	3,396
Departure	2,262	759	217	3,238	158	3,396
Total	4,524	1,518	434	6,476	316	6,792

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Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	AM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
9 State Route 168 Westbound Ramps/Herndon Avenue						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	66	7	0	73	0	73
SBT	0	0	0	0	0	0
SBR	729	0	0	729	0	729
EBL	0	0	0	0	0	0
EBT	957	88	2	1,047	2	1,049
EBR	491	20	0	511	0	511
WBL	0	0	0	0	0	0
WBT	1,454	70	6	1,530	6	1,536
WBR	576	152	74	802	85	887
North Leg						
Approach	795	7	0	802	0	802
Departure	576	152	74	802	85	887
Total	1,371	159	74	1,604	85	1,689
South Leg						
Approach	0	0	0	0	0	0
Departure	491	20	0	511	0	511
Total	491	20	0	511	0	511
East Leg						
Approach	2,030	222	80	2,332	91	2,423
Departure	1,023	95	2	1,120	2	1,122
Total	3,053	317	82	3,452	93	3,545
West Leg						
Approach	1,448	108	2	1,558	2	1,560
Departure	2,183	70	6	2,259	6	2,265
Total	3,631	178	8	3,817	8	3,825
Total Approaches						
Approach	4,273	337	82	4,692	93	4,785
Departure	4,273	337	82	4,692	93	4,785
Total	8,546	674	164	9,384	186	9,570

Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	PM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
9 State Route 168 Westbound Ramps/Herndon Avenue						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	66	7	0	73	0	73
SBT	0	0	0	0	0	0
SBR	342	0	0	342	0	342
EBL	0	0	0	0	0	0
EBT	1,653	88	7	1,748	7	1,755
EBR	529	16	0	545	0	545
WBL	0	0	0	0	0	0
WBT	1,451	136	4	1,591	4	1,595
WBR	540	119	50	709	57	766
North Leg						
Approach	408	7	0	415	0	415
Departure	540	119	50	709	57	766
Total	948	126	50	1,124	57	1,181
South Leg						
Approach	0	0	0	0	0	0
Departure	529	16	0	545	0	545
Total	529	16	0	545	0	545
East Leg						
Approach	1,991	255	54	2,300	61	2,361
Departure	1,719	95	7	1,821	7	1,828
Total	3,710	350	61	4,121	68	4,189
West Leg						
Approach	2,182	104	7	2,293	7	2,300
Departure	1,793	136	4	1,933	4	1,937
Total	3,975	240	11	4,226	11	4,237
Total Approaches						
Approach	4,581	366	61	5,008	68	5,076
Departure	4,581	366	61	5,008	68	5,076
Total	9,162	732	122	10,016	136	10,152

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Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
10 State Route 168 Eastbound Ramps/Herndon Avenue												
NBL	454	9	0	463	0	463	497	23	0	520	0	520
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	479	75	25	579	19	598	677	165	84	926	61	987
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	810	85	2	897	2	899	1,359	89	7	1,455	7	1,462
EBR	213	10	0	223	0	223	360	7	0	367	0	367
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	1,576	208	80	1,864	91	1,955	1,494	213	54	1,761	61	1,822
WBR	79	4	0	83	0	83	184	15	0	199	0	199
North Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	79	4	0	83	0	83	184	15	0	199	0	199
Total	79	4	0	83	0	83	184	15	0	199	0	199
South Leg												
Approach	933	84	25	1,042	19	1,061	1,174	188	84	1,446	61	1,507
Departure	213	10	0	223	0	223	360	7	0	367	0	367
Total	1,146	94	25	1,265	19	1,284	1,534	195	84	1,813	61	1,874
East Leg												
Approach	1,655	212	80	1,947	91	2,038	1,678	228	54	1,960	61	2,021
Departure	1,289	160	27	1,476	21	1,497	2,036	254	91	2,381	68	2,449
Total	2,944	372	107	3,423	112	3,535	3,714	482	145	4,341	129	4,470
West Leg												
Approach	1,023	95	2	1,120	2	1,122	1,719	96	7	1,822	7	1,829
Departure	2,030	217	80	2,327	91	2,418	1,991	236	54	2,281	61	2,342
Total	3,053	312	82	3,447	93	3,540	3,710	332	61	4,103	68	4,171
Total Approaches												
Approach	3,611	391	107	4,109	112	4,221	4,571	512	145	5,228	129	5,357
Departure	3,611	391	107	4,109	112	4,221	4,571	512	145	5,228	129	5,357
Total	7,222	782	214	8,218	224	8,442	9,142	1,024	290	10,456	258	10,714

Table D-2 - Near-Term (2028) Peak Hour Volume Summary

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Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	AM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
11 Clovis Avenue/Herndon Avenue						
NBL	232	18	0	250	0	250
NBT	255	41	8	304	3	307
NBR	120	2	0	122	0	122
SBL	161	24	9	194	3	197
SBT	283	93	25	401	9	410
SBR	402	151	80	633	91	724
EBL	243	64	28	335	21	356
EBT	832	55	0	887	0	887
EBR	214	35	0	249	0	249
WBL	148	4	0	152	0	152
WBT	1,021	42	0	1,063	0	1,063
WBR	157	16	3	176	1	177
North Leg						
Approach	846	268	114	1,228	103	1,331
Departure	655	121	39	815	25	840
Total	1,501	389	153	2,043	128	2,171
South Leg						
Approach	607	61	8	676	3	679
Departure	645	132	25	802	9	811
Total	1,252	193	33	1,478	12	1,490
East Leg						
Approach	1,326	62	3	1,391	1	1,392
Departure	1,113	81	9	1,203	3	1,206
Total	2,439	143	12	2,594	4	2,598
West Leg						
Approach	1,289	154	28	1,471	21	1,492
Departure	1,655	211	80	1,946	91	2,037
Total	2,944	365	108	3,417	112	3,529
Total Approaches						
Approach	4,068	545	153	4,766	128	4,894
Departure	4,068	545	153	4,766	128	4,894
Total	8,136	1,090	306	9,532	256	9,788

Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	PM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
11 Clovis Avenue/Herndon Avenue						
NBL	350	39	0	389	0	389
NBT	402	119	28	549	11	560
NBR	276	4	0	280	0	280
SBL	271	37	6	314	2	316
SBT	262	76	17	355	6	361
SBR	266	103	54	423	61	484
EBL	366	153	90	609	68	677
EBT	1,368	60	0	1,428	0	1,428
EBR	302	28	0	330	0	330
WBL	316	3	0	319	0	319
WBT	1,062	75	0	1,137	0	1,137
WBR	132	57	10	199	4	203
North Leg						
Approach	799	216	77	1,092	69	1,161
Departure	900	329	128	1,357	83	1,440
Total	1,699	545	205	2,449	152	2,601
South Leg						
Approach	1,028	162	28	1,218	11	1,229
Departure	880	107	17	1,004	6	1,010
Total	1,908	269	45	2,222	17	2,239
East Leg						
Approach	1,510	135	10	1,655	4	1,659
Departure	1,915	101	6	2,022	2	2,024
Total	3,425	236	16	3,677	6	3,683
West Leg						
Approach	2,036	241	90	2,367	68	2,435
Departure	1,678	217	54	1,949	61	2,010
Total	3,714	458	144	4,316	129	4,445
Total Approaches						
Approach	5,373	754	205	6,332	152	6,484
Departure	5,373	754	205	6,332	152	6,484
Total	10,746	1,508	410	12,664	304	12,968

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Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	AM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
12 Sunnyside Avenue/Behymer Avenue						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	2	0	0	2	0	2
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	253	5	0	258	1	259
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	438	3	0	441	3	444
WBR	0	0	0	0	0	0
North Leg						
Approach	2	0	0	2	0	2
Departure	0	0	0	0	0	0
Total	2	0	0	2	0	2
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	438	3	0	441	3	444
Departure	254	5	0	259	1	261
Total	692	8	0	700	4	705
West Leg						
Approach	253	5	0	258	1	259
Departure	438	3	0	441	3	444
Total	691	8	0	699	4	703
Total Approaches						
Approach	692	8	0	700	4	705
Departure	692	8	0	700	4	705
Total	1,385	16	0	1,401	8	1,410

Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	PM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
12 Sunnyside Avenue/Behymer Avenue						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	179	4	0	183	4	187
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	198	5	0	203	2	205
WBR	0	0	0	0	0	0
North Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	198	5	0	203	2	205
Departure	179	4	0	183	4	187
Total	377	9	0	386	6	392
West Leg						
Approach	179	4	0	183	4	187
Departure	198	5	0	203	2	205
Total	377	9	0	386	6	392
Total Approaches						
Approach	377	9	0	386	6	392
Departure	377	9	0	386	6	392
Total	754	18	0	772	12	784

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Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	AM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
13 Sunnyside Avenue/Shepherd Avenue						
NBL	54	53	3	110	0	110
NBT	11	0	0	11	4	15
NBR	27	11	0	38	11	49
SBL	2	0	0	2	22	24
SBT	14	0	0	14	44	58
SBR	9	24	0	33	66	99
EBL	8	32	0	40	23	63
EBT	325	339	31	695	46	741
EBR	106	80	9	195	0	195
WBL	31	4	0	35	32	67
WBT	371	207	11	589	132	721
WBR	3	0	0	3	8	11
North Leg						
Approach	25	24	0	49	132	181
Departure	22	32	0	54	35	89
Total	47	56	0	103	167	270
South Leg						
Approach	92	64	3	159	15	174
Departure	151	84	9	244	76	320
Total	243	148	12	403	91	494
East Leg						
Approach	405	211	11	627	172	799
Departure	354	350	31	735	79	814
Total	759	561	42	1,362	251	1,613
West Leg						
Approach	439	451	40	930	69	999
Departure	434	284	14	732	198	930
Total	873	735	54	1,662	267	1,929
Total Approaches						
Approach	961	750	54	1,765	388	2,153
Departure	961	750	54	1,765	388	2,153
Total	1,922	1,500	108	3,530	776	4,306

Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	PM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
13 Sunnyside Avenue/Shepherd Avenue						
NBL	80	93	10	183	0	183
NBT	11	0	0	11	14	25
NBR	31	7	0	38	36	74
SBL	4	0	0	4	15	19
SBT	13	0	0	13	30	43
SBR	9	54	0	63	45	108
EBL	9	49	0	58	75	133
EBT	342	373	21	736	150	886
EBR	70	84	6	160	0	160
WBL	29	12	0	41	21	62
WBT	296	495	35	826	89	915
WBR	6	0	0	6	25	31
North Leg						
Approach	26	54	0	80	90	170
Departure	26	49	0	75	114	189
Total	52	103	0	155	204	359
South Leg						
Approach	122	100	10	232	50	282
Departure	112	96	6	214	51	265
Total	234	196	16	446	101	547
East Leg						
Approach	331	507	35	873	135	1,008
Departure	377	380	21	778	201	979
Total	708	887	56	1,651	336	1,987
West Leg						
Approach	421	506	27	954	225	1,179
Departure	385	642	45	1,072	134	1,206
Total	806	1,148	72	2,026	359	2,385
Total Approaches						
Approach	900	1,167	72	2,139	500	2,639
Departure	900	1,167	72	2,139	500	2,639
Total	1,800	2,334	144	4,278	1,000	5,278

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Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	AM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
14 Sunnyside Avenue/Teague Avenue						
NBL	2	0	0	2	0	2
NBT	74	15	3	92	15	107
NBR	5	9	0	14	0	14
SBL	5	10	0	15	0	15
SBT	139	42	9	190	76	266
SBR	0	0	0	0	0	0
EBL	5	0	0	5	0	5
EBT	4	0	0	4	0	4
EBR	1	0	0	1	0	1
WBL	17	29	0	46	0	46
WBT	6	0	0	6	0	6
WBR	10	30	0	40	0	40
North Leg						
Approach	144	52	9	205	76	281
Departure	89	45	3	137	15	152
Total	233	97	12	342	91	433
South Leg						
Approach	81	24	3	108	15	123
Departure	157	71	9	237	76	313
Total	238	95	12	345	91	436
East Leg						
Approach	33	59	0	92	0	92
Departure	14	19	0	33	0	33
Total	47	78	0	125	0	125
West Leg						
Approach	10	0	0	10	0	10
Departure	8	0	0	8	0	8
Total	18	0	0	18	0	18
Total Approaches						
Approach	268	135	12	415	91	506
Departure	268	135	12	415	91	506
Total	536	270	24	830	182	1,012

Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	PM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
14 Sunnyside Avenue/Teague Avenue						
NBL	0	0	0	0	0	0
NBT	120	38	10	168	50	218
NBR	7	32	0	39	0	39
SBL	2	33	0	35	0	35
SBT	112	32	6	150	51	201
SBR	1	0	0	1	0	1
EBL	1	0	0	1	0	1
EBT	1	0	0	1	0	1
EBR	3	0	0	3	0	3
WBL	8	19	0	27	0	27
WBT	3	0	0	3	0	3
WBR	12	19	0	31	0	31
North Leg						
Approach	115	65	6	186	51	237
Departure	133	57	10	200	50	250
Total	248	122	16	386	101	487
South Leg						
Approach	127	70	10	207	50	257
Departure	123	51	6	180	51	231
Total	250	121	16	387	101	488
East Leg						
Approach	23	38	0	61	0	61
Departure	10	65	0	75	0	75
Total	33	103	0	136	0	136
West Leg						
Approach	5	0	0	5	0	5
Departure	4	0	0	4	0	4
Total	9	0	0	9	0	9
Total Approaches						
Approach	270	173	16	459	101	560
Departure	270	173	16	459	101	560
Total	540	346	32	918	202	1,120

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Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	AM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
15 Sunnyside Avenue/Nees Avenue						
NBL	137	0	0	137	0	137
NBT	57	13	3	73	15	88
NBR	17	0	0	17	0	17
SBL	22	0	0	22	0	22
SBT	115	43	9	167	44	211
SBR	34	14	0	48	32	80
EBL	12	5	0	17	0	17
EBT	269	12	0	281	0	281
EBR	85	0	0	85	0	85
WBL	25	0	0	25	0	25
WBT	367	6	0	373	0	373
WBR	14	0	0	14	0	14
North Leg						
Approach	171	57	9	237	76	313
Departure	83	18	3	104	15	119
Total	254	75	12	341	91	432
South Leg						
Approach	211	13	3	227	15	242
Departure	225	43	9	277	44	321
Total	436	56	12	504	59	563
East Leg						
Approach	406	6	0	412	0	412
Departure	308	12	0	320	0	320
Total	714	18	0	732	0	732
West Leg						
Approach	366	17	0	383	0	383
Departure	538	20	0	558	32	590
Total	904	37	0	941	32	973
Total Approaches						
Approach	1,154	93	12	1,259	91	1,350
Departure	1,154	93	12	1,259	91	1,350
Total	2,308	186	24	2,518	182	2,700

Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	PM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
15 Sunnyside Avenue/Nees Avenue						
NBL	115	0	0	115	0	115
NBT	98	39	10	147	50	197
NBR	35	0	0	35	0	35
SBL	17	0	0	17	0	17
SBT	90	29	6	125	30	155
SBR	19	9	0	28	21	49
EBL	24	15	0	39	0	39
EBT	364	11	0	375	0	375
EBR	74	0	0	74	0	74
WBL	32	0	0	32	0	32
WBT	337	17	0	354	0	354
WBR	15	0	0	15	0	15
North Leg						
Approach	126	38	6	170	51	221
Departure	137	54	10	201	50	251
Total	263	92	16	371	101	472
South Leg						
Approach	248	39	10	297	50	347
Departure	196	29	6	231	30	261
Total	444	68	16	528	80	608
East Leg						
Approach	384	17	0	401	0	401
Departure	416	11	0	427	0	427
Total	800	28	0	828	0	828
West Leg						
Approach	462	26	0	488	0	488
Departure	471	26	0	497	21	518
Total	933	52	0	985	21	1,006
Total Approaches						
Approach	1,220	120	16	1,356	101	1,457
Departure	1,220	120	16	1,356	101	1,457
Total	2,440	240	32	2,712	202	2,914

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Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
16 Fowler Avenue/Behymer Avenue												
NBL	424	1	0	425	3	428	163	1	0	164	2	166
NBT	75	7	0	82	0	82	79	5	0	84	0	84
NBR	1	0	0	1	0	1	3	0	0	3	0	3
SBL	0	0	0	0	0	0	1	0	0	1	0	1
SBT	80	2	0	82	0	82	59	9	0	68	0	68
SBR	16	0	0	16	0	16	5	0	0	5	0	5
EBL	10	0	0	10	0	10	7	0	0	7	0	7
EBT	0	1	0	1	0	1	3	1	0	4	0	4
EBR	233	1	0	234	1	235	176	1	0	177	4	181
WBL	4	0	0	4	0	4	4	0	0	4	0	4
WBT	8	1	0	9	0	9	4	1	0	5	0	5
WBR	0	0	0	0	0	0	1	0	0	1	0	1
North Leg												
Approach	96	2	0	98	0	98	65	9	0	74	0	74
Departure	85	7	0	92	0	92	87	5	0	92	0	92
Total	181	9	0	190	0	190	152	14	0	166	0	166
South Leg												
Approach	500	8	0	508	3	511	245	6	0	251	2	253
Departure	317	3	0	320	1	321	239	10	0	249	4	253
Total	817	11	0	828	4	832	484	16	0	500	6	506
East Leg												
Approach	12	1	0	13	0	13	9	1	0	10	0	10
Departure	1	1	0	2	0	2	7	1	0	8	0	8
Total	13	2	0	15	0	15	16	2	0	18	0	18
West Leg												
Approach	243	2	0	245	1	246	186	2	0	188	4	192
Departure	448	2	0	450	3	453	172	2	0	174	2	176
Total	691	4	0	695	4	699	358	4	0	362	6	368
Total Approaches												
Approach	851	13	0	864	4	868	505	18	0	523	6	529
Departure	851	13	0	864	4	868	505	18	0	523	6	529
Total	1,702	26	0	1,728	8	1,736	1,010	36	0	1,046	12	1,058

Table D-2 - Near-Term (2028) Peak Hour Volume Summary

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Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	AM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
17 Fowler Avenue/Ticonderoga						
NBL	9	0	0	9	0	9
NBT	488	8	0	496	0	496
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	310	3	0	313	0	313
SBR	7	0	0	7	1	8
EBL	7	0	0	7	3	10
EBT	0	0	0	0	0	0
EBR	8	0	0	8	16	24
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	317	3	0	320	1	321
Departure	495	8	0	503	3	506
Total	812	11	0	823	4	827
South Leg						
Approach	497	8	0	505	0	505
Departure	318	3	0	321	16	337
Total	815	11	0	826	16	842
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	15	0	0	15	19	34
Departure	16	0	0	16	1	17
Total	31	0	0	31	20	51
Total Approaches						
Approach	829	11	0	840	20	860
Departure	829	11	0	840	20	860
Total	1,658	22	0	1,680	40	1,720

Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	PM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
17 Fowler Avenue/Ticonderoga						
NBL	9	0	0	9	0	9
NBT	238	6	0	244	0	244
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	238	10	0	248	0	248
SBR	2	0	0	2	4	6
EBL	3	0	0	3	2	5
EBT	0	0	0	0	0	0
EBR	6	0	0	6	11	17
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	240	10	0	250	4	254
Departure	241	6	0	247	2	249
Total	481	16	0	497	6	503
South Leg						
Approach	247	6	0	253	0	253
Departure	244	10	0	254	11	265
Total	491	16	0	507	11	518
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	9	0	0	9	13	22
Departure	11	0	0	11	4	15
Total	20	0	0	20	17	37
Total Approaches						
Approach	496	16	0	512	17	529
Departure	496	16	0	512	17	529
Total	992	32	0	1,024	34	1,058

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Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
18 Fowler Avenue/Shepherd Avenue												
NBL	141	47	4	192	16	208	109	105	14	228	54	282
NBT	92	5	0	97	0	97	119	3	0	122	0	122
NBR	34	4	0	38	0	38	73	3	0	76	0	76
SBL	185	0	0	185	0	185	110	0	0	110	0	110
SBT	125	1	0	126	16	142	112	6	0	118	11	129
SBR	18	9	0	27	0	27	14	22	0	36	0	36
EBL	20	12	0	32	0	32	23	20	0	43	0	43
EBT	281	253	18	552	22	574	276	282	12	570	15	585
EBR	51	77	12	140	0	140	75	78	8	161	0	161
WBL	36	1	0	37	0	37	47	5	0	52	0	52
WBT	279	154	6	439	8	447	240	373	21	634	25	659
WBR	370	0	0	370	0	370	128	0	0	128	0	128
North Leg												
Approach	328	10	0	338	16	354	236	28	0	264	11	275
Departure	482	17	0	499	0	499	270	23	0	293	0	293
Total	810	27	0	837	16	853	506	51	0	557	11	568
South Leg												
Approach	267	56	4	327	16	343	301	111	14	426	54	480
Departure	212	79	12	303	16	319	234	89	8	331	11	342
Total	479	135	16	630	32	662	535	200	22	757	65	822
East Leg												
Approach	685	155	6	846	8	854	415	378	21	814	25	839
Departure	500	257	18	775	22	797	459	285	12	756	15	771
Total	1,185	412	24	1,621	30	1,651	874	663	33	1,570	40	1,610
West Leg												
Approach	352	342	30	724	22	746	374	380	20	774	15	789
Departure	438	210	10	658	24	682	363	500	35	898	79	977
Total	790	552	40	1,382	46	1,428	737	880	55	1,672	94	1,766
Total Approaches												
Approach	1,632	563	40	2,235	62	2,297	1,326	897	55	2,278	105	2,383
Departure	1,632	563	40	2,235	62	2,297	1,326	897	55	2,278	105	2,383
Total	3,264	1,126	80	4,470	124	4,594	2,652	1,794	110	4,556	210	4,766

Table D-2 - Near-Term (2028) Peak Hour Volume Summary

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Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
19 Fowler Avenue/Teague Avenue												
NBL	3	4	0	7	0	7	9	14	0	23	0	23
NBT	164	18	4	186	16	202	309	49	14	372	54	426
NBR	7	0	0	7	0	7	13	0	0	13	0	13
SBL	19	0	0	19	0	19	9	0	0	9	0	9
SBT	238	51	12	301	16	317	247	38	8	293	11	304
SBR	10	41	0	51	0	51	6	34	0	40	0	40
EBL	4	21	0	25	0	25	3	47	0	50	0	50
EBT	6	0	0	6	0	6	3	0	0	3	0	3
EBR	6	13	0	19	0	19	5	8	0	13	0	13
WBL	17	0	0	17	0	17	5	0	0	5	0	5
WBT	8	0	0	8	0	8	7	0	0	7	0	7
WBR	30	0	0	30	0	30	15	0	0	15	0	15
North Leg												
Approach	267	92	12	371	16	387	262	72	8	342	11	353
Departure	198	39	4	241	16	257	327	96	14	437	54	491
Total	465	131	16	612	32	644	589	168	22	779	65	844
South Leg												
Approach	174	22	4	200	16	216	331	63	14	408	54	462
Departure	261	64	12	337	16	353	257	46	8	311	11	322
Total	435	86	16	537	32	569	588	109	22	719	65	784
East Leg												
Approach	55	0	0	55	0	55	27	0	0	27	0	27
Departure	32	0	0	32	0	32	25	0	0	25	0	25
Total	87	0	0	87	0	87	52	0	0	52	0	52
West Leg												
Approach	16	34	0	50	0	50	11	55	0	66	0	66
Departure	21	45	0	66	0	66	22	48	0	70	0	70
Total	37	79	0	116	0	116	33	103	0	136	0	136
Total Approaches												
Approach	512	148	16	676	32	708	631	190	22	843	65	908
Departure	512	148	16	676	32	708	631	190	22	843	65	908
Total	1,024	296	32	1,352	64	1,416	1,262	380	44	1,686	130	1,816

Table D-2 - Near-Term (2028) Peak Hour Volume Summary

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Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	AM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
20 Fowler Avenue/Nees Avenue						
NBL	111	0	0	111	0	111
NBT	123	17	3	143	15	158
NBR	37	0	0	37	0	37
SBL	28	5	3	36	3	39
SBT	215	45	9	269	13	282
SBR	32	0	0	32	0	32
EBL	20	0	0	20	0	20
EBT	202	12	0	214	0	214
EBR	87	0	0	87	0	87
WBL	73	0	0	73	0	73
WBT	272	6	0	278	0	278
WBR	32	3	1	36	1	37
North Leg						
Approach	275	50	12	337	16	353
Departure	175	20	4	199	16	215
Total	450	70	16	536	32	568
South Leg						
Approach	271	17	3	291	15	306
Departure	375	45	9	429	13	442
Total	646	62	12	720	28	748
East Leg						
Approach	377	9	1	387	1	388
Departure	267	17	3	287	3	290
Total	644	26	4	674	4	678
West Leg						
Approach	309	12	0	321	0	321
Departure	415	6	0	421	0	421
Total	724	18	0	742	0	742
Total Approaches						
Approach	1,232	88	16	1,336	32	1,368
Departure	1,232	88	16	1,336	32	1,368
Total	2,464	176	32	2,672	64	2,736

Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	PM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
20 Fowler Avenue/Nees Avenue						
NBL	163	0	0	163	0	163
NBT	270	40	10	320	50	370
NBR	62	0	0	62	0	62
SBL	34	4	2	40	2	42
SBT	201	32	6	239	8	247
SBR	36	0	0	36	0	36
EBL	30	0	0	30	0	30
EBT	269	11	0	280	0	280
EBR	114	0	0	114	0	114
WBL	37	0	0	37	0	37
WBT	222	18	0	240	0	240
WBR	33	6	3	42	4	46
North Leg						
Approach	271	36	8	315	10	325
Departure	333	46	13	392	54	446
Total	604	82	21	707	64	771
South Leg						
Approach	495	40	10	545	50	595
Departure	352	32	6	390	8	398
Total	847	72	16	935	58	993
East Leg						
Approach	292	24	3	319	4	323
Departure	365	15	2	382	2	384
Total	657	39	5	701	6	707
West Leg						
Approach	413	11	0	424	0	424
Departure	421	18	0	439	0	439
Total	834	29	0	863	0	863
Total Approaches						
Approach	1,471	111	21	1,603	64	1,667
Departure	1,471	111	21	1,603	64	1,667
Total	2,942	222	42	3,206	128	3,334

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Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
21 Fowler Avenue/State Route 168 Westbound Ramps												
NBL	497	19	0	516	0	516	430	12	0	442	0	442
NBT	418	15	2	435	15	450	738	34	7	779	50	829
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	324	14	6	344	13	357	395	11	4	410	8	418
SBR	389	19	0	408	0	408	183	12	0	195	0	195
EBL	0	0	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	134	1	0	135	0	135	159	4	0	163	0	163
WBT	0	0	0	0	0	0	0	0	0	0	0	0
WBR	31	0	0	31	0	31	15	0	0	15	0	15
North Leg												
Approach	713	33	6	752	13	765	578	23	4	605	8	613
Departure	449	15	2	466	15	481	753	34	7	794	50	844
Total	1,162	48	8	1,218	28	1,246	1,331	57	11	1,399	58	1,457
South Leg												
Approach	915	34	2	951	15	966	1,168	46	7	1,221	50	1,271
Departure	458	15	6	479	13	492	554	15	4	573	8	581
Total	1,373	49	8	1,430	28	1,458	1,722	61	11	1,794	58	1,852
East Leg												
Approach	165	1	0	166	0	166	174	4	0	178	0	178
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	165	1	0	166	0	166	174	4	0	178	0	178
West Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	886	38	0	924	0	924	613	24	0	637	0	637
Total	886	38	0	924	0	924	613	24	0	637	0	637
Total Approaches												
Approach	1,793	68	8	1,869	28	1,897	1,920	73	11	2,004	58	2,062
Departure	1,793	68	8	1,869	28	1,897	1,920	73	11	2,004	58	2,062
Total	3,586	136	16	3,738	56	3,794	3,840	146	22	4,008	116	4,124

Table D-2 - Near-Term (2028) Peak Hour Volume Summary

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Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	AM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
22 Fowler Avenue/State Route 168 Eastbound Ramps						
NBL	0	0	0	0	0	0
NBT	774	27	2	803	4	807
NBR	92	4	0	96	0	96
SBL	14	0	0	14	0	14
SBT	444	16	6	466	13	479
SBR	0	0	0	0	0	0
EBL	141	7	0	148	11	159
EBT	0	0	0	0	0	0
EBR	332	6	0	338	0	338
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	458	16	6	480	13	493
Departure	915	34	2	951	15	966
Total	1,373	50	8	1,431	28	1,459
South Leg						
Approach	866	31	2	899	4	903
Departure	776	22	6	804	13	817
Total	1,642	53	8	1,703	17	1,720
East Leg						
Approach	0	0	0	0	0	0
Departure	106	4	0	110	0	110
Total	106	4	0	110	0	110
West Leg						
Approach	473	13	0	486	11	497
Departure	0	0	0	0	0	0
Total	473	13	0	486	11	497
Total Approaches						
Approach	1,797	60	8	1,865	28	1,893
Departure	1,797	60	8	1,865	28	1,893
Total	3,594	120	16	3,730	56	3,786

Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	PM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
22 Fowler Avenue/State Route 168 Eastbound Ramps						
NBL	0	0	0	0	0	0
NBT	857	24	7	888	14	902
NBR	294	2	0	296	0	296
SBL	23	0	0	23	0	23
SBT	531	15	4	550	8	558
SBR	0	0	0	0	0	0
EBL	311	21	0	332	36	368
EBT	0	0	0	0	0	0
EBR	585	20	0	605	0	605
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	554	15	4	573	8	581
Departure	1,168	45	7	1,220	50	1,270
Total	1,722	60	11	1,793	58	1,851
South Leg						
Approach	1,151	26	7	1,184	14	1,198
Departure	1,116	35	4	1,155	8	1,163
Total	2,267	61	11	2,339	22	2,361
East Leg						
Approach	0	0	0	0	0	0
Departure	317	2	0	319	0	319
Total	317	2	0	319	0	319
West Leg						
Approach	896	41	0	937	36	973
Departure	0	0	0	0	0	0
Total	896	41	0	937	36	973
Total Approaches						
Approach	2,601	82	11	2,694	58	2,752
Departure	2,601	82	11	2,694	58	2,752
Total	5,202	164	22	5,388	116	5,504

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Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	AM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
23 Sunnyside Avenue/Project Driveway 1						
NBL	0	0	0	0	0	0
NBT	22	32	0	54	10	64
NBR	0	0	0	0	7	7
SBL	0	0	0	0	0	0
SBT	25	24	0	49	28	77
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	0	0	0	0	19	19
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	25	24	0	49	28	77
Departure	22	32	0	54	10	64
Total	47	56	0	103	38	141
South Leg						
Approach	22	32	0	54	17	71
Departure	25	24	0	49	47	96
Total	47	56	0	103	64	167
East Leg						
Approach	0	0	0	0	19	19
Departure	0	0	0	0	7	7
Total	0	0	0	0	26	26
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	47	56	0	103	64	167
Departure	47	56	0	103	64	167
Total	94	112	0	206	128	334

Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	PM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
23 Sunnyside Avenue/Project Driveway 1						
NBL	0	0	0	0	0	0
NBT	26	49	0	75	32	107
NBR	0	0	0	0	21	21
SBL	0	0	0	0	0	0
SBT	26	54	0	80	19	99
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	0	0	0	0	13	13
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	26	54	0	80	19	99
Departure	26	49	0	75	32	107
Total	52	103	0	155	51	206
South Leg						
Approach	26	49	0	75	53	128
Departure	26	54	0	80	32	112
Total	52	103	0	155	85	240
East Leg						
Approach	0	0	0	0	13	13
Departure	0	0	0	0	21	21
Total	0	0	0	0	34	34
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	52	103	0	155	85	240
Departure	52	103	0	155	85	240
Total	104	206	0	310	170	480

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Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	AM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
24 Sunnyside Avenue/Project Driveway 2						
NBL	0	0	0	0	0	0
NBT	22	32	0	54	16	70
NBR	0	0	0	0	19	19
SBL	0	0	0	0	0	0
SBT	25	24	0	49	47	96
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	0	0	0	0	85	85
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	25	24	0	49	47	96
Departure	22	32	0	54	16	70
Total	47	56	0	103	63	166
South Leg						
Approach	22	32	0	54	35	89
Departure	25	24	0	49	132	181
Total	47	56	0	103	167	270
East Leg						
Approach	0	0	0	0	85	85
Departure	0	0	0	0	19	19
Total	0	0	0	0	104	104
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	47	56	0	103	167	270
Departure	47	56	0	103	167	270
Total	94	112	0	206	334	540

Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	PM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
24 Sunnyside Avenue/Project Driveway 2						
NBL	0	0	0	0	0	0
NBT	26	49	0	75	54	129
NBR	0	0	0	0	61	61
SBL	0	0	0	0	0	0
SBT	26	54	0	80	32	112
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	0	0	0	0	57	57
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	26	54	0	80	32	112
Departure	26	49	0	75	54	129
Total	52	103	0	155	86	241
South Leg						
Approach	26	49	0	75	115	190
Departure	26	54	0	80	89	169
Total	52	103	0	155	204	359
East Leg						
Approach	0	0	0	0	57	57
Departure	0	0	0	0	61	61
Total	0	0	0	0	118	118
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	52	103	0	155	204	359
Departure	52	103	0	155	204	359
Total	104	206	0	310	408	718

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Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	AM Peak Hour						PM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
25 Project Driveway 3/Shepherd Avenue												
NBL	0	0	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	164	164	0	0	0	0	110	110
EBL	0	0	0	0	57	57	0	0	0	0	186	186
EBT	354	347	31	735	22	757	377	379	21	778	15	793
EBR	0	0	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0	0	0
WBT	405	208	11	627	8	635	331	506	35	873	25	898
WBR	0	0	0	0	16	16	0	0	0	0	54	54
North Leg												
Approach	0	0	0	0	164	164	0	0	0	0	110	110
Departure	0	0	0	0	73	73	0	0	0	0	240	240
Total	0	0	0	0	237	237	0	0	0	0	350	350
South Leg												
Approach	0	0	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0
East Leg												
Approach	405	208	11	627	24	651	331	506	35	873	79	952
Departure	354	347	31	735	22	757	377	379	21	778	15	793
Total	759	555	42	1,362	46	1,408	708	885	56	1,651	94	1,745
West Leg												
Approach	354	347	31	735	79	814	377	379	21	778	201	979
Departure	405	208	11	627	172	799	331	506	35	873	135	1,008
Total	759	555	42	1,362	251	1,613	708	885	56	1,651	336	1,987
Total Approaches												
Approach	759	555	42	1,362	267	1,629	708	885	56	1,651	390	2,041
Departure	759	555	42	1,362	267	1,629	708	885	56	1,651	390	2,041
Total	1,518	1,110	84	2,724	534	3,258	1,416	1,770	112	3,302	780	4,082

Table D-2 - Near-Term (2028) Peak Hour Volume Summary

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Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	AM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
26 Stanford Avenue-Project Driveway 4/Perrin Road						
NBL	0	0	0	0	28	28
NBT	0	0	0	0	19	19
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	1	1
SBR	15	0	0	15	0	15
EBL	15	0	0	15	0	15
EBT	0	0	0	0	0	0
EBR	0	0	0	0	10	10
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	15	0	0	15	1	16
Departure	15	0	0	15	19	34
Total	30	0	0	30	20	50
South Leg						
Approach	0	0	0	0	47	47
Departure	0	0	0	0	11	11
Total	0	0	0	0	58	58
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	15	0	0	15	10	25
Departure	15	0	0	15	28	43
Total	30	0	0	30	38	68
Total Approaches						
Approach	30	0	0	30	58	88
Departure	30	0	0	30	58	88
Total	60	0	0	60	116	176

Table D-2 - Near-Term (2028) Peak Hour Volume Summary

	PM Peak Hour					
	Existing (2022) Without Project	Cumulative Project Trips	Tract Map 6343 Trips	Near-Term (2028) Without Project	Project Trips	Near-Term (2028) Plus Project
26 Stanford Avenue-Project Driveway 4/Perrin Road						
NBL	0	0	0	0	19	19
NBT	0	0	0	0	13	13
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	4	4
SBR	12	0	0	12	0	12
EBL	13	0	0	13	0	13
EBT	0	0	0	0	0	0
EBR	0	0	0	0	32	32
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	12	0	0	12	4	16
Departure	13	0	0	13	13	26
Total	25	0	0	25	17	42
South Leg						
Approach	0	0	0	0	32	32
Departure	0	0	0	0	36	36
Total	0	0	0	0	68	68
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	13	0	0	13	32	45
Departure	12	0	0	12	19	31
Total	25	0	0	25	51	76
Total Approaches						
Approach	25	0	0	25	68	93
Departure	25	0	0	25	68	93
Total	50	0	0	50	136	186

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Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
1 Willow Avenue/Behymer Avenue										
NBL	137	0	137	0	137	179	0	179	0	179
NBT	764	15	779	32	811	754	10	764	21	785
NBR	20	0	20	0	20	180	0	180	0	180
SBL	54	4	58	1	59	100	14	114	4	118
SBT	792	5	797	11	808	648	17	665	36	701
SBR	79	0	79	0	79	13	0	13	0	13
EBL	72	0	72	0	72	13	0	13	0	13
EBT	156	1	157	0	157	118	3	121	0	121
EBR	250	0	250	0	250	134	0	134	0	134
WBL	99	0	99	0	99	128	0	128	0	128
WBT	362	3	365	0	365	140	2	142	0	142
WBR	156	12	168	3	171	42	8	50	2	52
North Leg										
Approach	925	9	934	12	946	761	31	792	40	832
Departure	992	27	1,019	35	1,054	809	18	827	23	850
Total	1,917	36	1,953	47	2,000	1,570	49	1,619	63	1,682
South Leg										
Approach	921	15	936	32	968	1,113	10	1,123	21	1,144
Departure	1,141	5	1,146	11	1,157	910	17	927	36	963
Total	2,062	20	2,082	43	2,125	2,023	27	2,050	57	2,107
East Leg										
Approach	617	15	632	3	635	310	10	320	2	322
Departure	230	5	235	1	236	398	17	415	4	419
Total	847	20	867	4	871	708	27	735	6	741
West Leg										
Approach	478	1	479	0	479	265	3	268	0	268
Departure	578	3	581	0	581	332	2	334	0	334
Total	1,056	4	1,060	0	1,060	597	5	602	0	602
Total Approaches										
Approach	2,941	40	2,981	47	3,028	2,449	54	2,503	63	2,566
Departure	2,941	40	2,981	47	3,028	2,449	54	2,503	63	2,566
Total	5,882	80	5,962	94	6,056	4,898	108	5,006	126	5,132

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Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
2 Willow Avenue/Shepherd Avenue										
NBL	390	0	390	0	390	293	0	293	0	293
NBT	916	0	916	0	916	1,451	0	1,451	0	1,451
NBR	318	1	319	2	321	485	3	488	7	495
SBL	247	5	252	11	263	291	17	308	36	344
SBT	1,334	0	1,334	0	1,334	1,051	0	1,051	0	1,051
SBR	211	0	211	0	211	207	0	207	0	207
EBL	112	0	112	0	112	265	0	265	0	265
EBT	394	12	406	13	419	638	38	676	43	719
EBR	286	0	286	0	286	387	0	387	0	387
WBL	302	3	305	6	311	351	2	353	4	357
WBT	573	34	607	38	645	573	23	596	25	621
WBR	207	15	222	32	254	287	10	297	21	318
North Leg										
Approach	1,792	5	1,797	11	1,808	1,549	17	1,566	36	1,602
Departure	1,235	15	1,250	32	1,282	2,003	10	2,013	21	2,034
Total	3,027	20	3,047	43	3,090	3,552	27	3,579	57	3,636
South Leg										
Approach	1,624	1	1,625	2	1,627	2,229	3	2,232	7	2,239
Departure	1,922	3	1,925	6	1,931	1,789	2	1,791	4	1,795
Total	3,546	4	3,550	8	3,558	4,018	5	4,023	11	4,034
East Leg										
Approach	1,082	52	1,134	76	1,210	1,211	35	1,246	50	1,296
Departure	959	18	977	26	1,003	1,414	58	1,472	86	1,558
Total	2,041	70	2,111	102	2,213	2,625	93	2,718	136	2,854
West Leg										
Approach	792	12	804	13	817	1,290	38	1,328	43	1,371
Departure	1,174	34	1,208	38	1,246	1,073	23	1,096	25	1,121
Total	1,966	46	2,012	51	2,063	2,363	61	2,424	68	2,492
Total Approaches										
Approach	5,290	70	5,360	102	5,462	6,279	93	6,372	136	6,508
Departure	5,290	70	5,360	102	5,462	6,279	93	6,372	136	6,508
Total	10,580	140	10,720	204	10,924	12,558	186	12,744	272	13,016

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Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
3 Minnewawa Avenue/Behymer Avenue										
NBL	115	0	115	0	115	149	0	149	0	149
NBT	269	0	269	0	269	430	0	430	0	430
NBR	12	0	12	0	12	28	0	28	0	28
SBL	163	3	166	0	166	193	10	203	0	203
SBT	589	0	589	0	589	254	0	254	0	254
SBR	8	0	8	0	8	3	0	3	0	3
EBL	3	0	3	0	3	7	0	7	0	7
EBT	127	5	132	1	133	353	17	370	4	374
EBR	96	0	96	0	96	101	0	101	0	101
WBL	43	0	43	0	43	18	0	18	0	18
WBT	508	15	523	3	526	206	10	216	2	218
WBR	371	9	380	0	380	154	6	160	0	160
North Leg										
Approach	760	3	763	0	763	450	10	460	0	460
Departure	643	9	652	0	652	591	6	597	0	597
Total	1,403	12	1,415	0	1,415	1,041	16	1,057	0	1,057
South Leg										
Approach	396	0	396	0	396	607	0	607	0	607
Departure	728	0	728	0	728	373	0	373	0	373
Total	1,124	0	1,124	0	1,124	980	0	980	0	980
East Leg										
Approach	922	24	946	3	949	378	16	394	2	396
Departure	302	8	310	1	311	574	27	601	4	605
Total	1,224	32	1,256	4	1,260	952	43	995	6	1,001
West Leg										
Approach	226	5	231	1	232	461	17	478	4	482
Departure	631	15	646	3	649	358	10	368	2	370
Total	857	20	877	4	881	819	27	846	6	852
Total Approaches										
Approach	2,304	32	2,336	4	2,340	1,896	43	1,939	6	1,945
Departure	2,304	32	2,336	4	2,340	1,896	43	1,939	6	1,945
Total	4,608	64	4,672	8	4,680	3,792	86	3,878	12	3,890

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Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
4 Minnewawa Avenue/Shepherd Avenue										
NBL	218	0	218	0	218	313	0	313	0	313
NBT	310	0	310	0	310	681	0	681	0	681
NBR	70	8	78	14	92	80	28	108	46	154
SBL	331	0	331	0	331	159	0	159	0	159
SBT	892	0	892	0	892	504	0	504	0	504
SBR	123	0	123	0	123	108	0	108	0	108
EBL	88	0	88	0	88	144	0	144	0	144
EBT	653	19	672	27	699	870	63	933	89	1,022
EBR	364	0	364	0	364	218	0	218	0	218
WBL	86	25	111	41	152	63	17	80	28	108
WBT	620	55	675	79	754	817	37	854	53	907
WBR	140	0	140	0	140	211	0	211	0	211
North Leg										
Approach	1,346	0	1,346	0	1,346	771	0	771	0	771
Departure	538	0	538	0	538	1,036	0	1,036	0	1,036
Total	1,884	0	1,884	0	1,884	1,807	0	1,807	0	1,807
South Leg										
Approach	598	8	606	14	620	1,074	28	1,102	46	1,148
Departure	1,342	25	1,367	41	1,408	785	17	802	28	830
Total	1,940	33	1,973	55	2,028	1,859	45	1,904	74	1,978
East Leg										
Approach	846	80	926	120	1,046	1,091	54	1,145	81	1,226
Departure	1,054	27	1,081	41	1,122	1,109	91	1,200	135	1,335
Total	1,900	107	2,007	161	2,168	2,200	145	2,345	216	2,561
West Leg										
Approach	1,105	19	1,124	27	1,151	1,232	63	1,295	89	1,384
Departure	961	55	1,016	79	1,095	1,238	37	1,275	53	1,328
Total	2,066	74	2,140	106	2,246	2,470	100	2,570	142	2,712
Total Approaches										
Approach	3,895	107	4,002	161	4,163	4,168	145	4,313	216	4,529
Departure	3,895	107	4,002	161	4,163	4,168	145	4,313	216	4,529
Total	7,790	214	8,004	322	8,326	8,336	290	8,626	432	9,058

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Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
5 Clovis Avenue/Shepherd Avenue										
NBL	117	0	117	0	117	222	0	222	0	222
NBT	142	55	197	0	197	495	181	676	0	676
NBR	146	0	146	27	173	277	0	277	89	366
SBL	119	40	159	0	159	109	27	136	0	136
SBT	437	160	597	0	597	165	108	273	0	273
SBR	206	80	286	0	286	107	54	161	0	161
EBL	82	28	110	0	110	101	90	191	0	191
EBT	675	0	675	41	716	763	0	763	136	899
EBR	210	0	210	0	210	163	0	163	0	163
WBL	239	0	239	78	317	234	0	234	53	287
WBT	555	0	555	120	675	833	0	833	81	914
WBR	152	14	166	0	166	102	45	147	0	147
North Leg										
Approach	762	280	1,042	0	1,042	381	189	570	0	570
Departure	376	97	473	0	473	698	316	1,014	0	1,014
Total	1,138	377	1,515	0	1,515	1,079	505	1,584	0	1,584
South Leg										
Approach	405	55	460	27	487	994	181	1,175	89	1,264
Departure	886	160	1,046	78	1,124	562	108	670	53	723
Total	1,291	215	1,506	105	1,611	1,556	289	1,845	142	1,987
East Leg										
Approach	946	14	960	198	1,158	1,169	45	1,214	134	1,348
Departure	940	40	980	68	1,048	1,149	27	1,176	225	1,401
Total	1,886	54	1,940	266	2,206	2,318	72	2,390	359	2,749
West Leg										
Approach	967	28	995	41	1,036	1,027	90	1,117	136	1,253
Departure	878	80	958	120	1,078	1,162	54	1,216	81	1,297
Total	1,845	108	1,953	161	2,114	2,189	144	2,333	217	2,550
Total Approaches										
Approach	3,080	377	3,457	266	3,723	3,571	505	4,076	359	4,435
Departure	3,080	377	3,457	266	3,723	3,571	505	4,076	359	4,435
Total	6,160	754	6,914	532	7,446	7,142	1,010	8,152	718	8,870

Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
6 Clovis Avenue/Teague Avenue										
NBL	283	0	283	0	283	165	0	165	0	165
NBT	380	51	431	25	456	943	167	1,110	82	1,192
NBR	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	761	147	908	72	980	482	99	581	49	630
SBR	283	12	295	6	301	65	8	73	4	77
EBL	79	4	83	2	85	140	14	154	7	161
EBT	0	0	0	0	0	0	0	0	0	0
EBR	234	0	234	0	234	108	0	108	0	108
WBL	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	1,044	159	1,203	78	1,281	547	107	654	53	707
Departure	459	55	514	27	541	1,083	181	1,264	89	1,353
Total	1,503	214	1,717	105	1,822	1,630	288	1,918	142	2,060
South Leg										
Approach	663	51	714	25	739	1,108	167	1,275	82	1,357
Departure	995	147	1,142	72	1,214	590	99	689	49	738
Total	1,658	198	1,856	97	1,953	1,698	266	1,964	131	2,095
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	313	4	317	2	319	248	14	262	7	269
Departure	566	12	578	6	584	230	8	238	4	242
Total	879	16	895	8	903	478	22	500	11	511
Total Approaches										
Approach	2,020	214	2,234	105	2,339	1,903	288	2,191	142	2,333
Departure	2,020	214	2,234	105	2,339	1,903	288	2,191	142	2,333
Total	4,040	428	4,468	210	4,678	3,806	576	4,382	284	4,666

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Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
7 Clovis Avenue/Nees Avenue										
NBL	161	0	161	0	161	328	0	328	0	328
NBT	401	41	442	25	467	697	136	833	82	915
NBR	21	0	21	0	21	48	0	48	0	48
SBL	115	0	115	0	115	110	0	110	0	110
SBT	660	120	780	72	852	454	81	535	49	584
SBR	108	28	136	0	136	31	19	50	0	50
EBL	61	10	71	0	71	70	31	101	0	101
EBT	399	0	399	1	400	590	0	590	4	594
EBR	358	0	358	0	358	413	0	413	0	413
WBL	37	0	37	32	69	33	0	33	21	54
WBT	468	0	468	3	471	469	0	469	2	471
WBR	233	0	233	0	233	351	0	351	0	351
North Leg										
Approach	883	148	1,031	72	1,103	595	100	695	49	744
Departure	695	51	746	25	771	1,118	167	1,285	82	1,367
Total	1,578	199	1,777	97	1,874	1,713	267	1,980	131	2,111
South Leg										
Approach	583	41	624	25	649	1,073	136	1,209	82	1,291
Departure	1,055	120	1,175	104	1,279	900	81	981	70	1,051
Total	1,638	161	1,799	129	1,928	1,973	217	2,190	152	2,342
East Leg										
Approach	738	0	738	35	773	853	0	853	23	876
Departure	535	0	535	1	536	748	0	748	4	752
Total	1,273	0	1,273	36	1,309	1,601	0	1,601	27	1,628
West Leg										
Approach	818	10	828	1	829	1,073	31	1,104	4	1,108
Departure	737	28	765	3	768	828	19	847	2	849
Total	1,555	38	1,593	4	1,597	1,901	50	1,951	6	1,957
Total Approaches										
Approach	3,022	199	3,221	133	3,354	3,594	267	3,861	158	4,019
Departure	3,022	199	3,221	133	3,354	3,594	267	3,861	158	4,019
Total	6,044	398	6,442	266	6,708	7,188	534	7,722	316	8,038

Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
8 Clovis Avenue/Alluvial Avenue										
NBL	279	0	279	0	279	261	0	261	0	261
NBT	459	39	498	25	523	1,001	129	1,130	82	1,212
NBR	91	0	91	0	91	90	0	90	0	90
SBL	162	0	162	0	162	125	0	125	0	125
SBT	946	114	1,060	104	1,164	754	77	831	70	901
SBR	57	6	63	0	63	28	4	32	0	32
EBL	14	2	16	0	16	16	7	23	0	23
EBT	291	0	291	1	292	400	0	400	4	404
EBR	193	0	193	0	193	185	0	185	0	185
WBL	46	0	46	0	46	38	0	38	0	38
WBT	416	0	416	3	419	336	0	336	2	338
WBR	109	0	109	0	109	122	0	122	0	122
North Leg										
Approach	1,165	120	1,285	104	1,389	907	81	988	70	1,058
Departure	582	41	623	25	648	1,139	136	1,275	82	1,357
Total	1,747	161	1,908	129	2,037	2,046	217	2,263	152	2,415
South Leg										
Approach	829	39	868	25	893	1,352	129	1,481	82	1,563
Departure	1,185	114	1,299	104	1,403	977	77	1,054	70	1,124
Total	2,014	153	2,167	129	2,296	2,329	206	2,535	152	2,687
East Leg										
Approach	571	0	571	3	574	496	0	496	2	498
Departure	544	0	544	1	545	615	0	615	4	619
Total	1,115	0	1,115	4	1,119	1,111	0	1,111	6	1,117
West Leg										
Approach	498	2	500	1	501	601	7	608	4	612
Departure	752	6	758	3	761	625	4	629	2	631
Total	1,250	8	1,258	4	1,262	1,226	11	1,237	6	1,243
Total Approaches										
Approach	3,063	161	3,224	133	3,357	3,356	217	3,573	158	3,731
Departure	3,063	161	3,224	133	3,357	3,356	217	3,573	158	3,731
Total	6,126	322	6,448	266	6,714	6,712	434	7,146	316	7,462

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Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
9 State Route 168 Westbound Ramps/Herndon Avenue										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0
SBL	78	0	78	0	78	77	0	77	0	77
SBT	0	0	0	0	0	0	0	0	0	0
SBR	787	0	787	0	787	406	0	406	0	406
EBL	0	0	0	0	0	0	0	0	0	0
EBT	1,232	2	1,234	2	1,236	1,839	7	1,846	7	1,853
EBR	899	0	899	0	899	609	0	609	0	609
WBL	0	0	0	0	0	0	0	0	0	0
WBT	1,692	6	1,698	6	1,704	2,283	4	2,287	4	2,291
WBR	774	74	848	85	933	722	50	772	57	829
North Leg										
Approach	865	0	865	0	865	483	0	483	0	483
Departure	774	74	848	85	933	722	50	772	57	829
Total	1,639	74	1,713	85	1,798	1,205	50	1,255	57	1,312
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	899	0	899	0	899	609	0	609	0	609
Total	899	0	899	0	899	609	0	609	0	609
East Leg										
Approach	2,466	80	2,546	91	2,637	3,005	54	3,059	61	3,120
Departure	1,310	2	1,312	2	1,314	1,916	7	1,923	7	1,930
Total	3,776	82	3,858	93	3,951	4,921	61	4,982	68	5,050
West Leg										
Approach	2,131	2	2,133	2	2,135	2,448	7	2,455	7	2,462
Departure	2,479	6	2,485	6	2,491	2,689	4	2,693	4	2,697
Total	4,610	8	4,618	8	4,626	5,137	11	5,148	11	5,159
Total Approaches										
Approach	5,462	82	5,544	93	5,637	5,936	61	5,997	68	6,065
Departure	5,462	82	5,544	93	5,637	5,936	61	5,997	68	6,065
Total	10,924	164	11,088	186	11,274	11,872	122	11,994	136	12,130

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Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
10 State Route 168 Eastbound Ramps/Herndon Avenue										
NBL	486	0	486	0	486	788	0	788	0	788
NBT	0	0	0	0	0	0	0	0	0	0
NBR	585	25	610	19	629	874	84	958	61	1,019
SBL	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	1,076	2	1,078	2	1,080	1,519	7	1,526	7	1,533
EBR	234	0	234	0	234	397	0	397	0	397
WBL	0	0	0	0	0	0	0	0	0	0
WBT	1,980	80	2,060	91	2,151	2,217	54	2,271	61	2,332
WBR	93	0	93	0	93	214	0	214	0	214
North Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	93	0	93	0	93	214	0	214	0	214
Total	93	0	93	0	93	214	0	214	0	214
South Leg										
Approach	1,071	25	1,096	19	1,115	1,662	84	1,746	61	1,807
Departure	234	0	234	0	234	397	0	397	0	397
Total	1,305	25	1,330	19	1,349	2,059	84	2,143	61	2,204
East Leg										
Approach	2,073	80	2,153	91	2,244	2,431	54	2,485	61	2,546
Departure	1,661	27	1,688	21	1,709	2,393	91	2,484	68	2,552
Total	3,734	107	3,841	112	3,953	4,824	145	4,969	129	5,098
West Leg										
Approach	1,310	2	1,312	2	1,314	1,916	7	1,923	7	1,930
Departure	2,466	80	2,546	91	2,637	3,005	54	3,059	61	3,120
Total	3,776	82	3,858	93	3,951	4,921	61	4,982	68	5,050
Total Approaches										
Approach	4,454	107	4,561	112	4,673	6,009	145	6,154	129	6,283
Departure	4,454	107	4,561	112	4,673	6,009	145	6,154	129	6,283
Total	8,908	214	9,122	224	9,346	12,018	290	12,308	258	12,566

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Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
11 Clovis Avenue/Herndon Avenue										
NBL	380	0	380	0	380	609	0	609	0	609
NBT	443	8	451	3	454	575	28	603	11	614
NBR	158	0	158	0	158	320	0	320	0	320
SBL	194	9	203	3	206	323	6	329	2	331
SBT	445	25	470	9	479	355	17	372	6	378
SBR	581	80	661	91	752	399	54	453	61	514
EBL	361	28	389	21	410	545	90	635	68	703
EBT	936	0	936	0	936	1,499	0	1,499	0	1,499
EBR	364	0	364	0	364	349	0	349	0	349
WBL	196	0	196	0	196	326	0	326	0	326
WBT	1,112	0	1,112	0	1,112	1,423	0	1,423	0	1,423
WBR	182	3	185	1	186	198	10	208	4	212
North Leg										
Approach	1,220	114	1,334	103	1,437	1,077	77	1,154	69	1,223
Departure	986	39	1,025	25	1,050	1,318	128	1,446	83	1,529
Total	2,206	153	2,359	128	2,487	2,395	205	2,600	152	2,752
South Leg										
Approach	981	8	989	3	992	1,504	28	1,532	11	1,543
Departure	1,005	25	1,030	9	1,039	1,030	17	1,047	6	1,053
Total	1,986	33	2,019	12	2,031	2,534	45	2,579	17	2,596
East Leg										
Approach	1,490	3	1,493	1	1,494	1,947	10	1,957	4	1,961
Departure	1,288	9	1,297	3	1,300	2,142	6	2,148	2	2,150
Total	2,778	12	2,790	4	2,794	4,089	16	4,105	6	4,111
West Leg										
Approach	1,661	28	1,689	21	1,710	2,393	90	2,483	68	2,551
Departure	2,073	80	2,153	91	2,244	2,431	54	2,485	61	2,546
Total	3,734	108	3,842	112	3,954	4,824	144	4,968	129	5,097
Total Approaches										
Approach	5,352	153	5,505	128	5,633	6,921	205	7,126	152	7,278
Departure	5,352	153	5,505	128	5,633	6,921	205	7,126	152	7,278
Total	10,704	306	11,010	256	11,266	13,842	410	14,252	304	14,556

Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
12 Sunnyside Avenue/Behymer Avenue										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0
SBL	2	0	2	0	2	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	270	0	270	1	271	236	0	236	4	240
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0
WBT	512	0	512	3	515	234	0	234	2	236
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	2	0	2	0	2	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	2	0	2	0	2	0	0	0	0	0
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	512	0	512	3	515	234	0	234	2	236
Departure	272	0	272	1	273	236	0	236	4	240
Total	784	0	784	4	788	470	0	470	6	476
West Leg										
Approach	270	0	270	1	271	236	0	236	4	240
Departure	512	0	512	3	515	234	0	234	2	236
Total	782	0	782	4	786	470	0	470	6	476
Total Approaches										
Approach	784	0	784	4	788	470	0	470	6	476
Departure	784	0	784	4	788	470	0	470	6	476
Total	1,568	0	1,568	8	1,576	940	0	940	12	952

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Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
13 Sunnyside Avenue/Shepherd Avenue										
NBL	112	3	115	0	115	182	10	192	0	192
NBT	82	0	82	4	86	286	0	286	14	300
NBR	40	0	40	11	51	40	0	40	36	76
SBL	310	0	310	22	332	153	0	153	15	168
SBT	397	0	397	44	441	157	0	157	30	187
SBR	413	0	413	66	479	341	0	341	45	386
EBL	199	0	199	23	222	353	0	353	75	428
EBT	697	31	728	46	774	751	21	772	150	922
EBR	195	9	204	0	204	162	6	168	0	168
WBL	37	0	37	32	69	43	0	43	21	64
WBT	607	11	618	132	750	831	35	866	89	955
WBR	91	0	91	8	99	309	0	309	25	334
North Leg										
Approach	1,120	0	1,120	132	1,252	651	0	651	90	741
Departure	372	0	372	35	407	948	0	948	114	1,062
Total	1,492	0	1,492	167	1,659	1,599	0	1,599	204	1,803
South Leg										
Approach	234	3	237	15	252	508	10	518	50	568
Departure	629	9	638	76	714	362	6	368	51	419
Total	863	12	875	91	966	870	16	886	101	987
East Leg										
Approach	735	11	746	172	918	1,183	35	1,218	135	1,353
Departure	1,047	31	1,078	79	1,157	944	21	965	201	1,166
Total	1,782	42	1,824	251	2,075	2,127	56	2,183	336	2,519
West Leg										
Approach	1,091	40	1,131	69	1,200	1,266	27	1,293	225	1,518
Departure	1,132	14	1,146	198	1,344	1,354	45	1,399	134	1,533
Total	2,223	54	2,277	267	2,544	2,620	72	2,692	359	3,051
Total Approaches										
Approach	3,180	54	3,234	388	3,622	3,608	72	3,680	500	4,180
Departure	3,180	54	3,234	388	3,622	3,608	72	3,680	500	4,180
Total	6,360	108	6,468	776	7,244	7,216	144	7,360	1,000	8,360

Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
14 Sunnyside Avenue/Teague Avenue										
NBL	3	0	3	0	3	0	0	0	0	0
NBT	90	3	93	15	108	326	10	336	50	386
NBR	15	0	15	0	15	41	0	41	0	41
SBL	16	0	16	0	16	37	0	37	0	37
SBT	431	9	440	76	516	183	6	189	51	240
SBR	0	0	0	0	0	1	0	1	0	1
EBL	6	0	6	0	6	2	0	2	0	2
EBT	4	0	4	0	4	1	0	1	0	1
EBR	1	0	1	0	1	3	0	3	0	3
WBL	48	0	48	0	48	28	0	28	0	28
WBT	6	0	6	0	6	3	0	3	0	3
WBR	42	0	42	0	42	37	0	37	0	37
North Leg										
Approach	447	9	456	76	532	221	6	227	51	278
Departure	138	3	141	15	156	365	10	375	50	425
Total	585	12	597	91	688	586	16	602	101	703
South Leg										
Approach	108	3	111	15	126	367	10	377	50	427
Departure	480	9	489	76	565	214	6	220	51	271
Total	588	12	600	91	691	581	16	597	101	698
East Leg										
Approach	96	0	96	0	96	68	0	68	0	68
Departure	35	0	35	0	35	79	0	79	0	79
Total	131	0	131	0	131	147	0	147	0	147
West Leg										
Approach	11	0	11	0	11	6	0	6	0	6
Departure	9	0	9	0	9	4	0	4	0	4
Total	20	0	20	0	20	10	0	10	0	10
Total Approaches										
Approach	662	12	674	91	765	662	16	678	101	779
Departure	662	12	674	91	765	662	16	678	101	779
Total	1,324	24	1,348	182	1,530	1,324	32	1,356	202	1,558

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Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
15 Sunnyside Avenue/Nees Avenue										
NBL	152	0	152	0	152	227	0	227	0	227
NBT	74	3	77	15	92	249	10	259	50	309
NBR	20	0	20	0	20	54	0	54	0	54
SBL	43	0	43	0	43	20	0	20	0	20
SBT	352	9	361	44	405	151	6	157	30	187
SBR	63	0	63	32	95	29	0	29	21	50
EBL	18	0	18	0	18	54	0	54	0	54
EBT	328	0	328	0	328	494	0	494	0	494
EBR	162	0	162	0	162	140	0	140	0	140
WBL	52	0	52	0	52	50	0	50	0	50
WBT	462	0	462	0	462	483	0	483	0	483
WBR	19	0	19	0	19	28	0	28	0	28
North Leg										
Approach	458	9	467	76	543	200	6	206	51	257
Departure	111	3	114	15	129	331	10	341	50	391
Total	569	12	581	91	672	531	16	547	101	648
South Leg										
Approach	246	3	249	15	264	530	10	540	50	590
Departure	566	9	575	44	619	341	6	347	30	377
Total	812	12	824	59	883	871	16	887	80	967
East Leg										
Approach	533	0	533	0	533	561	0	561	0	561
Departure	391	0	391	0	391	568	0	568	0	568
Total	924	0	924	0	924	1,129	0	1,129	0	1,129
West Leg										
Approach	508	0	508	0	508	688	0	688	0	688
Departure	677	0	677	32	709	739	0	739	21	760
Total	1,185	0	1,185	32	1,217	1,427	0	1,427	21	1,448
Total Approaches										
Approach	1,745	12	1,757	91	1,848	1,979	16	1,995	101	2,096
Departure	1,745	12	1,757	91	1,848	1,979	16	1,995	101	2,096
Total	3,490	24	3,514	182	3,696	3,958	32	3,990	202	4,192

Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
16 Fowler Avenue/Behymer Avenue										
NBL	497	0	497	3	500	199	0	199	2	201
NBT	86	0	86	0	86	90	0	90	0	90
NBR	1	0	1	0	1	3	0	3	0	3
SBL	0	0	0	0	0	1	0	1	0	1
SBT	84	0	84	0	84	71	0	71	0	71
SBR	17	0	17	0	17	5	0	5	0	5
EBL	11	0	11	0	11	8	0	8	0	8
EBT	1	0	1	0	1	4	0	4	0	4
EBR	250	0	250	1	251	233	0	233	4	237
WBL	4	0	4	0	4	4	0	4	0	4
WBT	9	0	9	0	9	5	0	5	0	5
WBR	0	0	0	0	0	1	0	1	0	1
North Leg										
Approach	101	0	101	0	101	77	0	77	0	77
Departure	97	0	97	0	97	99	0	99	0	99
Total	198	0	198	0	198	176	0	176	0	176
South Leg										
Approach	584	0	584	3	587	292	0	292	2	294
Departure	338	0	338	1	339	308	0	308	4	312
Total	922	0	922	4	926	600	0	600	6	606
East Leg										
Approach	13	0	13	0	13	10	0	10	0	10
Departure	2	0	2	0	2	8	0	8	0	8
Total	15	0	15	0	15	18	0	18	0	18
West Leg										
Approach	262	0	262	1	263	245	0	245	4	249
Departure	523	0	523	3	526	209	0	209	2	211
Total	785	0	785	4	789	454	0	454	6	460
Total Approaches										
Approach	960	0	960	4	964	624	0	624	6	630
Departure	960	0	960	4	964	624	0	624	6	630
Total	1,920	0	1,920	8	1,928	1,248	0	1,248	12	1,260

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Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
17 Fowler Avenue/Ticonderoga										
NBL	9	0	9	0	9	9	0	9	0	9
NBT	565	0	565	0	565	286	0	286	0	286
NBR	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	331	0	331	0	331	300	0	300	0	300
SBR	7	0	7	1	8	2	0	2	4	6
EBL	7	0	7	3	10	3	0	3	2	5
EBT	0	0	0	0	0	0	0	0	0	0
EBR	8	0	8	16	24	6	0	6	11	17
WBL	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	338	0	338	1	339	302	0	302	4	306
Departure	572	0	572	3	575	289	0	289	2	291
Total	910	0	910	4	914	591	0	591	6	597
South Leg										
Approach	574	0	574	0	574	295	0	295	0	295
Departure	339	0	339	16	355	306	0	306	11	317
Total	913	0	913	16	929	601	0	601	11	612
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	15	0	15	19	34	9	0	9	13	22
Departure	16	0	16	1	17	11	0	11	4	15
Total	31	0	31	20	51	20	0	20	17	37
Total Approaches										
Approach	927	0	927	20	947	606	0	606	17	623
Departure	927	0	927	20	947	606	0	606	17	623
Total	1,854	0	1,854	40	1,894	1,212	0	1,212	34	1,246

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Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
18 Fowler Avenue/Shepherd Avenue										
NBL	197	4	201	16	217	265	14	279	54	333
NBT	100	0	100	0	100	370	0	370	0	370
NBR	40	0	40	0	40	108	0	108	0	108
SBL	342	0	342	0	342	155	0	155	0	155
SBT	518	0	518	16	534	230	0	230	11	241
SBR	32	0	32	0	32	38	0	38	0	38
EBL	53	0	53	0	53	54	0	54	0	54
EBT	663	18	681	22	703	586	12	598	15	613
EBR	270	12	282	0	282	161	8	169	0	169
WBL	75	0	75	0	75	72	0	72	0	72
WBT	455	6	461	8	469	644	21	665	25	690
WBR	386	0	386	0	386	282	0	282	0	282
North Leg										
Approach	892	0	892	16	908	423	0	423	11	434
Departure	539	0	539	0	539	706	0	706	0	706
Total	1,431	0	1,431	16	1,447	1,129	0	1,129	11	1,140
South Leg										
Approach	337	4	341	16	357	743	14	757	54	811
Departure	863	12	875	16	891	463	8	471	11	482
Total	1,200	16	1,216	32	1,248	1,206	22	1,228	65	1,293
East Leg										
Approach	916	6	922	8	930	998	21	1,019	25	1,044
Departure	1,045	18	1,063	22	1,085	849	12	861	15	876
Total	1,961	24	1,985	30	2,015	1,847	33	1,880	40	1,920
West Leg										
Approach	986	30	1,016	22	1,038	801	20	821	15	836
Departure	684	10	694	24	718	947	35	982	79	1,061
Total	1,670	40	1,710	46	1,756	1,748	55	1,803	94	1,897
Total Approaches										
Approach	3,131	40	3,171	62	3,233	2,965	55	3,020	105	3,125
Departure	3,131	40	3,171	62	3,233	2,965	55	3,020	105	3,125
Total	6,262	80	6,342	124	6,466	5,930	110	6,040	210	6,250

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Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
19 Fowler Avenue/Teague Avenue										
NBL	7	0	7	0	7	24	0	24	0	24
NBT	191	4	195	16	211	652	14	666	54	720
NBR	19	0	19	0	19	22	0	22	0	22
SBL	135	0	135	0	135	23	0	23	0	23
SBT	750	12	762	16	778	403	8	411	11	422
SBR	54	0	54	0	54	42	0	42	0	42
EBL	26	0	26	0	26	53	0	53	0	53
EBT	10	0	10	0	10	3	0	3	0	3
EBR	20	0	20	0	20	14	0	14	0	14
WBL	30	0	30	0	30	18	0	18	0	18
WBT	8	0	8	0	8	28	0	28	0	28
WBR	43	0	43	0	43	105	0	105	0	105
North Leg										
Approach	939	12	951	16	967	468	8	476	11	487
Departure	260	4	264	16	280	810	14	824	54	878
Total	1,199	16	1,215	32	1,247	1,278	22	1,300	65	1,365
South Leg										
Approach	217	4	221	16	237	698	14	712	54	766
Departure	800	12	812	16	828	435	8	443	11	454
Total	1,017	16	1,033	32	1,065	1,133	22	1,155	65	1,220
East Leg										
Approach	81	0	81	0	81	151	0	151	0	151
Departure	164	0	164	0	164	48	0	48	0	48
Total	245	0	245	0	245	199	0	199	0	199
West Leg										
Approach	56	0	56	0	56	70	0	70	0	70
Departure	69	0	69	0	69	94	0	94	0	94
Total	125	0	125	0	125	164	0	164	0	164
Total Approaches										
Approach	1,293	16	1,309	32	1,341	1,387	22	1,409	65	1,474
Departure	1,293	16	1,309	32	1,341	1,387	22	1,409	65	1,474
Total	2,586	32	2,618	64	2,682	2,774	44	2,818	130	2,948

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Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
20 Fowler Avenue/Nees Avenue										
NBL	156	0	156	0	156	166	0	166	0	166
NBT	147	3	150	15	165	494	10	504	50	554
NBR	66	0	66	0	66	65	0	65	0	65
SBL	90	3	93	3	96	56	2	58	2	60
SBT	623	9	632	13	645	317	6	323	8	331
SBR	80	0	80	0	80	61	0	61	0	61
EBL	21	0	21	0	21	73	0	73	0	73
EBT	271	0	271	0	271	348	0	348	0	348
EBR	106	0	106	0	106	142	0	142	0	142
WBL	96	0	96	0	96	57	0	57	0	57
WBT	308	0	308	0	308	369	0	369	0	369
WBR	37	1	38	1	39	99	3	102	4	106
North Leg										
Approach	793	12	805	16	821	434	8	442	10	452
Departure	205	4	209	16	225	666	13	679	54	733
Total	998	16	1,014	32	1,046	1,100	21	1,121	64	1,185
South Leg										
Approach	369	3	372	15	387	725	10	735	50	785
Departure	825	9	834	13	847	516	6	522	8	530
Total	1,194	12	1,206	28	1,234	1,241	16	1,257	58	1,315
East Leg										
Approach	441	1	442	1	443	525	3	528	4	532
Departure	427	3	430	3	433	469	2	471	2	473
Total	868	4	872	4	876	994	5	999	6	1,005
West Leg										
Approach	398	0	398	0	398	563	0	563	0	563
Departure	544	0	544	0	544	596	0	596	0	596
Total	942	0	942	0	942	1,159	0	1,159	0	1,159
Total Approaches										
Approach	2,001	16	2,017	32	2,049	2,247	21	2,268	64	2,332
Departure	2,001	16	2,017	32	2,049	2,247	21	2,268	64	2,332
Total	4,002	32	4,034	64	4,098	4,494	42	4,536	128	4,664

Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
21 Fowler Avenue/State Route 168 Westbound Ramps										
NBL	539	0	539	0	539	464	0	464	0	464
NBT	452	2	454	15	469	825	7	832	50	882
NBR	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	443	6	449	13	462	485	4	489	8	497
SBR	533	0	533	0	533	239	0	239	0	239
EBL	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0
WBL	137	0	137	0	137	171	0	171	0	171
WBT	0	0	0	0	0	0	0	0	0	0
WBR	33	0	33	0	33	18	0	18	0	18
North Leg										
Approach	976	6	982	13	995	724	4	728	8	736
Departure	485	2	487	15	502	843	7	850	50	900
Total	1,461	8	1,469	28	1,497	1,567	11	1,578	58	1,636
South Leg										
Approach	991	2	993	15	1,008	1,289	7	1,296	50	1,346
Departure	580	6	586	13	599	656	4	660	8	668
Total	1,571	8	1,579	28	1,607	1,945	11	1,956	58	2,014
East Leg										
Approach	170	0	170	0	170	189	0	189	0	189
Departure	0	0	0	0	0	0	0	0	0	0
Total	170	0	170	0	170	189	0	189	0	189
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	1,072	0	1,072	0	1,072	703	0	703	0	703
Total	1,072	0	1,072	0	1,072	703	0	703	0	703
Total Approaches										
Approach	2,137	8	2,145	28	2,173	2,202	11	2,213	58	2,271
Departure	2,137	8	2,145	28	2,173	2,202	11	2,213	58	2,271
Total	4,274	16	4,290	56	4,346	4,404	22	4,426	116	4,542

Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
22 Fowler Avenue/State Route 168 Eastbound Ramps										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	841	2	843	4	847	936	7	943	14	957
NBR	101	0	101	0	101	311	0	311	0	311
SBL	15	0	15	0	15	29	0	29	0	29
SBT	565	6	571	13	584	627	4	631	8	639
SBR	0	0	0	0	0	0	0	0	0	0
EBL	150	0	150	11	161	353	0	353	36	389
EBT	0	0	0	0	0	0	0	0	0	0
EBR	384	0	384	0	384	635	0	635	0	635
WBL	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	580	6	586	13	599	656	4	660	8	668
Departure	991	2	993	15	1,008	1,289	7	1,296	50	1,346
Total	1,571	8	1,579	28	1,607	1,945	11	1,956	58	2,014
South Leg										
Approach	942	2	944	4	948	1,247	7	1,254	14	1,268
Departure	949	6	955	13	968	1,262	4	1,266	8	1,274
Total	1,891	8	1,899	17	1,916	2,509	11	2,520	22	2,542
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	116	0	116	0	116	340	0	340	0	340
Total	116	0	116	0	116	340	0	340	0	340
West Leg										
Approach	534	0	534	11	545	988	0	988	36	1,024
Departure	0	0	0	0	0	0	0	0	0	0
Total	534	0	534	11	545	988	0	988	36	1,024
Total Approaches										
Approach	2,056	8	2,064	28	2,092	2,891	11	2,902	58	2,960
Departure	2,056	8	2,064	28	2,092	2,891	11	2,902	58	2,960
Total	4,112	16	4,128	56	4,184	5,782	22	5,804	116	5,920

LSA

Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
23 Sunnyside Avenue/Project Driveway 1										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	57	0	372	10	382	79	0	948	32	980
NBR	0	0	0	7	7	0	0	0	21	21
SBL	0	0	0	0	0	0	0	0	0	0
SBT	51	0	1,120	28	1,148	84	0	651	19	670
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	19	19	0	0	0	13	13
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	51	0	1,120	28	1,148	84	0	651	19	670
Departure	57	0	372	10	382	79	0	948	32	980
Total	108	0	1,492	38	1,530	163	0	1,599	51	1,650
South Leg										
Approach	57	0	372	17	389	79	0	948	53	1,001
Departure	51	0	1,120	47	1,167	84	0	651	32	683
Total	108	0	1,492	64	1,556	163	0	1,599	85	1,684
East Leg										
Approach	0	0	0	19	19	0	0	0	13	13
Departure	0	0	0	7	7	0	0	0	21	21
Total	0	0	0	26	26	0	0	0	34	34
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	108	0	1,492	64	1,556	163	0	1,599	85	1,684
Departure	108	0	1,492	64	1,556	163	0	1,599	85	1,684
Total	216	0	2,984	128	3,112	326	0	3,198	170	3,368

LSA

Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
24 Sunnyside Avenue/Project Driveway 2										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	57	0	372	16	388	79	0	948	54	1,002
NBR	0	0	0	19	19	0	0	0	61	61
SBL	0	0	0	0	0	0	0	0	0	0
SBT	51	0	1,120	47	1,167	84	0	651	32	683
SBR	0	0	0	0	0	0	0	0	0	0
EBL	0	0	0	0	0	0	0	0	0	0
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	85	85	0	0	0	57	57
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	51	0	1,120	47	1,167	84	0	651	32	683
Departure	57	0	372	16	388	79	0	948	54	1,002
Total	108	0	1,492	63	1,555	163	0	1,599	86	1,685
South Leg										
Approach	57	0	372	35	407	79	0	948	115	1,063
Departure	51	0	1,120	132	1,252	84	0	651	89	740
Total	108	0	1,492	167	1,659	163	0	1,599	204	1,803
East Leg										
Approach	0	0	0	85	85	0	0	0	57	57
Departure	0	0	0	19	19	0	0	0	61	61
Total	0	0	0	104	104	0	0	0	118	118
West Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Total Approaches										
Approach	108	0	1,492	167	1,659	163	0	1,599	204	1,803
Departure	108	0	1,492	167	1,659	163	0	1,599	204	1,803
Total	216	0	2,984	334	3,318	326	0	3,198	408	3,606

LSA

Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
25 Project Driveway 3/Shepherd Avenue										
NBL	0	0	0	0	0	0	0	0	0	0
NBT	0	0	0	0	0	0	0	0	0	0
NBR	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	0	0	0	0	0	0	0
SBR	0	0	0	164	164	0	0	0	110	110
EBL	0	0	0	57	57	0	0	0	186	186
EBT	736	31	1,078	22	1,100	794	21	965	15	980
EBR	0	0	0	0	0	0	0	0	0	0
WBL	0	0	0	0	0	0	0	0	0	0
WBT	644	11	746	8	754	879	35	1,218	25	1,243
WBR	0	0	0	16	16	0	0	0	54	54
North Leg										
Approach	0	0	0	164	164	0	0	0	110	110
Departure	0	0	0	73	73	0	0	0	240	240
Total	0	0	0	237	237	0	0	0	350	350
South Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
East Leg										
Approach	644	11	746	24	770	879	35	1,218	79	1,297
Departure	736	31	1,078	22	1,100	794	21	965	15	980
Total	1,380	42	1,824	46	1,870	1,673	56	2,183	94	2,277
West Leg										
Approach	736	31	1,078	79	1,157	794	21	965	201	1,166
Departure	644	11	746	172	918	879	35	1,218	135	1,353
Total	1,380	42	1,824	251	2,075	1,673	56	2,183	336	2,519
Total Approaches										
Approach	1,380	42	1,824	267	2,091	1,673	56	2,183	390	2,573
Departure	1,380	42	1,824	267	2,091	1,673	56	2,183	390	2,573
Total	2,760	84	3,648	534	4,182	3,346	112	4,366	780	5,146

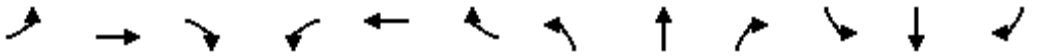
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Table D-3 - Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour				
	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project	Cumulative (2046) Without Project	Tract Map 6343 Trips	Final Cumulative (2046) Without Project	Project Trips	Cumulative (2046) Plus Project
26 Stanford Avenue-Project Driveway 4/Perrin Road										
NBL	0	0	0	28	28	0	0	0	19	19
NBT	0	0	0	19	19	0	0	0	13	13
NBR	0	0	0	0	0	0	0	0	0	0
SBL	0	0	0	0	0	0	0	0	0	0
SBT	0	0	0	1	1	0	0	0	4	4
SBR	16	0	16	0	16	13	0	13	0	13
EBL	16	0	16	0	16	14	0	14	0	14
EBT	0	0	0	0	0	0	0	0	0	0
EBR	0	0	0	10	10	0	0	0	32	32
WBL	0	0	0	0	0	0	0	0	0	0
WBT	0	0	0	0	0	0	0	0	0	0
WBR	0	0	0	0	0	0	0	0	0	0
North Leg										
Approach	16	0	16	1	17	13	0	13	4	17
Departure	16	0	16	19	35	14	0	14	13	27
Total	32	0	32	20	52	27	0	27	17	44
South Leg										
Approach	0	0	0	47	47	0	0	0	32	32
Departure	0	0	0	11	11	0	0	0	36	36
Total	0	0	0	58	58	0	0	0	68	68
East Leg										
Approach	0	0	0	0	0	0	0	0	0	0
Departure	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
West Leg										
Approach	16	0	16	10	26	14	0	14	32	46
Departure	16	0	16	28	44	13	0	13	19	32
Total	32	0	32	38	70	27	0	27	51	78
Total Approaches										
Approach	32	0	32	58	90	27	0	27	68	95
Departure	32	0	32	58	90	27	0	27	68	95
Total	64	0	64	116	180	54	0	54	136	190

APPENDIX E

LEVEL OF SERVICE WORKSHEETS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	125	203	16	128	43	84	552	16	44	576	74
Future Volume (veh/h)	67	125	203	16	128	43	84	552	16	44	576	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.97
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	1856	1856	1856	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	85	158	257	20	162	54	106	699	20	56	729	94
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	1	1	1
Cap, veh/h	106	355	301	55	199	66	129	2876	893	93	2793	844
Arrive On Green	0.06	0.19	0.19	0.03	0.15	0.15	0.07	0.56	0.56	0.05	0.54	0.54
Sat Flow, veh/h	1781	1870	1585	1767	1332	444	1781	5106	1585	1795	5147	1556
Grp Volume(v), veh/h	85	158	257	20	0	216	106	699	20	56	729	94
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1767	0	1776	1781	1702	1585	1795	1716	1556
Q Serve(g_s), s	6.4	10.1	21.2	1.5	0.0	15.9	7.9	9.4	0.8	4.1	10.2	4.0
Cycle Q Clear(g_c), s	6.4	10.1	21.2	1.5	0.0	15.9	7.9	9.4	0.8	4.1	10.2	4.0
Prop In Lane	1.00		1.00	1.00		0.25	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	106	355	301	55	0	266	129	2876	893	93	2793	844
V/C Ratio(X)	0.80	0.44	0.85	0.36	0.00	0.81	0.82	0.24	0.02	0.60	0.26	0.11
Avail Cap(c_a), veh/h	182	603	511	202	0	572	194	2876	893	196	2793	844
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	1.00	1.00	1.00	0.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.7	48.4	52.9	64.1	0.0	55.6	61.8	14.9	13.0	62.6	16.4	15.0
Incr Delay (d2), s/veh	5.2	1.1	8.3	1.5	0.0	12.4	9.3	0.2	0.0	2.3	0.2	0.3
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	3.0	4.8	9.0	0.7	0.0	7.9	3.8	3.5	0.3	1.9	3.8	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.8	49.4	61.1	65.5	0.0	68.0	71.1	15.1	13.1	64.9	16.7	15.3
LnGrp LOS	E	D	E	E	A	E	E	B	B	E	B	B
Approach Vol, veh/h		500			236			825			879	
Approach Delay, s/veh		58.6			67.8			22.3			19.6	
Approach LOS		E			E			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	79.0	14.2	26.7	12.3	81.7	8.8	32.1
Change Period (Y+Rc), s	5.3	5.7	6.2	6.5	5.3	5.7	4.6	6.5
Max Green Setting (Gmax), s	14.7	39.3	13.8	43.5	14.7	39.3	15.4	43.5
Max Q Clear Time (g_c+I1), s	9.9	12.2	8.4	17.9	6.1	11.4	3.5	23.2
Green Ext Time (p_c), s	0.0	11.6	0.0	2.3	0.0	10.5	0.0	2.0

Intersection Summary	
HCM 6th Ctrl Delay	33.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	243	145	44	298	98	160	587	49	161	740	50
Future Volume (veh/h)	29	243	145	44	298	98	160	587	49	161	740	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
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	1856	1856	1856	1856	1856	1856	1885	1885	1885
Adj Flow Rate, veh/h	33	276	165	50	339	111	182	667	56	183	841	57
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	3	3	3	3	3	3	1	1	1
Cap, veh/h	140	529	236	164	579	258	231	2858	887	233	2901	887
Arrive On Green	0.04	0.15	0.15	0.05	0.16	0.16	0.07	0.56	0.56	0.07	0.56	0.56
Sat Flow, veh/h	3456	3554	1585	3428	3526	1570	3428	5066	1572	3483	5147	1573
Grp Volume(v), veh/h	33	276	165	50	339	111	182	667	56	183	841	57
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1714	1763	1570	1714	1689	1572	1742	1716	1573
Q Serve(g_s), s	1.3	10.4	14.3	2.0	12.9	9.2	7.6	9.6	2.3	7.5	12.4	2.4
Cycle Q Clear(g_c), s	1.3	10.4	14.3	2.0	12.9	9.2	7.6	9.6	2.3	7.5	12.4	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	140	529	236	164	579	258	231	2858	887	233	2901	887
V/C Ratio(X)	0.24	0.52	0.70	0.31	0.59	0.43	0.79	0.23	0.06	0.79	0.29	0.06
Avail Cap(c_a), veh/h	462	1073	479	430	1065	474	442	2858	887	449	2901	887
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	1.00	1.00	0.61	0.61	0.61	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	67.4	57.0	58.6	66.7	56.0	54.5	66.6	15.9	14.3	66.6	16.5	14.3
Incr Delay (d2), s/veh	0.3	1.9	8.5	0.2	0.8	1.0	2.3	0.2	0.1	2.1	0.2	0.1
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	0.6	4.8	6.3	0.9	5.7	3.7	3.3	3.6	0.9	3.3	4.7	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.7	58.8	67.2	66.9	56.8	55.4	68.9	16.1	14.4	68.8	16.7	14.5
LnGrp LOS	E	E	E	E	E	E	E	B	B	E	B	B
Approach Vol, veh/h		474			500			905			1081	
Approach Delay, s/veh		62.4			57.5			26.6			25.4	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	87.4	11.5	30.0	16.0	87.5	13.7	27.8
Change Period (Y+Rc), s	6.3	5.7	5.6	6.2	6.3	5.7	6.8	6.2
Max Green Setting (Gmax), s	18.7	39.3	19.4	43.8	18.7	39.3	18.2	43.8
Max Q Clear Time (g_c+I1), s	9.6	14.4	3.3	14.9	9.5	11.6	4.0	16.3
Green Ext Time (p_c), s	0.2	12.3	0.0	3.3	0.2	10.4	0.0	4.8

Intersection Summary	
HCM 6th Ctrl Delay	37.1
HCM 6th LOS	D

Intersection	
Intersection Delay, s/veh	58.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	114	44	12	145	297	41	212	8	123	225	3
Future Vol, veh/h	3	114	44	12	145	297	41	212	8	123	225	3
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	3	3	3	4	4	4	4	4	4	2	2	2
Mvmt Flow	4	137	53	14	175	358	49	255	10	148	271	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	19	95.2	29.3	51.7
HCM LOS	C	F	D	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	2%	3%	35%
Vol Thru, %	81%	71%	32%	64%
Vol Right, %	3%	27%	65%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	261	161	454	351
LT Vol	41	3	12	123
Through Vol	212	114	145	225
RT Vol	8	44	297	3
Lane Flow Rate	314	194	547	423
Geometry Grp	1	1	1	1
Degree of Util (X)	0.704	0.455	1.095	0.909
Departure Headway (Hd)	8.484	8.859	7.208	8.095
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	428	409	503	452
Service Time	6.484	6.859	5.268	6.095
HCM Lane V/C Ratio	0.734	0.474	1.087	0.936
HCM Control Delay	29.3	19	95.2	51.7
HCM Lane LOS	D	C	F	F
HCM 95th-tile Q	5.3	2.3	17.5	10



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	339	152	44	291	91	127	150	41	103	159	29
Future Volume (veh/h)	33	339	152	44	291	91	127	150	41	103	159	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	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	1885	1885	1885	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	404	181	52	346	108	151	179	49	123	189	35
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	1	1	1	3	3	3	2	2	2	2	2	2
Cap, veh/h	115	736	323	127	396	335	177	908	759	149	879	745
Arrive On Green	0.06	0.21	0.21	0.07	0.21	0.21	0.10	0.49	0.49	0.08	0.47	0.47
Sat Flow, veh/h	1795	3582	1572	1767	1856	1572	1781	1870	1565	1781	1870	1585
Grp Volume(v), veh/h	39	404	181	52	346	108	151	179	49	123	189	35
Grp Sat Flow(s),veh/h/ln	1795	1791	1572	1767	1856	1572	1781	1870	1565	1781	1870	1585
Q Serve(g_s), s	2.7	13.1	13.4	3.7	23.4	7.5	10.8	7.1	2.2	8.8	7.7	1.6
Cycle Q Clear(g_c), s	2.7	13.1	13.4	3.7	23.4	7.5	10.8	7.1	2.2	8.8	7.7	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	115	736	323	127	396	335	177	908	759	149	879	745
V/C Ratio(X)	0.34	0.55	0.56	0.41	0.87	0.32	0.85	0.20	0.06	0.83	0.22	0.05
Avail Cap(c_a), veh/h	290	937	411	285	485	411	288	908	759	288	879	745
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)	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.2	46.3	46.4	57.7	49.5	43.2	57.6	19.0	17.8	58.6	20.3	18.7
Incr Delay (d2), s/veh	0.5	0.8	1.9	0.8	15.7	0.9	6.8	0.5	0.2	4.4	0.6	0.1
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	1.2	5.7	5.3	1.6	12.2	2.9	5.1	3.1	0.8	4.1	3.4	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.8	47.1	48.3	58.5	65.1	44.1	64.4	19.5	17.9	63.0	20.9	18.8
LnGrp LOS	E	D	D	E	E	D	E	B	B	E	C	B
Approach Vol, veh/h		624			506			379			347	
Approach Delay, s/veh		48.1			60.0			37.2			35.6	
Approach LOS		D			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.9	67.1	12.3	33.7	14.9	69.1	13.3	32.7
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	12.9	34.0	21.0	34.0	21.0	34.0	21.0	34.0
Max Q Clear Time (g_c+I1), s	12.8	9.7	4.7	25.4	10.8	9.1	5.7	15.4
Green Ext Time (p_c), s	0.1	1.5	0.0	2.2	0.1	1.1	0.0	4.2

Intersection Summary	
HCM 6th Ctrl Delay	46.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	337	118	109	294	48	80	59	86	19	71	67
Future Volume (veh/h)	32	337	118	109	294	48	80	59	86	19	71	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1856	1856	1856	1870	1870	1870	1796	1796	1796	1826	1826	1826
Adj Flow Rate, veh/h	39	406	142	131	354	58	96	71	104	23	86	81
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	3	3	3	2	2	2	7	7	7	5	5	5
Cap, veh/h	191	533	235	245	592	264	119	1501	670	588	1889	842
Arrive On Green	0.06	0.15	0.15	0.07	0.17	0.17	0.07	0.44	0.44	0.17	0.54	0.54
Sat Flow, veh/h	3428	3526	1551	3456	3554	1585	1711	3413	1522	3374	3469	1547
Grp Volume(v), veh/h	39	406	142	131	354	58	96	71	104	23	86	81
Grp Sat Flow(s),veh/h/ln	1714	1763	1551	1728	1777	1585	1711	1706	1522	1687	1735	1547
Q Serve(g_s), s	1.5	15.5	12.0	5.1	12.9	4.4	7.7	1.7	5.7	0.8	1.6	3.5
Cycle Q Clear(g_c), s	1.5	15.5	12.0	5.1	12.9	4.4	7.7	1.7	5.7	0.8	1.6	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	191	533	235	245	592	264	119	1501	670	588	1889	842
V/C Ratio(X)	0.20	0.76	0.61	0.53	0.60	0.22	0.80	0.05	0.16	0.04	0.05	0.10
Avail Cap(c_a), veh/h	598	856	377	602	863	385	298	1501	670	588	1889	842
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	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.1	57.0	55.5	62.8	54.0	50.5	64.2	22.4	23.6	48.1	14.9	15.3
Incr Delay (d2), s/veh	0.2	3.3	3.7	0.7	1.4	0.6	4.7	0.1	0.5	0.1	0.0	0.2
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	0.7	7.0	4.8	2.2	5.7	1.8	3.5	0.7	2.1	0.3	0.6	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.3	60.3	59.2	63.5	55.5	51.1	68.9	22.5	24.1	48.2	14.9	15.6
LnGrp LOS	E	E	E	E	E	D	E	C	C	D	B	B
Approach Vol, veh/h		587			543			271			190	
Approach Delay, s/veh		60.3			56.9			39.5			19.2	
Approach LOS		E			E			D			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.4	81.9	13.4	29.3	30.0	67.3	15.5	27.2
Change Period (Y+Rc), s	5.6	5.7	5.6	6.0	5.6	5.7	5.6	6.0
Max Green Setting (Gmax), s	24.4	34.3	24.4	34.0	24.4	34.3	24.4	34.0
Max Q Clear Time (g_c+I1), s	19.7	5.5	3.5	14.9	2.8	7.7	7.1	17.5
Green Ext Time (p_c), s	0.1	2.2	0.0	3.0	0.0	1.5	0.2	3.7

Intersection Summary	
HCM 6th Ctrl Delay	50.7
HCM 6th LOS	D



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	73	222	263	209	273	183
Future Volume (veh/h)	73	222	263	209	273	183
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.94
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	1885	1885	1870	1870	1870	1870
Adj Flow Rate, veh/h	96	292	346	275	359	241
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Percent Heavy Veh, %	1	1	2	2	2	2
Cap, veh/h	370	330	377	2394	1474	620
Arrive On Green	0.21	0.21	0.21	0.67	0.41	0.41
Sat Flow, veh/h	1795	1598	1781	3647	3647	1494
Grp Volume(v), veh/h	96	292	346	275	359	241
Grp Sat Flow(s),veh/h/ln	1795	1598	1781	1777	1777	1494
Q Serve(g_s), s	3.8	15.1	16.2	2.3	5.6	9.6
Cycle Q Clear(g_c), s	3.8	15.1	16.2	2.3	5.6	9.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	370	330	377	2394	1474	620
V/C Ratio(X)	0.26	0.89	0.92	0.11	0.24	0.39
Avail Cap(c_a), veh/h	530	472	377	2394	1474	620
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.94	0.94
Uniform Delay (d), s/veh	28.3	32.8	32.8	4.9	16.2	17.3
Incr Delay (d2), s/veh	0.1	10.5	26.3	0.1	0.4	1.7
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	6.5	9.2	0.7	2.1	3.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.4	43.3	59.1	5.0	16.6	19.1
LnGrp LOS	C	D	E	A	B	B
Approach Vol, veh/h	388			621	600	
Approach Delay, s/veh	39.6			35.1	17.6	
Approach LOS	D			D	B	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	22.0	40.6			62.6	22.4
Change Period (Y+Rc), s	4.0	5.3			5.3	4.9
Max Green Setting (Gmax), s	18.0	27.7			49.7	25.1
Max Q Clear Time (g_c+I1), s	18.2	11.6			4.3	17.1
Green Ext Time (p_c), s	0.0	3.5			2.2	0.4

Intersection Summary		
HCM 6th Ctrl Delay	29.7	
HCM 6th LOS	C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	306	194	35	363	180	70	294	20	70	416	42
Future Volume (veh/h)	30	306	194	35	363	180	70	294	20	70	416	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.96	1.00		0.98
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	1885	1885	1885	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	34	352	223	40	417	207	80	338	23	80	478	48
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	1	1	1	3	3	3	2	2	2
Cap, veh/h	81	427	360	87	436	364	102	1909	819	103	1924	839
Arrive On Green	0.05	0.23	0.23	0.05	0.23	0.23	0.06	0.54	0.54	0.06	0.54	0.54
Sat Flow, veh/h	1781	1870	1579	1795	1885	1575	1767	3526	1513	1781	3554	1550
Grp Volume(v), veh/h	34	352	223	40	417	207	80	338	23	80	478	48
Grp Sat Flow(s),veh/h/ln	1781	1870	1579	1795	1885	1575	1767	1763	1513	1781	1777	1550
Q Serve(g_s), s	2.8	26.8	19.0	3.3	32.7	17.4	6.7	7.3	1.1	6.6	10.7	2.2
Cycle Q Clear(g_c), s	2.8	26.8	19.0	3.3	32.7	17.4	6.7	7.3	1.1	6.6	10.7	2.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	81	427	360	87	436	364	102	1909	819	103	1924	839
V/C Ratio(X)	0.42	0.83	0.62	0.46	0.96	0.57	0.78	0.18	0.03	0.78	0.25	0.06
Avail Cap(c_a), veh/h	368	495	418	311	436	364	365	1909	819	309	1924	839
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	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.7	55.0	52.0	69.4	56.9	51.0	69.7	17.4	16.0	69.7	18.2	16.3
Incr Delay (d2), s/veh	1.3	10.7	3.0	1.4	32.2	2.6	4.7	0.2	0.1	4.6	0.3	0.1
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	1.3	13.7	7.7	1.5	19.1	7.1	3.1	3.0	0.4	3.1	4.4	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.0	65.8	55.0	70.8	89.1	53.7	74.5	17.6	16.1	74.3	18.5	16.4
LnGrp LOS	E	E	E	E	F	D	E	B	B	E	B	B
Approach Vol, veh/h		609			664			441			606	
Approach Delay, s/veh		62.1			76.9			27.9			25.7	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	86.5	10.8	40.0	12.7	86.5	11.3	39.5
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	4.0	5.3	4.0	5.3
Max Green Setting (Gmax), s	8.0	34.7	31.0	34.7	26.0	39.7	26.0	39.7
Max Q Clear Time (g_c+I1), s	10.7	12.7	4.8	34.7	8.6	9.3	5.3	28.8
Green Ext Time (p_c), s	0.1	4.5	0.0	0.0	0.1	3.3	0.0	3.0

Intersection Summary	
HCM 6th Ctrl Delay	50.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	269	153	44	407	89	127	282	61	126	576	34
Future Volume (veh/h)	13	269	153	44	407	89	127	282	61	126	576	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.99
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	1826	1826	1826	1870	1870	1870	1856	1856	1856	1885	1885	1885
Adj Flow Rate, veh/h	15	302	172	49	457	100	143	317	69	142	647	38
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	5	5	5	2	2	2	3	3	3	1	1	1
Cap, veh/h	56	431	362	117	503	420	169	1287	276	171	1537	90
Arrive On Green	0.03	0.24	0.24	0.07	0.27	0.27	0.10	0.45	0.45	0.10	0.45	0.45
Sat Flow, veh/h	1739	1826	1536	1781	1870	1562	1767	2872	615	1795	3435	202
Grp Volume(v), veh/h	15	302	172	49	457	100	143	193	193	142	337	348
Grp Sat Flow(s),veh/h/ln	1739	1826	1536	1781	1870	1562	1767	1763	1725	1795	1791	1845
Q Serve(g_s), s	1.1	18.9	12.0	3.3	29.5	6.3	10.0	8.5	8.7	9.7	16.0	16.0
Cycle Q Clear(g_c), s	1.1	18.9	12.0	3.3	29.5	6.3	10.0	8.5	8.7	9.7	16.0	16.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.36	1.00		0.11
Lane Grp Cap(c), veh/h	56	431	362	117	503	420	169	790	773	171	802	826
V/C Ratio(X)	0.27	0.70	0.47	0.42	0.91	0.24	0.84	0.24	0.25	0.83	0.42	0.42
Avail Cap(c_a), veh/h	153	574	483	157	588	491	297	790	773	230	802	826
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	59.0	43.7	41.1	56.1	44.2	35.7	55.6	21.4	21.4	55.5	23.5	23.5
Incr Delay (d2), s/veh	0.9	1.8	0.7	0.9	16.7	0.3	4.4	0.7	0.8	12.6	1.6	1.5
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	0.5	8.5	4.5	1.5	15.5	2.4	4.5	3.5	3.6	4.9	6.8	7.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.9	45.6	41.7	57.0	60.9	36.0	60.0	22.1	22.2	68.1	25.1	25.0
LnGrp LOS	E	D	D	E	E	D	E	C	C	E	C	C
Approach Vol, veh/h		489			606			529			827	
Approach Delay, s/veh		44.6			56.4			32.4			32.4	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	61.6	8.1	39.3	15.9	61.7	12.2	35.2
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	4.0	5.7	4.0	5.7
Max Green Setting (Gmax), s	12.0	34.3	11.0	39.3	16.0	39.3	11.0	39.3
Max Q Clear Time (g_c+I1), s	11.0	18.0	3.1	31.5	11.7	10.7	5.3	20.9
Green Ext Time (p_c), s	0.1	3.4	0.0	1.9	0.1	2.4	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	40.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	957	491	0	1454	576	0	0	0	66	0	729
Future Volume (veh/h)	0	957	491	0	1454	576	0	0	0	66	0	729
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870				1885	0	1885
Adj Flow Rate, veh/h	0	1018	522	0	1818	0				70	0	776
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	0	2	2				1	0	1
Cap, veh/h	0	3548	874	0	4126					962	0	776
Arrive On Green	0.00	0.55	0.55	0.00	0.55	0.00				0.28	0.00	0.28
Sat Flow, veh/h	0	6696	1585	0	7481	1585				3483	0	2812
Grp Volume(v), veh/h	0	1018	522	0	1818	0				70	0	776
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1870	1585				1742	0	1406
Q Serve(g_s), s	0.0	11.0	28.6	0.0	18.7	0.0				1.9	0.0	35.9
Cycle Q Clear(g_c), s	0.0	11.0	28.6	0.0	18.7	0.0				1.9	0.0	35.9
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3548	874	0	4126					962	0	776
V/C Ratio(X)	0.00	0.29	0.60	0.00	0.44					0.07	0.00	1.00
Avail Cap(c_a), veh/h	0	3959	975	0	4604					962	0	776
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.93	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	15.5	19.5	0.0	17.3	0.0				34.8	0.0	47.0
Incr Delay (d2), s/veh	0.0	0.2	3.0	0.0	0.3	0.0				0.1	0.0	32.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.9	10.6	0.0	7.7	0.0				0.8	0.0	15.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.7	22.5	0.0	17.6	0.0				34.8	0.0	79.2
LnGrp LOS	A	B	C	A	B					C	A	E
Approach Vol, veh/h		1540			1818						846	
Approach Delay, s/veh		18.0			17.6						75.5	
Approach LOS		B			B						E	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	78.5	43.2	78.5
Change Period (Y+Rc), s	6.8	7.3	6.8
Max Green Setting (Gmax), s	80.0	35.9	80.0
Max Q Clear Time (g_c+I1), s	30.6	37.9	20.7
Green Ext Time (p_c), s	36.1	0.0	51.0

Intersection Summary	
HCM 6th Ctrl Delay	29.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	810	213	0	1576	79	454	0	479	0	0	0
Future Volume (veh/h)	0	810	213	0	1576	79	454	0	479	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1885	1885	1841	0	1841			
Adj Flow Rate, veh/h	0	900	0	0	1751	88	504	0	532			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90			
Percent Heavy Veh, %	0	2	2	0	1	1	4	0	4			
Cap, veh/h	0	2985		0	4464	934	1536	0	853			
Arrive On Green	0.00	0.58	0.00	0.00	0.58	0.58	0.31	0.00	0.31			
Sat Flow, veh/h	0	5274	1585	0	7993	1598	4944	0	2745			
Grp Volume(v), veh/h	0	900	0	0	1751	88	504	0	532			
Grp Sat Flow(s),veh/h/ln	0	1702	1585	0	1527	1598	1648	0	1373			
Q Serve(g_s), s	0.0	11.6	0.0	0.0	16.1	3.1	10.2	0.0	21.5			
Cycle Q Clear(g_c), s	0.0	11.6	0.0	0.0	16.1	3.1	10.2	0.0	21.5			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2985		0	4464	934	1536	0	853			
V/C Ratio(X)	0.00	0.30		0.00	0.39	0.09	0.33	0.00	0.62			
Avail Cap(c_a), veh/h	0	2985		0	4464	934	1536	0	853			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.98	0.00	0.00	0.75	0.75	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	13.6	0.0	0.0	14.6	11.9	34.4	0.0	38.3			
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.2	0.2	0.6	0.0	3.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	4.2	0.0	0.0	5.2	1.1	4.2	0.0	7.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	13.9	0.0	0.0	14.7	12.0	35.0	0.0	41.7			
LnGrp LOS	A	B		A	B	B	C	A	D			
Approach Vol, veh/h		900			1839			1036				
Approach Delay, s/veh		13.9			14.6			38.4				
Approach LOS		B			B			D				

Timer - Assigned Phs	2				6		8					
Phs Duration (G+Y+Rc), s	82.8				82.8		47.2					
Change Period (Y+Rc), s	6.8				6.8		6.8					
Max Green Setting (Gmax), s	76.0				76.0		40.4					
Max Q Clear Time (g_c+I1), s	13.6				18.1		23.5					
Green Ext Time (p_c), s	23.9				49.7		8.4					

Intersection Summary												
HCM 6th Ctrl Delay			21.0									
HCM 6th LOS			C									

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	243	832	214	148	1021	157	232	255	120	161	283	402
Future Volume (veh/h)	243	832	214	148	1021	157	232	255	120	161	283	402
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	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	1856	1856	1856	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	261	895	230	159	1098	169	249	274	129	173	304	432
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	1	1	1
Cap, veh/h	309	2190	680	290	2175	675	312	881	381	314	1305	713
Arrive On Green	0.09	0.43	0.43	0.08	0.43	0.43	0.09	0.25	0.25	0.09	0.25	0.25
Sat Flow, veh/h	3428	5066	1572	3456	5106	1585	3456	3475	1503	3483	5147	2812
Grp Volume(v), veh/h	261	895	230	159	1098	169	249	268	135	173	304	432
Grp Sat Flow(s),veh/h/ln	1714	1689	1572	1728	1702	1585	1728	1702	1575	1742	1716	1406
Q Serve(g_s), s	11.6	18.9	15.1	6.8	24.4	10.6	10.9	9.9	10.9	7.4	7.3	21.0
Cycle Q Clear(g_c), s	11.6	18.9	15.1	6.8	24.4	10.6	10.9	9.9	10.9	7.4	7.3	21.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.95	1.00		1.00
Lane Grp Cap(c), veh/h	309	2190	680	290	2175	675	312	863	399	314	1305	713
V/C Ratio(X)	0.84	0.41	0.34	0.55	0.50	0.25	0.80	0.31	0.34	0.55	0.23	0.61
Avail Cap(c_a), veh/h	553	2190	680	557	2175	675	669	863	399	674	1305	713
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)	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.4	30.3	29.3	68.2	32.5	28.6	69.1	46.9	47.2	67.5	45.9	51.0
Incr Delay (d2), s/veh	2.3	0.5	1.3	0.6	0.8	0.9	1.8	0.9	2.3	0.6	0.4	3.8
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	5.1	7.7	5.9	3.0	10.0	4.2	4.9	4.3	4.5	3.3	3.1	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.7	30.9	30.5	68.8	33.4	29.5	70.9	47.8	49.5	68.1	46.3	54.8
LnGrp LOS	E	C	C	E	C	C	E	D	D	E	D	D
Approach Vol, veh/h		1386			1426			652			909	
Approach Delay, s/veh		38.5			36.9			57.0			54.5	
Approach LOS		D			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	72.0	19.0	45.0	18.0	73.0	19.0	45.0
Change Period (Y+Rc), s	5.0	6.0	5.0	5.7	5.0	6.0	5.0	5.7
Max Green Setting (Gmax), s	25.0	39.0	30.0	39.3	25.0	39.0	30.0	39.3
Max Q Clear Time (g_c+I1), s	13.6	26.4	9.4	12.9	8.8	20.9	12.9	23.0
Green Ext Time (p_c), s	0.4	5.4	0.3	1.4	0.2	6.3	0.4	3.7

Intersection Summary	
HCM 6th Ctrl Delay	44.0
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	253	438	0	2	0
Future Vol, veh/h	0	253	438	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	4	4	4	4	0	0
Mvmt Flow	0	291	503	0	2	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	503	0	-	0	794	503
Stage 1	-	-	-	-	503	-
Stage 2	-	-	-	-	291	-
Critical Hdwy	4.14	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.236	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1051	-	-	-	360	573
Stage 1	-	-	-	-	612	-
Stage 2	-	-	-	-	763	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1051	-	-	-	360	573
Mov Cap-2 Maneuver	-	-	-	-	360	-
Stage 1	-	-	-	-	612	-
Stage 2	-	-	-	-	763	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	15.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1051	-	-	-	360
HCM Lane V/C Ratio	-	-	-	-	0.006
HCM Control Delay (s)	0	-	-	-	15.1
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Intersection Delay, s/veh	13.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	325	106	31	371	3	54	11	27	2	14	9
Future Vol, veh/h	8	325	106	31	371	3	54	11	27	2	14	9
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	3	3	3	1	1	1	10	10	10	12	12	12
Mvmt Flow	8	332	108	32	379	3	55	11	28	2	14	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13.9	13.6	10.2	9.4
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	59%	2%	8%	8%
Vol Thru, %	12%	74%	92%	56%
Vol Right, %	29%	24%	1%	36%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	92	439	405	25
LT Vol	54	8	31	2
Through Vol	11	325	371	14
RT Vol	27	106	3	9
Lane Flow Rate	94	448	413	26
Geometry Grp	1	1	1	1
Degree of Util (X)	0.158	0.576	0.548	0.044
Departure Headway (Hd)	6.069	4.63	4.772	6.141
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	594	770	748	586
Service Time	4.07	2.708	2.853	4.146
HCM Lane V/C Ratio	0.158	0.582	0.552	0.044
HCM Control Delay	10.2	13.9	13.6	9.4
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	0.6	3.7	3.4	0.1

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	5	4	1	17	6	10	2	74	5	5	139	0
Future Vol, veh/h	5	4	1	17	6	10	2	74	5	5	139	0
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	10	10	10	7	7	7
Mvmt Flow	6	5	1	21	7	12	2	90	6	6	170	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	289	282	170	282	279	93	170	0	0	96	0	0
Stage 1	182	182	-	97	97	-	-	-	-	-	-	-
Stage 2	107	100	-	185	182	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.2	-	-	4.17	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.29	-	-	2.263	-	-
Pot Cap-1 Maneuver	667	630	879	674	632	970	1360	-	-	1467	-	-
Stage 1	824	753	-	914	819	-	-	-	-	-	-	-
Stage 2	903	816	-	821	753	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	649	626	879	665	628	970	1360	-	-	1467	-	-
Mov Cap-2 Maneuver	649	626	-	665	628	-	-	-	-	-	-	-
Stage 1	822	749	-	912	817	-	-	-	-	-	-	-
Stage 2	882	814	-	810	749	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.6	10.2	0.2	0.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1360	-	-	657	726	1467	-	-
HCM Lane V/C Ratio	0.002	-	-	0.019	0.055	0.004	-	-
HCM Control Delay (s)	7.7	0	-	10.6	10.2	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Intersection Delay, s/veh	24.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	269	85	25	367	14	137	57	17	22	115	34
Future Vol, veh/h	12	269	85	25	367	14	137	57	17	22	115	34
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	1	1	1	10	10	10	7	7	7
Mvmt Flow	13	283	89	26	386	15	144	60	18	23	121	36
Number of Lanes	1	2	0	1	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	3
HCM Control Delay	15.4	37.4	19.4	17.4
HCM LOS	C	E	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	71%	0%	100%	0%	0%	100%	0%	13%
Vol Thru, %	29%	0%	0%	100%	51%	0%	96%	67%
Vol Right, %	0%	100%	0%	0%	49%	0%	4%	20%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	194	17	12	179	175	25	381	171
LT Vol	137	0	12	0	0	25	0	22
Through Vol	57	0	0	179	90	0	367	115
RT Vol	0	17	0	0	85	0	14	34
Lane Flow Rate	204	18	13	189	184	26	401	180
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.502	0.039	0.03	0.415	0.386	0.059	0.84	0.425
Departure Headway (Hd)	8.843	7.762	8.424	7.91	7.559	8.211	7.669	8.505
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	408	463	427	457	478	439	477	425
Service Time	6.56	5.479	6.14	5.626	5.275	5.911	5.369	6.236
HCM Lane V/C Ratio	0.5	0.039	0.03	0.414	0.385	0.059	0.841	0.424
HCM Control Delay	20.2	10.8	11.4	16.1	15	11.4	39.1	17.4
HCM Lane LOS	C	B	B	C	B	B	E	C
HCM 95th-tile Q	2.7	0.1	0.1	2	1.8	0.2	8.3	2.1

Intersection	
Intersection Delay, s/veh	22.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	10	0	233	4	8	0	424	75	1	0	80	16
Future Vol, veh/h	10	0	233	4	8	0	424	75	1	0	80	16
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	3	3	3
Mvmt Flow	12	0	277	5	10	0	505	89	1	0	95	19
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.2	9.7	30.2	9.8
HCM LOS	B	A	D	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	85%	4%	33%	0%
Vol Thru, %	15%	0%	67%	83%
Vol Right, %	0%	96%	0%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	500	243	12	96
LT Vol	424	10	4	0
Through Vol	75	0	8	80
RT Vol	1	233	0	16
Lane Flow Rate	595	289	14	114
Geometry Grp	1	1	1	1
Degree of Util (X)	0.85	0.425	0.026	0.177
Departure Headway (Hd)	5.14	5.295	6.491	5.568
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	708	680	550	643
Service Time	3.165	3.338	4.553	3.611
HCM Lane V/C Ratio	0.84	0.425	0.025	0.177
HCM Control Delay	30.2	12.2	9.7	9.8
HCM Lane LOS	D	B	A	A
HCM 95th-tile Q	9.7	2.1	0.1	0.6

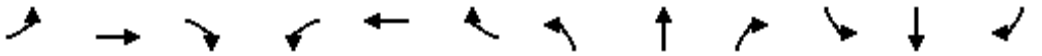
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	8	9	488	310	7
Future Vol, veh/h	7	8	9	488	310	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	7	7	2	2	3	3
Mvmt Flow	8	9	10	567	360	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	951	364	368	0	-	0
Stage 1	364	-	-	-	-	-
Stage 2	587	-	-	-	-	-
Critical Hdwy	6.47	6.27	4.12	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	2.218	-	-	-
Pot Cap-1 Maneuver	282	670	1191	-	-	-
Stage 1	692	-	-	-	-	-
Stage 2	546	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	279	670	1191	-	-	-
Mov Cap-2 Maneuver	279	-	-	-	-	-
Stage 1	684	-	-	-	-	-
Stage 2	546	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.3	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1191	-	405	-	-
HCM Lane V/C Ratio	0.009	-	0.043	-	-
HCM Control Delay (s)	8	0	14.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	281	51	36	279	370	141	92	34	185	125	18
Future Volume (veh/h)	20	281	51	36	279	370	141	92	34	185	125	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	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	1841	1841	1841
Adj Flow Rate, veh/h	21	293	53	38	291	385	147	96	35	193	130	19
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	4	4	4
Cap, veh/h	55	765	334	75	424	359	170	912	773	216	809	118
Arrive On Green	0.03	0.22	0.22	0.04	0.23	0.23	0.10	0.49	0.49	0.12	0.52	0.52
Sat Flow, veh/h	1781	3554	1551	1781	1870	1585	1781	1870	1585	1753	1570	229
Grp Volume(v), veh/h	21	293	53	38	291	385	147	96	35	193	0	149
Grp Sat Flow(s),veh/h/ln	1781	1777	1551	1781	1870	1585	1781	1870	1585	1753	0	1799
Q Serve(g_s), s	1.7	10.6	4.2	3.1	21.4	34.0	12.2	4.2	1.7	16.3	0.0	6.6
Cycle Q Clear(g_c), s	1.7	10.6	4.2	3.1	21.4	34.0	12.2	4.2	1.7	16.3	0.0	6.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	55	765	334	75	424	359	170	912	773	216	0	927
V/C Ratio(X)	0.38	0.38	0.16	0.50	0.69	1.07	0.86	0.11	0.05	0.89	0.00	0.16
Avail Cap(c_a), veh/h	368	806	351	368	424	359	368	912	773	362	0	927
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	71.2	50.3	47.8	70.3	53.1	58.0	66.9	20.7	20.1	64.8	0.0	19.2
Incr Delay (d2), s/veh	1.6	0.6	0.4	1.9	5.6	67.8	5.0	0.2	0.1	8.4	0.0	0.4
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	0.8	4.7	1.6	1.4	10.5	20.2	5.7	1.9	0.7	7.7	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.8	50.9	48.2	72.2	58.7	125.8	71.9	21.0	20.2	73.2	0.0	19.6
LnGrp LOS	E	D	D	E	E	F	E	C	C	E	A	B
Approach Vol, veh/h		367			714			278			342	
Approach Delay, s/veh		51.8			95.6			47.8			49.9	
Approach LOS		D			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.3	83.0	8.7	40.0	22.5	78.9	10.4	38.3
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0
Max Green Setting (Gmax), s	31.0	34.3	31.0	34.0	31.0	34.3	31.0	34.0
Max Q Clear Time (g_c+I1), s	14.2	8.6	3.7	36.0	18.3	6.2	5.1	12.6
Green Ext Time (p_c), s	0.2	0.7	0.0	0.0	0.2	0.5	0.0	3.2

Intersection Summary	
HCM 6th Ctrl Delay	69.1
HCM 6th LOS	E

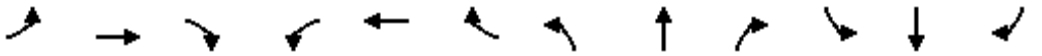
Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	6	6	17	8	30	3	164	7	19	238	10
Future Vol, veh/h	4	6	6	17	8	30	3	164	7	19	238	10
Conflicting Peds, #/hr	2	0	0	0	0	2	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	-	-	-	-	-	-	100	-	-	260	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	3	3	3	1	1	1
Mvmt Flow	4	7	7	19	9	33	3	180	8	21	262	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	517	498	262	507	505	186	273	0	0	188	0	0
Stage 1	304	304	-	190	190	-	-	-	-	-	-	-
Stage 2	213	194	-	317	315	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.13	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.227	-	-	2.209	-	-
Pot Cap-1 Maneuver	472	477	782	479	473	861	1284	-	-	1392	-	-
Stage 1	710	667	-	816	747	-	-	-	-	-	-	-
Stage 2	794	744	-	698	659	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	440	469	782	464	465	859	1284	-	-	1392	-	-
Mov Cap-2 Maneuver	440	469	-	464	465	-	-	-	-	-	-	-
Stage 1	709	657	-	814	746	-	-	-	-	-	-	-
Stage 2	751	743	-	675	649	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.9	11.4	0.1	0.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1284	-	-	541	620	1392	-	-
HCM Lane V/C Ratio	0.003	-	-	0.032	0.097	0.015	-	-
HCM Control Delay (s)	7.8	-	-	11.9	11.4	7.6	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	202	87	73	272	32	111	123	37	28	215	32
Future Volume (veh/h)	20	202	87	73	272	32	111	123	37	28	215	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	22	220	95	79	296	35	121	134	40	30	234	35
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	27	352	146	101	350	294	147	1175	996	38	1060	899
Arrive On Green	0.02	0.14	0.14	0.06	0.19	0.19	0.08	0.62	0.62	0.02	0.56	0.56
Sat Flow, veh/h	1795	2441	1012	1795	1885	1585	1795	1885	1598	1795	1885	1598
Grp Volume(v), veh/h	22	159	156	79	296	35	121	134	40	30	234	35
Grp Sat Flow(s),veh/h/ln	1795	1791	1663	1795	1885	1585	1795	1885	1598	1795	1885	1598
Q Serve(g_s), s	1.5	10.0	10.6	5.2	18.2	2.2	8.0	3.5	1.2	2.0	7.4	1.2
Cycle Q Clear(g_c), s	1.5	10.0	10.6	5.2	18.2	2.2	8.0	3.5	1.2	2.0	7.4	1.2
Prop In Lane	1.00		0.61	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	27	258	240	101	350	294	147	1175	996	38	1060	899
V/C Ratio(X)	0.81	0.62	0.65	0.78	0.85	0.12	0.82	0.11	0.04	0.79	0.22	0.04
Avail Cap(c_a), veh/h	239	518	481	239	545	458	239	1175	996	239	1060	899
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	1.00	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	58.9	48.2	48.5	55.9	47.2	40.7	54.2	9.2	8.7	58.5	13.1	11.7
Incr Delay (d2), s/veh	19.1	3.7	4.6	4.9	6.6	0.2	4.8	0.2	0.1	12.7	0.5	0.1
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	0.8	4.6	4.6	2.4	8.9	0.9	3.7	1.4	0.4	1.0	3.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.0	51.9	53.1	60.9	53.8	40.9	59.0	9.4	8.8	71.2	13.6	11.8
LnGrp LOS	E	D	D	E	D	D	E	A	A	E	B	B
Approach Vol, veh/h		337			410			295			299	
Approach Delay, s/veh		54.2			54.1			29.6			19.2	
Approach LOS		D			D			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.8	72.8	5.8	27.6	6.5	80.1	10.7	22.6
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	4.0	5.3	4.0	5.3
Max Green Setting (Gmax), s	16.0	34.7	16.0	34.7	16.0	34.7	16.0	34.7
Max Q Clear Time (g_c+I1), s	10.0	9.4	3.5	20.2	4.0	5.5	7.2	12.6
Green Ext Time (p_c), s	0.1	1.5	0.0	1.2	0.0	0.9	0.0	2.5

Intersection Summary			
HCM 6th Ctrl Delay		41.0	
HCM 6th LOS		D	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	134	0	31	497	418	0	0	324	389
Future Volume (veh/h)	0	0	0	134	0	31	497	418	0	0	324	389
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1885	0	1885	1885	1885	0	0	1885	1885
Adj Flow Rate, veh/h				137	0	32	507	427	0	0	331	397
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				1	0	1	1	1	0	0	1	1
Cap, veh/h				183	0	163	577	2748	0	0	975	870
Arrive On Green				0.10	0.00	0.10	0.28	1.00	0.00	0.00	0.54	0.54
Sat Flow, veh/h				1795	0	1598	3483	3676	0	0	1885	1598
Grp Volume(v), veh/h				137	0	32	507	427	0	0	331	397
Grp Sat Flow(s),veh/h/ln				1795	0	1598	1742	1791	0	0	1791	1598
Q Serve(g_s), s				7.4	0.0	1.8	13.9	0.0	0.0	0.0	10.3	15.1
Cycle Q Clear(g_c), s				7.4	0.0	1.8	13.9	0.0	0.0	0.0	10.3	15.1
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				183	0	163	577	2748	0	0	975	870
V/C Ratio(X)				0.75	0.00	0.20	0.88	0.16	0.00	0.00	0.34	0.46
Avail Cap(c_a), veh/h				429	0	382	801	2748	0	0	975	870
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.94	0.94	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				43.7	0.0	41.2	35.2	0.0	0.0	0.0	12.7	13.8
Incr Delay (d2), s/veh				12.3	0.0	1.3	6.2	0.1	0.0	0.0	0.9	1.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.9	0.0	0.8	5.4	0.0	0.0	0.0	3.9	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				56.0	0.0	42.4	41.5	0.1	0.0	0.0	13.7	15.5
LnGrp LOS				E	A	D	D	A	A	A	B	B
Approach Vol, veh/h					169			934			728	
Approach Delay, s/veh					53.4			22.6			14.7	
Approach LOS					D			C			B	

Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	83.5		22.3	61.3		16.5
Change Period (Y+Rc), s	6.8		* 5.7	6.8		6.3
Max Green Setting (Gmax), s	63.0		* 23	34.3		23.9
Max Q Clear Time (g_c+I1), s	2.0		15.9	17.1		9.4
Green Ext Time (p_c), s	5.1		0.6	7.4		0.9

Intersection Summary	
HCM 6th Ctrl Delay	22.3
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



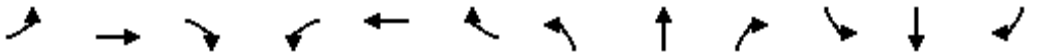
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	0	332	0	0	0	0	774	92	14	444	0
Future Volume (veh/h)	141	0	332	0	0	0	0	774	92	14	444	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	0	1856				0	1885	1885	1870	1870	0
Adj Flow Rate, veh/h	148	0	349				0	815	97	15	467	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	0	3				0	1	1	2	2	0
Cap, veh/h	862	0	396				0	1743	207	36	2201	0
Arrive On Green	0.25	0.00	0.25				0.00	0.54	0.54	0.02	0.62	0.00
Sat Flow, veh/h	3428	0	1572				0	3309	383	1781	3647	0
Grp Volume(v), veh/h	148	0	349				0	454	458	15	467	0
Grp Sat Flow(s),veh/h/ln	1714	0	1572				0	1791	1807	1781	1777	0
Q Serve(g_s), s	3.4	0.0	21.3				0.0	15.6	15.6	0.8	5.8	0.0
Cycle Q Clear(g_c), s	3.4	0.0	21.3				0.0	15.6	15.6	0.8	5.8	0.0
Prop In Lane	1.00		1.00				0.00		0.21	1.00		0.00
Lane Grp Cap(c), veh/h	862	0	396				0	971	979	36	2201	0
V/C Ratio(X)	0.17	0.00	0.88				0.00	0.47	0.47	0.41	0.21	0.00
Avail Cap(c_a), veh/h	998	0	458				0	971	979	285	2201	0
HCM Platoon Ratio	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				0.00	1.00	1.00	0.90	0.90	0.00
Uniform Delay (d), s/veh	29.3	0.0	36.0				0.0	14.0	14.0	48.4	8.3	0.0
Incr Delay (d2), s/veh	0.2	0.0	18.8				0.0	1.6	1.6	2.5	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	10.0				0.0	6.0	6.1	0.4	1.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.5	0.0	54.8				0.0	15.7	15.7	50.9	8.5	0.0
LnGrp LOS	C	A	D				A	B	B	D	A	A
Approach Vol, veh/h		497						912			482	
Approach Delay, s/veh		47.2						15.7			9.9	
Approach LOS		D						B			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	7.7	61.0	31.3	68.7
Change Period (Y+Rc), s	* 5.7	6.8	6.1	6.8
Max Green Setting (Gmax), s	* 16	36.3	29.1	58.0
Max Q Clear Time (g_c+I1), s	2.8	17.6	23.3	7.8
Green Ext Time (p_c), s	0.0	10.3	1.8	5.6

Intersection Summary	
HCM 6th Ctrl Delay	22.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	45	81	31	89	18	120	451	24	37	354	10
Future Volume (veh/h)	11	45	81	31	89	18	120	451	24	37	354	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
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	1900	1900	1900	1885	1885	1885	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	12	51	92	35	101	20	136	512	27	42	402	11
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	1	1	1	0	0	0	1	1	1
Cap, veh/h	39	149	127	78	135	27	160	3462	1075	84	3221	977
Arrive On Green	0.02	0.08	0.08	0.04	0.09	0.09	0.09	0.67	0.67	0.05	0.63	0.63
Sat Flow, veh/h	1810	1900	1610	1795	1528	303	1810	5187	1610	1795	5147	1561
Grp Volume(v), veh/h	12	51	92	35	0	121	136	512	27	42	402	11
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1795	0	1831	1810	1729	1610	1795	1716	1561
Q Serve(g_s), s	0.9	3.4	7.5	2.6	0.0	8.7	10.0	4.9	0.8	3.1	4.3	0.4
Cycle Q Clear(g_c), s	0.9	3.4	7.5	2.6	0.0	8.7	10.0	4.9	0.8	3.1	4.3	0.4
Prop In Lane	1.00		1.00	1.00		0.17	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	39	149	127	78	0	162	160	3462	1075	84	3221	977
V/C Ratio(X)	0.31	0.34	0.73	0.45	0.00	0.75	0.85	0.15	0.03	0.50	0.12	0.01
Avail Cap(c_a), veh/h	185	612	519	205	0	590	197	3462	1075	196	3221	977
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	1.00	1.00	1.00	0.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.1	58.9	60.8	63.0	0.0	60.0	60.6	8.3	7.6	62.8	10.3	9.5
Incr Delay (d2), s/veh	1.7	1.6	9.2	1.5	0.0	14.1	20.2	0.1	0.0	1.7	0.1	0.0
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	0.4	1.7	3.4	1.2	0.0	4.6	5.4	1.7	0.3	1.4	1.5	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.7	60.5	70.0	64.5	0.0	74.2	80.8	8.4	7.6	64.5	10.3	9.5
LnGrp LOS	E	E	E	E	A	E	F	A	A	E	B	A
Approach Vol, veh/h		155			156			675			455	
Approach Delay, s/veh		66.6			72.0			22.9			15.3	
Approach LOS		E			E			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.3	90.2	9.1	18.5	11.6	95.8	10.4	17.1
Change Period (Y+Rc), s	5.3	5.7	6.2	6.5	5.3	5.7	4.6	6.5
Max Green Setting (Gmax), s	14.7	39.3	13.8	43.5	14.7	39.3	15.4	43.5
Max Q Clear Time (g_c+I1), s	12.0	6.3	2.9	10.7	5.1	6.9	4.6	9.5
Green Ext Time (p_c), s	0.0	6.1	0.0	1.2	0.0	8.1	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	30.5
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	323	113	34	315	145	243	657	89	127	464	31
Future Volume (veh/h)	36	323	113	34	315	145	243	657	89	127	464	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	38	344	120	36	335	154	259	699	95	135	494	33
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	1	1	1
Cap, veh/h	152	520	232	148	546	243	309	3041	944	191	2847	872
Arrive On Green	0.04	0.14	0.14	0.04	0.15	0.15	0.09	0.59	0.59	0.05	0.55	0.55
Sat Flow, veh/h	3510	3610	1610	3510	3610	1607	3510	5187	1609	3483	5147	1576
Grp Volume(v), veh/h	38	344	120	36	335	154	259	699	95	135	494	33
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1607	1755	1729	1609	1742	1716	1576
Q Serve(g_s), s	1.5	13.1	10.0	1.4	12.6	13.0	10.5	9.3	3.8	5.5	6.9	1.4
Cycle Q Clear(g_c), s	1.5	13.1	10.0	1.4	12.6	13.0	10.5	9.3	3.8	5.5	6.9	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	152	520	232	148	546	243	309	3041	944	191	2847	872
V/C Ratio(X)	0.25	0.66	0.52	0.24	0.61	0.63	0.84	0.23	0.10	0.71	0.17	0.04
Avail Cap(c_a), veh/h	470	1090	486	441	1090	485	453	3041	944	449	2847	872
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	1.00	1.00	0.60	0.60	0.60	1.00	1.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	67.1	58.7	57.4	67.2	57.6	57.7	65.1	14.3	13.2	67.4	16.0	14.8
Incr Delay (d2), s/veh	0.3	3.4	4.2	0.2	0.9	2.2	5.9	0.2	0.2	1.8	0.1	0.1
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	0.7	6.2	4.3	0.6	5.7	5.4	4.9	3.5	1.4	2.5	2.6	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.4	62.1	61.5	67.4	58.5	60.0	71.0	14.5	13.4	69.1	16.1	14.9
LnGrp LOS	E	E	E	E	E	E	E	B	B	E	B	B
Approach Vol, veh/h		502			525			1053			662	
Approach Delay, s/veh		62.4			59.5			28.3			26.9	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.1	85.9	11.9	28.1	14.3	90.7	12.9	27.1
Change Period (Y+Rc), s	6.3	5.7	5.6	6.2	6.3	5.7	6.8	6.2
Max Green Setting (Gmax), s	12.8	39.3	19.4	43.8	18.7	39.3	18.2	43.8
Max Q Clear Time (g_c+I1), s	12.5	8.9	3.5	15.0	7.5	11.3	3.4	15.1
Green Ext Time (p_c), s	0.2	7.7	0.0	3.5	0.1	11.3	0.0	5.4

Intersection Summary	
HCM 6th Ctrl Delay	40.2
HCM 6th LOS	D

Intersection	
Intersection Delay, s/veh	12.3
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	69	30	6	86	99	46	205	6	95	190	2
Future Vol, veh/h	3	69	30	6	86	99	46	205	6	95	190	2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	1	1	1	0	0	0	1	1	1	1	1	1
Mvmt Flow	3	78	34	7	98	113	52	233	7	108	216	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.2	11.2	12.7	13.5
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	3%	3%	33%
Vol Thru, %	80%	68%	45%	66%
Vol Right, %	2%	29%	52%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	257	102	191	287
LT Vol	46	3	6	95
Through Vol	205	69	86	190
RT Vol	6	30	99	2
Lane Flow Rate	292	116	217	326
Geometry Grp	1	1	1	1
Degree of Util (X)	0.439	0.188	0.33	0.489
Departure Headway (Hd)	5.407	5.824	5.473	5.394
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	663	613	653	665
Service Time	3.459	3.89	3.532	3.443
HCM Lane V/C Ratio	0.44	0.189	0.332	0.49
HCM Control Delay	12.7	10.2	11.2	13.5
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	2.2	0.7	1.4	2.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	390	81	19	342	85	104	152	26	76	142	13
Future Volume (veh/h)	20	390	81	19	342	85	104	152	26	76	142	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1885	1885	1885	1900	1900	1900	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	22	419	87	20	368	91	112	163	28	82	153	14
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	0	0	0	1	1	1	1	1	1
Cap, veh/h	83	794	354	79	416	352	149	944	800	144	938	795
Arrive On Green	0.05	0.22	0.22	0.04	0.22	0.22	0.08	0.50	0.50	0.08	0.50	0.50
Sat Flow, veh/h	1795	3582	1598	1810	1900	1610	1795	1885	1598	1795	1885	1598
Grp Volume(v), veh/h	22	419	87	20	368	91	112	163	28	82	153	14
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1810	1900	1610	1795	1885	1598	1795	1885	1598
Q Serve(g_s), s	1.5	13.4	5.8	1.4	24.4	6.1	7.9	6.1	1.2	5.7	5.8	0.6
Cycle Q Clear(g_c), s	1.5	13.4	5.8	1.4	24.4	6.1	7.9	6.1	1.2	5.7	5.8	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	83	794	354	79	416	352	149	944	800	144	938	795
V/C Ratio(X)	0.26	0.53	0.25	0.25	0.88	0.26	0.75	0.17	0.04	0.57	0.16	0.02
Avail Cap(c_a), veh/h	290	937	418	292	497	421	290	944	800	290	938	795
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)	0.83	0.83	0.83	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.8	44.6	41.6	60.1	49.2	42.0	58.3	17.7	16.5	57.6	17.8	16.5
Incr Delay (d2), s/veh	0.5	0.7	0.5	0.6	16.7	0.6	2.8	0.4	0.1	1.3	0.4	0.0
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	0.7	5.8	2.3	0.6	13.1	2.4	3.6	2.7	0.4	2.6	2.5	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.4	45.3	42.1	60.8	65.9	42.7	61.1	18.1	16.6	58.9	18.2	16.6
LnGrp LOS	E	D	D	E	E	D	E	B	B	E	B	B
Approach Vol, veh/h		528			479			303			249	
Approach Delay, s/veh		45.4			61.3			33.9			31.5	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	70.7	10.0	34.5	14.4	71.1	9.7	34.8
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	21.0	34.0	21.0	34.0	21.0	34.0	21.0	34.0
Max Q Clear Time (g_c+I1), s	9.9	7.8	3.5	26.4	7.7	8.1	3.4	15.4
Green Ext Time (p_c), s	0.1	1.1	0.0	2.1	0.1	0.9	0.0	3.8

Intersection Summary	
HCM 6th Ctrl Delay	45.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	343	103	77	304	7	140	44	70	10	24	26
Future Volume (veh/h)	32	343	103	77	304	7	140	44	70	10	24	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1885	1885	1885	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	361	108	81	320	7	147	46	74	11	25	27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	0	0	0	0	0	0	0	0	0
Cap, veh/h	182	495	220	240	557	248	172	1644	733	612	1931	861
Arrive On Green	0.05	0.14	0.14	0.07	0.15	0.15	0.09	0.46	0.46	0.17	0.53	0.53
Sat Flow, veh/h	3483	3582	1591	3510	3610	1610	1810	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	34	361	108	81	320	7	147	46	74	11	25	27
Grp Sat Flow(s),veh/h/ln	1742	1791	1591	1755	1805	1610	1810	1805	1610	1755	1805	1610
Q Serve(g_s), s	1.3	13.5	8.8	3.1	11.5	0.5	11.2	1.0	3.7	0.4	0.5	1.1
Cycle Q Clear(g_c), s	1.3	13.5	8.8	3.1	11.5	0.5	11.2	1.0	3.7	0.4	0.5	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	182	495	220	240	557	248	172	1644	733	612	1931	861
V/C Ratio(X)	0.19	0.73	0.49	0.34	0.57	0.03	0.86	0.03	0.10	0.02	0.01	0.03
Avail Cap(c_a), veh/h	607	870	386	612	877	391	315	1644	733	612	1931	861
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	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.5	57.8	55.8	62.2	54.9	50.3	62.4	21.0	21.8	47.9	15.3	15.4
Incr Delay (d2), s/veh	0.2	3.0	2.5	0.3	1.4	0.1	4.6	0.0	0.3	0.1	0.0	0.1
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	0.6	6.2	3.6	1.4	5.2	0.2	5.3	0.4	1.4	0.2	0.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.7	60.8	58.2	62.5	56.3	50.3	67.0	21.1	22.0	47.9	15.3	15.5
LnGrp LOS	E	E	E	E	E	D	E	C	C	D	B	B
Approach Vol, veh/h		503			408			267			63	
Approach Delay, s/veh		60.5			57.4			46.6			21.1	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.9	80.6	12.9	27.6	30.0	69.5	15.2	25.4
Change Period (Y+Rc), s	5.6	5.7	5.6	6.0	5.6	5.7	5.6	6.0
Max Green Setting (Gmax), s	24.4	34.3	24.4	34.0	24.4	34.3	24.4	34.0
Max Q Clear Time (g_c+I1), s	13.2	3.1	3.3	13.5	2.4	5.7	5.1	15.5
Green Ext Time (p_c), s	0.1	0.5	0.0	2.5	0.0	1.0	0.1	3.3

Intersection Summary	
HCM 6th Ctrl Delay	54.5
HCM 6th LOS	D



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	67	87	156	290	223	60
Future Volume (veh/h)	67	87	156	290	223	60
Initial Q (Qb), veh	0	0	0	0	0	0
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	1885	1885	1885	1885	1900	1900
Adj Flow Rate, veh/h	83	107	193	358	275	74
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	1	1	1	1	0	0
Cap, veh/h	167	149	231	2819	2206	984
Arrive On Green	0.09	0.09	0.13	0.79	0.61	0.61
Sat Flow, veh/h	1795	1598	1795	3676	3705	1610
Grp Volume(v), veh/h	83	107	193	358	275	74
Grp Sat Flow(s),veh/h/ln	1795	1598	1795	1791	1805	1610
Q Serve(g_s), s	3.7	5.5	8.9	2.0	2.7	1.6
Cycle Q Clear(g_c), s	3.7	5.5	8.9	2.0	2.7	1.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	167	149	231	2819	2206	984
V/C Ratio(X)	0.50	0.72	0.83	0.13	0.12	0.08
Avail Cap(c_a), veh/h	530	472	380	2819	2206	984
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.97	0.97
Uniform Delay (d), s/veh	36.7	37.5	36.1	2.1	7.0	6.7
Incr Delay (d2), s/veh	0.9	2.4	3.5	0.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	2.2	3.9	0.3	0.9	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	37.5	39.9	39.7	2.2	7.1	6.9
LnGrp LOS	D	D	D	A	A	A
Approach Vol, veh/h	190			551	349	
Approach Delay, s/veh	38.9			15.4	7.0	
Approach LOS	D			B	A	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.9	57.2			72.2	12.8
Change Period (Y+Rc), s	4.0	5.3			5.3	4.9
Max Green Setting (Gmax), s	10.9	27.7			49.7	25.1
Max Q Clear Time (g_c+I1), s	10.9	4.7			4.0	7.5
Green Ext Time (p_c), s	0.1	2.3			2.9	0.2

Intersection Summary		
HCM 6th Ctrl Delay	16.8	
HCM 6th LOS	B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	415	249	22	385	74	124	400	46	43	253	27
Future Volume (veh/h)	22	415	249	22	385	74	124	400	46	43	253	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
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	1900	1900	1900	1885	1885	1885	1885	1885	1885	1900	1900	1900
Adj Flow Rate, veh/h	23	441	265	23	410	79	132	426	49	46	269	29
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	1	1	1	1	1	1	0	0	0
Cap, veh/h	67	477	404	66	473	401	155	1922	838	93	1810	788
Arrive On Green	0.04	0.25	0.25	0.04	0.25	0.25	0.09	0.54	0.54	0.05	0.50	0.50
Sat Flow, veh/h	1810	1900	1610	1795	1885	1596	1795	3582	1562	1810	3610	1572
Grp Volume(v), veh/h	23	441	265	23	410	79	132	426	49	46	269	29
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1795	1885	1596	1795	1791	1562	1810	1805	1572
Q Serve(g_s), s	1.9	34.0	22.1	1.9	31.2	5.9	10.9	9.4	2.3	3.7	6.0	1.4
Cycle Q Clear(g_c), s	1.9	34.0	22.1	1.9	31.2	5.9	10.9	9.4	2.3	3.7	6.0	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	67	477	404	66	473	401	155	1922	838	93	1810	788
V/C Ratio(X)	0.34	0.92	0.66	0.35	0.87	0.20	0.85	0.22	0.06	0.50	0.15	0.04
Avail Cap(c_a), veh/h	374	503	426	311	473	401	371	1922	838	314	1810	788
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	1.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.4	54.8	50.3	70.5	53.8	44.3	67.6	18.3	16.6	69.3	20.1	19.0
Incr Delay (d2), s/veh	1.1	23.0	4.1	1.1	15.9	0.4	4.7	0.3	0.1	1.5	0.2	0.1
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	0.9	18.9	9.2	0.9	16.6	2.3	5.1	3.9	0.8	1.7	2.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.6	77.7	54.4	71.6	69.7	44.6	72.2	18.5	16.7	70.8	20.3	19.1
LnGrp LOS	E	E	D	E	E	D	E	B	B	E	C	B
Approach Vol, veh/h		729			512			607			344	
Approach Delay, s/veh		69.1			65.9			30.1			27.0	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	80.5	9.5	43.0	11.7	85.8	9.5	43.0
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	4.0	5.3	4.0	5.3
Max Green Setting (Gmax), s	13.0	34.7	31.0	34.7	26.0	39.7	26.0	39.7
Max Q Clear Time (g_c+I1), s	12.9	8.0	3.9	33.2	5.7	11.4	3.9	36.0
Green Ext Time (p_c), s	0.1	2.5	0.0	0.5	0.0	4.3	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	50.9
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	342	175	36	302	77	146	558	67	77	454	13
Future Volume (veh/h)	15	342	175	36	302	77	146	558	67	77	454	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
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	1885	1885	1885	1885	1885	1885	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	16	372	190	39	328	84	159	607	73	84	493	14
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, %	1	1	1	1	1	1	0	0	0	0	0	0
Cap, veh/h	61	418	354	107	466	395	186	1530	184	164	1650	47
Arrive On Green	0.03	0.22	0.22	0.06	0.25	0.25	0.10	0.47	0.47	0.09	0.46	0.46
Sat Flow, veh/h	1795	1885	1595	1795	1885	1598	1810	3237	388	1810	3582	102
Grp Volume(v), veh/h	16	372	190	39	328	84	159	338	342	84	248	259
Grp Sat Flow(s),veh/h/ln	1795	1885	1595	1795	1885	1598	1810	1805	1820	1810	1805	1879
Q Serve(g_s), s	1.1	23.9	13.1	2.6	19.8	5.2	10.8	15.2	15.3	5.5	10.7	10.8
Cycle Q Clear(g_c), s	1.1	23.9	13.1	2.6	19.8	5.2	10.8	15.2	15.3	5.5	10.7	10.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.21	1.00		0.05
Lane Grp Cap(c), veh/h	61	418	354	107	466	395	186	853	861	164	831	866
V/C Ratio(X)	0.26	0.89	0.54	0.37	0.70	0.21	0.85	0.40	0.40	0.51	0.30	0.30
Avail Cap(c_a), veh/h	158	593	502	158	593	502	304	853	861	232	831	866
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	58.8	47.1	43.0	56.5	42.9	37.4	55.1	21.4	21.4	54.2	21.1	21.1
Incr Delay (d2), s/veh	0.8	10.4	0.9	0.8	2.8	0.3	6.3	1.4	1.4	0.9	0.9	0.9
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	0.5	12.1	5.1	1.2	9.3	2.0	5.1	6.5	6.6	2.5	4.6	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.7	57.6	43.8	57.3	45.7	37.7	61.4	22.8	22.8	55.1	22.0	21.9
LnGrp LOS	E	E	D	E	D	D	E	C	C	E	C	C
Approach Vol, veh/h		578			451			839			591	
Approach Delay, s/veh		53.1			45.2			30.1			26.7	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.9	63.3	8.3	36.6	15.4	64.8	11.4	33.4
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	4.0	5.7	4.0	5.7
Max Green Setting (Gmax), s	12.9	34.3	11.0	39.3	16.0	39.3	11.0	39.3
Max Q Clear Time (g_c+I1), s	12.8	12.8	3.1	21.8	7.5	17.3	4.6	25.9
Green Ext Time (p_c), s	0.1	2.6	0.0	2.0	0.0	4.3	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	37.5
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1653	529	0	1451	540	0	0	0	66	0	342
Future Volume (veh/h)	0	1653	529	0	1451	540	0	0	0	66	0	342
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1885	1885	0	1885	1885				1885	0	1885
Adj Flow Rate, veh/h	0	1670	534	0	1680	0				67	0	345
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	1	1	0	1	1				1	0	1
Cap, veh/h	0	3259	803	0	3789					570	0	460
Arrive On Green	0.00	0.50	0.50	0.00	0.50	0.00				0.16	0.00	0.16
Sat Flow, veh/h	0	6749	1598	0	7541	1598				3483	0	2812
Grp Volume(v), veh/h	0	1670	534	0	1680	0				67	0	345
Grp Sat Flow(s),veh/h/ln	0	1621	1598	0	1885	1598				1742	0	1406
Q Serve(g_s), s	0.0	22.8	33.0	0.0	18.8	0.0				2.2	0.0	15.4
Cycle Q Clear(g_c), s	0.0	22.8	33.0	0.0	18.8	0.0				2.2	0.0	15.4
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3259	803	0	3789					570	0	460
V/C Ratio(X)	0.00	0.51	0.67	0.00	0.44					0.12	0.00	0.75
Avail Cap(c_a), veh/h	0	3341	823	0	3885					1317	0	1063
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.95	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	22.0	24.5	0.0	21.0	0.0				47.1	0.0	52.6
Incr Delay (d2), s/veh	0.0	0.6	4.3	0.0	0.4	0.0				0.2	0.0	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.4	12.7	0.0	8.0	0.0				1.0	0.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.6	28.9	0.0	21.4	0.0				47.3	0.0	58.6
LnGrp LOS	A	C	C	A	C					D	A	E
Approach Vol, veh/h		2204			1680						412	
Approach Delay, s/veh		24.1			21.4						56.8	
Approach LOS		C			C						E	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	73.1	28.9	73.1
Change Period (Y+Rc), s	6.8	7.3	6.8
Max Green Setting (Gmax), s	68.0	49.9	68.0
Max Q Clear Time (g_c+I1), s	35.0	17.4	20.8
Green Ext Time (p_c), s	31.4	4.2	39.8

Intersection Summary	
HCM 6th Ctrl Delay	26.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1359	360	0	1494	184	497	0	677	0	0	0
Future Volume (veh/h)	0	1359	360	0	1494	184	497	0	677	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1885	1885	0	1885	1885	1885	0	1885			
Adj Flow Rate, veh/h	0	1401	0	0	1540	190	512	0	698			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	1	1	0	1	1	1	0	1			
Cap, veh/h	0	2930		0	4346	909	1651	0	917			
Arrive On Green	0.00	0.57	0.00	0.00	0.57	0.57	0.33	0.00	0.33			
Sat Flow, veh/h	0	5316	1598	0	7993	1598	5063	0	2812			
Grp Volume(v), veh/h	0	1401	0	0	1540	190	512	0	698			
Grp Sat Flow(s),veh/h/ln	0	1716	1598	0	1527	1598	1688	0	1406			
Q Serve(g_s), s	0.0	20.9	0.0	0.0	14.1	7.6	9.9	0.0	28.9			
Cycle Q Clear(g_c), s	0.0	20.9	0.0	0.0	14.1	7.6	9.9	0.0	28.9			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2930		0	4346	909	1651	0	917			
V/C Ratio(X)	0.00	0.48		0.00	0.35	0.21	0.31	0.00	0.76			
Avail Cap(c_a), veh/h	0	2930		0	4346	909	1651	0	917			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.95	0.00	0.00	0.65	0.65	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	16.6	0.0	0.0	15.1	13.7	32.8	0.0	39.3			
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.1	0.3	0.5	0.0	5.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	7.8	0.0	0.0	4.7	2.7	4.1	0.0	10.6			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.1	0.0	0.0	15.3	14.0	33.3	0.0	45.2			
LnGrp LOS	A	B		A	B	B	C	A	D			
Approach Vol, veh/h		1401			1730			1210				
Approach Delay, s/veh		17.1			15.1			40.2				
Approach LOS		B			B			D				

Timer - Assigned Phs	2		6		8	
Phs Duration (G+Y+Rc), s	80.8		80.8		49.2	
Change Period (Y+Rc), s	6.8		6.8		6.8	
Max Green Setting (Gmax), s	74.0		74.0		42.4	
Max Q Clear Time (g_c+I1), s	22.9		16.1		30.9	
Green Ext Time (p_c), s	36.6		46.9		7.4	

Intersection Summary		
HCM 6th Ctrl Delay	22.7	
HCM 6th LOS	C	

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	366	1368	302	316	1062	132	350	402	276	271	262	266
Future Volume (veh/h)	366	1368	302	316	1062	132	350	402	276	271	262	266
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
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	1885	1885	1885	1885	1885	1885	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	381	1425	315	329	1106	138	365	419	288	282	273	277
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	1	1	1
Cap, veh/h	429	1952	606	378	1876	582	416	957	437	332	1305	703
Arrive On Green	0.12	0.38	0.38	0.11	0.36	0.36	0.12	0.28	0.28	0.10	0.25	0.25
Sat Flow, veh/h	3483	5147	1598	3483	5147	1596	3510	3458	1579	3483	5147	2773
Grp Volume(v), veh/h	381	1425	315	329	1106	138	365	419	288	282	273	277
Grp Sat Flow(s),veh/h/ln	1742	1716	1598	1742	1716	1596	1755	1729	1579	1742	1716	1387
Q Serve(g_s), s	16.7	36.8	23.6	14.4	27.0	9.3	15.9	15.5	25.0	12.4	6.5	12.8
Cycle Q Clear(g_c), s	16.7	36.8	23.6	14.4	27.0	9.3	15.9	15.5	25.0	12.4	6.5	12.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	429	1952	606	378	1876	582	416	957	437	332	1305	703
V/C Ratio(X)	0.89	0.73	0.52	0.87	0.59	0.24	0.88	0.44	0.66	0.85	0.21	0.39
Avail Cap(c_a), veh/h	562	1952	606	562	1876	582	679	957	437	674	1305	703
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)	0.81	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.9	41.3	37.2	68.0	39.9	34.3	67.2	46.1	49.6	69.0	45.6	48.0
Incr Delay (d2), s/veh	9.2	2.0	2.6	6.8	1.4	1.0	4.2	1.5	7.6	2.4	0.4	1.7
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	7.9	15.6	9.5	6.7	11.4	3.8	7.2	6.8	10.6	5.5	2.8	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.1	43.3	39.8	74.8	41.2	35.2	71.4	47.6	57.1	71.4	46.0	49.6
LnGrp LOS	E	D	D	E	D	D	E	D	E	E	D	D
Approach Vol, veh/h		2121			1573			1072			832	
Approach Delay, s/veh		48.7			47.7			58.3			55.8	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.1	62.5	19.8	48.6	21.8	64.8	23.4	45.0
Change Period (Y+Rc), s	5.0	6.0	5.0	5.7	5.0	6.0	5.0	5.7
Max Green Setting (Gmax), s	25.0	39.0	30.0	39.3	25.0	39.0	30.0	39.3
Max Q Clear Time (g_c+I1), s	18.7	29.0	14.4	27.0	16.4	38.8	17.9	14.8
Green Ext Time (p_c), s	0.4	4.7	0.4	2.2	0.4	0.1	0.5	3.1

Intersection Summary	
HCM 6th Ctrl Delay	51.3
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	179	198	0	0	0
Future Vol, veh/h	0	179	198	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	197	218	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	218	0	-	0	415	218
Stage 1	-	-	-	-	218	-
Stage 2	-	-	-	-	197	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1364	-	-	-	598	827
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	841	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1364	-	-	-	598	827
Mov Cap-2 Maneuver	-	-	-	-	598	-
Stage 1	-	-	-	-	823	-
Stage 2	-	-	-	-	841	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1364	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	12.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	342	70	29	296	6	80	11	31	4	13	9
Future Vol, veh/h	9	342	70	29	296	6	80	11	31	4	13	9
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	1	1	1	0	0	0	0	0	0	0	0	0
Mvmt Flow	10	364	74	31	315	6	85	12	33	4	14	10
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	14.2	12.4	10.4	9.2
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	66%	2%	9%	15%
Vol Thru, %	9%	81%	89%	50%
Vol Right, %	25%	17%	2%	35%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	122	421	331	26
LT Vol	80	9	29	4
Through Vol	11	342	296	13
RT Vol	31	70	6	9
Lane Flow Rate	130	448	352	28
Geometry Grp	1	1	1	1
Degree of Util (X)	0.21	0.582	0.475	0.045
Departure Headway (Hd)	5.828	4.68	4.859	5.921
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	619	761	732	608
Service Time	3.829	2.767	2.955	3.928
HCM Lane V/C Ratio	0.21	0.589	0.481	0.046
HCM Control Delay	10.4	14.2	12.4	9.2
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	0.8	3.8	2.6	0.1

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	1	3	8	3	12	0	120	7	2	112	1
Future Vol, veh/h	1	1	3	8	3	12	0	120	7	2	112	1
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	9	9	9	0	0	0	0	0	0	1	1	1
Mvmt Flow	1	1	3	9	3	14	0	140	8	2	130	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	288	283	131	281	279	144	131	0	0	148	0	0
Stage 1	135	135	-	144	144	-	-	-	-	-	-	-
Stage 2	153	148	-	137	135	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.1	6.5	6.2	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.5	4	3.3	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	650	614	900	675	632	909	1467	-	-	1440	-	-
Stage 1	852	771	-	864	782	-	-	-	-	-	-	-
Stage 2	833	761	-	871	789	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	637	613	900	671	631	909	1467	-	-	1440	-	-
Mov Cap-2 Maneuver	637	613	-	671	631	-	-	-	-	-	-	-
Stage 1	852	770	-	864	782	-	-	-	-	-	-	-
Stage 2	817	761	-	865	788	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.7	9.8	0	0.1
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1467	-	-	765	770	1440	-	-
HCM Lane V/C Ratio	-	-	-	0.008	0.035	0.002	-	-
HCM Control Delay (s)	0	-	-	9.7	9.8	7.5	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	31.3
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	364	74	32	337	15	115	98	35	17	90	19
Future Vol, veh/h	24	364	74	32	337	15	115	98	35	17	90	19
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	1	1	1
Mvmt Flow	28	418	85	37	387	17	132	113	40	20	103	22
Number of Lanes	1	2	0	1	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	3
HCM Control Delay	21.3	52.6	23.7	17.8
HCM LOS	C	F	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	54%	0%	100%	0%	0%	100%	0%	13%
Vol Thru, %	46%	0%	0%	100%	62%	0%	96%	71%
Vol Right, %	0%	100%	0%	0%	38%	0%	4%	15%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	213	35	24	243	195	32	352	126
LT Vol	115	0	24	0	0	32	0	17
Through Vol	98	0	0	243	121	0	337	90
RT Vol	0	35	0	0	74	0	15	19
Lane Flow Rate	245	40	28	279	225	37	405	145
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.62	0.091	0.067	0.638	0.496	0.09	0.929	0.378
Departure Headway (Hd)	9.113	8.113	8.75	8.233	7.96	8.817	8.268	9.385
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	397	441	409	438	451	406	437	382
Service Time	6.875	5.875	6.509	5.992	5.718	6.574	6.025	7.155
HCM Lane V/C Ratio	0.617	0.091	0.068	0.637	0.499	0.091	0.927	0.38
HCM Control Delay	25.7	11.7	12.1	24.5	18.4	12.4	56.2	17.8
HCM Lane LOS	D	B	B	C	C	B	F	C
HCM 95th-tile Q	4	0.3	0.2	4.3	2.7	0.3	10.5	1.7

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	3	176	4	4	1	163	79	3	1	59	5
Future Vol, veh/h	7	3	176	4	4	1	163	79	3	1	59	5
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	2	2	2
Mvmt Flow	8	4	207	5	5	1	192	93	4	1	69	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.7	8.2	10.4	8.3
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	67%	4%	44%	2%
Vol Thru, %	32%	2%	44%	91%
Vol Right, %	1%	95%	11%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	245	186	9	65
LT Vol	163	7	4	1
Through Vol	79	3	4	59
RT Vol	3	176	1	5
Lane Flow Rate	288	219	11	76
Geometry Grp	1	1	1	1
Degree of Util (X)	0.37	0.256	0.015	0.1
Departure Headway (Hd)	4.615	4.218	5.047	4.728
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	778	851	707	756
Service Time	2.65	2.247	3.093	2.773
HCM Lane V/C Ratio	0.37	0.257	0.016	0.101
HCM Control Delay	10.4	8.7	8.2	8.3
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	1.7	1	0	0.3

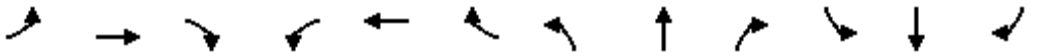
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	6	9	238	238	2
Future Vol, veh/h	3	6	9	238	238	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	2	2
Mvmt Flow	3	7	10	264	264	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	549	265	266	0	-	0
Stage 1	265	-	-	-	-	-
Stage 2	284	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	500	779	1310	-	-	-
Stage 1	784	-	-	-	-	-
Stage 2	769	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	496	779	1310	-	-	-
Mov Cap-2 Maneuver	496	-	-	-	-	-
Stage 1	777	-	-	-	-	-
Stage 2	769	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1310	-	655	-	-
HCM Lane V/C Ratio	0.008	-	0.015	-	-
HCM Control Delay (s)	7.8	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	276	75	47	240	128	109	119	73	110	112	14
Future Volume (veh/h)	23	276	75	47	240	128	109	119	73	110	112	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	24	291	79	49	253	135	115	125	77	116	118	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	61	526	235	83	301	255	138	1128	955	139	981	125
Arrive On Green	0.03	0.15	0.15	0.05	0.16	0.16	0.08	0.60	0.60	0.08	0.60	0.60
Sat Flow, veh/h	1795	3582	1598	1795	1885	1598	1795	1885	1597	1795	1639	208
Grp Volume(v), veh/h	24	291	79	49	253	135	115	125	77	116	0	133
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1795	1885	1598	1795	1885	1597	1795	0	1847
Q Serve(g_s), s	2.0	11.3	6.7	4.0	19.5	11.6	9.5	4.3	3.1	9.6	0.0	4.7
Cycle Q Clear(g_c), s	2.0	11.3	6.7	4.0	19.5	11.6	9.5	4.3	3.1	9.6	0.0	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	61	526	235	83	301	255	138	1128	955	139	0	1106
V/C Ratio(X)	0.40	0.55	0.34	0.59	0.84	0.53	0.84	0.11	0.08	0.84	0.00	0.12
Avail Cap(c_a), veh/h	371	812	362	371	427	362	371	1128	955	371	0	1106
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	71.0	59.4	57.4	70.1	61.2	57.9	68.3	13.0	12.7	68.3	0.0	13.0
Incr Delay (d2), s/veh	1.6	1.7	1.6	2.4	13.6	3.2	5.0	0.2	0.2	5.0	0.0	0.2
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	0.9	5.2	0.1	1.9	10.3	4.9	4.5	1.8	1.1	4.5	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.5	61.1	59.0	72.6	74.8	61.0	73.3	13.2	12.9	73.3	0.0	13.2
LnGrp LOS	E	E	E	E	E	E	E	B	B	E	A	B
Approach Vol, veh/h		394			437			317			249	
Approach Delay, s/veh		61.4			70.3			34.9			41.2	
Approach LOS		E			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.5	95.5	9.1	29.9	15.6	95.4	11.0	28.0
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0
Max Green Setting (Gmax), s	31.0	34.3	31.0	34.0	31.0	34.3	31.0	34.0
Max Q Clear Time (g_c+I1), s	11.5	6.7	4.0	21.5	11.6	6.3	6.0	13.3
Green Ext Time (p_c), s	0.1	0.6	0.0	2.4	0.1	0.8	0.0	3.3

Intersection Summary	
HCM 6th Ctrl Delay	54.6
HCM 6th LOS	D

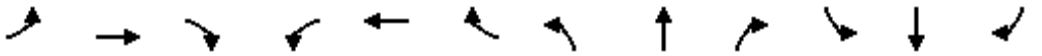
Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	3	5	5	7	15	9	309	13	9	247	6
Future Vol, veh/h	3	3	5	5	7	15	9	309	13	9	247	6
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	-	-	-	-	-	-	100	-	-	260	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	9	9	9	4	4	4	1	1	1	2	2	2
Mvmt Flow	3	3	5	5	7	16	9	322	14	9	257	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	634	629	257	629	628	329	263	0	0	336	0	0
Stage 1	275	275	-	347	347	-	-	-	-	-	-	-
Stage 2	359	354	-	282	281	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.14	6.54	6.24	4.11	-	-	4.12	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.536	4.036	3.336	2.209	-	-	2.218	-	-
Pot Cap-1 Maneuver	382	390	765	392	397	708	1307	-	-	1223	-	-
Stage 1	716	670	-	665	631	-	-	-	-	-	-	-
Stage 2	645	618	-	721	675	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	364	385	765	383	391	708	1307	-	-	1223	-	-
Mov Cap-2 Maneuver	364	385	-	383	391	-	-	-	-	-	-	-
Stage 1	711	665	-	660	627	-	-	-	-	-	-	-
Stage 2	619	614	-	707	670	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.6	12.3	0.2	0.3
HCM LOS	B	B		

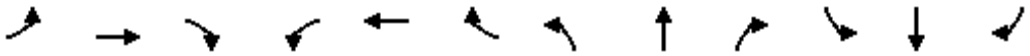
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1307	-	-	487	518	1223	-	-
HCM Lane V/C Ratio	0.007	-	-	0.024	0.054	0.008	-	-
HCM Control Delay (s)	7.8	-	-	12.6	12.3	8	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	269	114	37	222	33	163	270	62	34	201	36
Future Volume (veh/h)	30	269	114	37	222	33	163	270	62	34	201	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1900	1900	1900	1885	1885	1885	1885	1885	1885	1856	1856	1856
Adj Flow Rate, veh/h	33	296	125	41	244	36	179	297	68	37	221	40
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	1	1	1	1	1	1	3	3	3
Cap, veh/h	42	400	165	53	314	266	207	1185	1004	47	1002	849
Arrive On Green	0.02	0.16	0.16	0.03	0.17	0.17	0.12	0.63	0.63	0.03	0.54	0.54
Sat Flow, veh/h	1810	2492	1028	1795	1885	1598	1795	1885	1598	1767	1856	1572
Grp Volume(v), veh/h	33	213	208	41	244	36	179	297	68	37	221	40
Grp Sat Flow(s),veh/h/ln	1810	1805	1715	1795	1885	1598	1795	1885	1598	1767	1856	1572
Q Serve(g_s), s	2.2	13.4	13.9	2.7	14.9	2.3	11.8	8.3	2.0	2.5	7.5	1.4
Cycle Q Clear(g_c), s	2.2	13.4	13.9	2.7	14.9	2.3	11.8	8.3	2.0	2.5	7.5	1.4
Prop In Lane	1.00		0.60	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	42	290	275	53	314	266	207	1185	1004	47	1002	849
V/C Ratio(X)	0.78	0.73	0.76	0.78	0.78	0.14	0.87	0.25	0.07	0.79	0.22	0.05
Avail Cap(c_a), veh/h	271	522	496	269	545	462	269	1185	1004	265	1002	849
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	1.00	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	58.3	47.9	48.1	57.8	47.9	42.6	52.2	9.8	8.6	58.1	14.4	13.0
Incr Delay (d2), s/veh	11.1	5.6	6.6	8.7	3.6	0.2	16.9	0.5	0.1	10.1	0.5	0.1
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	1.1	6.3	6.3	1.3	7.1	0.9	6.1	3.3	0.7	1.2	3.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.4	53.6	54.8	66.5	51.4	42.8	69.1	10.3	8.8	68.2	14.9	13.1
LnGrp LOS	E	D	D	E	D	D	E	B	A	E	B	B
Approach Vol, veh/h		454			321			544			298	
Approach Delay, s/veh		55.3			52.4			29.5			21.3	
Approach LOS		E			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.8	70.1	6.8	25.3	7.2	80.7	7.5	24.5
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	4.0	5.3	4.0	5.3
Max Green Setting (Gmax), s	18.0	30.7	18.0	34.7	18.0	30.7	18.0	34.7
Max Q Clear Time (g_c+I1), s	13.8	9.5	4.2	16.9	4.5	10.3	4.7	15.9
Green Ext Time (p_c), s	0.1	1.3	0.0	1.1	0.0	2.0	0.0	3.3

Intersection Summary	
HCM 6th Ctrl Delay	39.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	159	0	15	430	738	0	0	395	183
Future Volume (veh/h)	0	0	0	159	0	15	430	738	0	0	395	183
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1856	0	1856	1885	1885	0	0	1885	1885
Adj Flow Rate, veh/h				167	0	16	453	777	0	0	416	193
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				3	0	3	1	1	0	0	1	1
Cap, veh/h				212	0	188	520	2683	0	0	1294	594
Arrive On Green				0.12	0.00	0.12	0.30	1.00	0.00	0.00	0.54	0.54
Sat Flow, veh/h				1767	0	1572	3483	3676	0	0	2479	1094
Grp Volume(v), veh/h				167	0	16	453	777	0	0	311	298
Grp Sat Flow(s),veh/h/ln				1767	0	1572	1742	1791	0	0	1791	1688
Q Serve(g_s), s				9.2	0.0	0.9	12.3	0.0	0.0	0.0	9.6	9.8
Cycle Q Clear(g_c), s				9.2	0.0	0.9	12.3	0.0	0.0	0.0	9.6	9.8
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.65
Lane Grp Cap(c), veh/h				212	0	188	520	2683	0	0	972	916
V/C Ratio(X)				0.79	0.00	0.08	0.87	0.29	0.00	0.00	0.32	0.32
Avail Cap(c_a), veh/h				422	0	376	801	2683	0	0	972	916
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.80	0.80	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				42.8	0.0	39.1	34.1	0.0	0.0	0.0	12.7	12.7
Incr Delay (d2), s/veh				12.9	0.0	0.4	3.5	0.2	0.0	0.0	0.9	0.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.7	0.0	0.4	4.4	0.1	0.0	0.0	3.7	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				55.7	0.0	39.5	37.7	0.2	0.0	0.0	13.5	13.6
LnGrp LOS				E	A	D	D	A	A	A	B	B
Approach Vol, veh/h					183			1230			609	
Approach Delay, s/veh					54.3			14.0			13.6	
Approach LOS					D			B			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	81.7		20.6	61.1		18.3						
Change Period (Y+Rc), s	6.8		* 5.7	6.8		6.3						
Max Green Setting (Gmax), s	63.0		* 23	34.3		23.9						
Max Q Clear Time (g_c+I1), s	2.0		14.3	11.8		11.2						
Green Ext Time (p_c), s	10.9		0.6	6.9		0.9						

Intersection Summary		
HCM 6th Ctrl Delay	17.5	
HCM 6th LOS	B	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



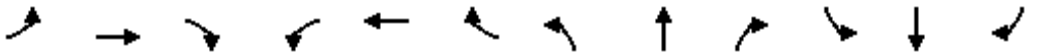
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	311	0	585	0	0	0	0	857	294	23	530	0
Future Volume (veh/h)	311	0	585	0	0	0	0	857	294	23	530	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870				0	1885	1885	1870	1870	0
Adj Flow Rate, veh/h	324	0	609				0	893	306	24	552	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	2				0	1	1	2	2	0
Cap, veh/h	1006	0	461				0	1294	442	52	2061	0
Arrive On Green	0.29	0.00	0.29				0.00	0.49	0.49	0.03	0.58	0.00
Sat Flow, veh/h	3456	0	1585				0	2714	895	1781	3647	0
Grp Volume(v), veh/h	324	0	609				0	610	589	24	552	0
Grp Sat Flow(s),veh/h/ln	1728	0	1585				0	1791	1724	1781	1777	0
Q Serve(g_s), s	7.3	0.0	29.1				0.0	26.1	26.3	1.3	7.7	0.0
Cycle Q Clear(g_c), s	7.3	0.0	29.1				0.0	26.1	26.3	1.3	7.7	0.0
Prop In Lane	1.00		1.00				0.00		0.52	1.00		0.00
Lane Grp Cap(c), veh/h	1006	0	461				0	884	851	52	2061	0
V/C Ratio(X)	0.32	0.00	1.32				0.00	0.69	0.69	0.46	0.27	0.00
Avail Cap(c_a), veh/h	1006	0	461				0	884	851	285	2061	0
HCM Platoon Ratio	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				0.00	1.00	1.00	0.92	0.92	0.00
Uniform Delay (d), s/veh	27.7	0.0	35.4				0.0	19.4	19.5	47.8	10.4	0.0
Incr Delay (d2), s/veh	0.4	0.0	158.8				0.0	4.4	4.6	2.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	31.1				0.0	10.8	10.5	0.6	2.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.1	0.0	194.2				0.0	23.8	24.1	49.9	10.7	0.0
LnGrp LOS	C	A	F				A	C	C	D	B	A
Approach Vol, veh/h		933						1199			576	
Approach Delay, s/veh		136.5						23.9			12.4	
Approach LOS		F						C			B	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	8.6	56.2	35.2	64.8
Change Period (Y+Rc), s	* 5.7	6.8	6.1	6.8
Max Green Setting (Gmax), s	* 16	36.3	29.1	58.0
Max Q Clear Time (g_c+I1), s	13.3	28.3	31.1	9.7
Green Ext Time (p_c), s	0.0	6.5	0.0	6.8

Intersection Summary	
HCM 6th Ctrl Delay	60.3
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	125	203	16	128	46	84	584	16	45	587	74
Future Volume (veh/h)	67	125	203	16	128	46	84	584	16	45	587	74
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.97
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	1856	1856	1856	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	85	158	257	20	162	58	106	739	20	57	743	94
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	1	1	1
Cap, veh/h	106	360	305	55	199	71	129	2861	888	94	2780	840
Arrive On Green	0.06	0.19	0.19	0.03	0.15	0.15	0.07	0.56	0.56	0.05	0.54	0.54
Sat Flow, veh/h	1781	1870	1585	1767	1304	467	1781	5106	1585	1795	5147	1555
Grp Volume(v), veh/h	85	158	257	20	0	220	106	739	20	57	743	94
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1767	0	1771	1781	1702	1585	1795	1716	1555
Q Serve(g_s), s	6.4	10.1	21.1	1.5	0.0	16.2	7.9	10.0	0.8	4.2	10.5	4.0
Cycle Q Clear(g_c), s	6.4	10.1	21.1	1.5	0.0	16.2	7.9	10.0	0.8	4.2	10.5	4.0
Prop In Lane	1.00		1.00	1.00		0.26	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	106	360	305	55	0	270	129	2861	888	94	2780	840
V/C Ratio(X)	0.80	0.44	0.84	0.36	0.00	0.81	0.82	0.26	0.02	0.61	0.27	0.11
Avail Cap(c_a), veh/h	143	603	511	162	0	571	194	2861	888	196	2780	840
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	1.00	1.00	1.00	0.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.7	48.1	52.5	64.1	0.0	55.4	61.8	15.3	13.2	62.6	16.7	15.2
Incr Delay (d2), s/veh	15.1	1.0	7.6	1.5	0.0	12.4	9.3	0.2	0.0	2.3	0.2	0.3
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	3.3	4.7	8.9	0.7	0.0	8.1	3.8	3.7	0.3	1.9	4.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.8	49.1	60.1	65.5	0.0	67.8	71.0	15.5	13.3	65.0	16.9	15.5
LnGrp LOS	E	D	E	E	A	E	E	B	B	E	B	B
Approach Vol, veh/h		500			240			865			894	
Approach Delay, s/veh		59.6			67.6			22.2			19.8	
Approach LOS		E			E			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	78.6	14.2	27.1	12.4	81.3	8.8	32.5
Change Period (Y+Rc), s	5.3	5.7	6.2	6.5	5.3	5.7	4.6	6.5
Max Green Setting (Gmax), s	14.7	42.3	10.8	43.5	14.7	42.3	12.4	43.5
Max Q Clear Time (g_c+I1), s	9.9	12.5	8.4	18.2	6.2	12.0	3.5	23.1
Green Ext Time (p_c), s	0.0	12.4	0.0	2.3	0.0	11.6	0.0	2.0

Intersection Summary	
HCM 6th Ctrl Delay	33.2
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	256	145	50	336	130	160	587	51	172	740	50
Future Volume (veh/h)	29	256	145	50	336	130	160	587	51	172	740	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
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	1856	1856	1856	1856	1856	1856	1885	1885	1885
Adj Flow Rate, veh/h	33	291	165	57	382	148	182	667	58	195	841	57
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	3	3	3	3	3	3	1	1	1
Cap, veh/h	140	533	238	170	590	263	231	2825	876	245	2885	882
Arrive On Green	0.04	0.15	0.15	0.05	0.17	0.17	0.07	0.56	0.56	0.07	0.56	0.56
Sat Flow, veh/h	3456	3554	1585	3428	3526	1570	3428	5066	1572	3483	5147	1573
Grp Volume(v), veh/h	33	291	165	57	382	148	182	667	58	195	841	57
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1714	1763	1570	1714	1689	1572	1742	1716	1573
Q Serve(g_s), s	1.3	11.0	14.3	2.3	14.7	12.6	7.6	9.7	2.5	8.0	12.4	2.4
Cycle Q Clear(g_c), s	1.3	11.0	14.3	2.3	14.7	12.6	7.6	9.7	2.5	8.0	12.4	2.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	140	533	238	170	590	263	231	2825	876	245	2885	882
V/C Ratio(X)	0.24	0.55	0.69	0.34	0.65	0.56	0.79	0.24	0.07	0.80	0.29	0.06
Avail Cap(c_a), veh/h	462	1073	479	430	1065	474	442	2825	876	449	2885	882
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	1.00	1.00	0.60	0.60	0.60	1.00	1.00	1.00	0.95	0.95	0.95
Uniform Delay (d), s/veh	67.4	57.0	58.5	66.6	56.4	55.5	66.6	16.3	14.7	66.4	16.7	14.5
Incr Delay (d2), s/veh	0.3	2.0	8.3	0.3	1.0	1.6	2.3	0.2	0.1	2.1	0.2	0.1
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	0.6	5.1	6.2	1.0	6.5	5.0	3.3	3.6	0.9	3.6	4.7	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.7	59.1	66.7	66.8	57.4	57.1	68.9	16.5	14.9	68.5	17.0	14.7
LnGrp LOS	E	E	E	E	E	E	E	B	B	E	B	B
Approach Vol, veh/h		489			587			907			1093	
Approach Delay, s/veh		62.3			58.2			26.9			26.1	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.1	87.0	11.5	30.5	16.5	86.6	14.0	28.0
Change Period (Y+Rc), s	6.3	5.7	5.6	6.2	6.3	5.7	6.8	6.2
Max Green Setting (Gmax), s	18.7	39.3	19.4	43.8	18.7	39.3	18.2	43.8
Max Q Clear Time (g_c+I1), s	9.6	14.4	3.3	16.7	10.0	11.7	4.3	16.3
Green Ext Time (p_c), s	0.2	12.3	0.0	3.9	0.2	10.4	0.0	5.0

Intersection Summary	
HCM 6th Ctrl Delay	38.2
HCM 6th LOS	D

Intersection	
Intersection Delay, s/veh	60
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	115	44	12	148	297	41	212	8	123	225	3
Future Vol, veh/h	3	115	44	12	148	297	41	212	8	123	225	3
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	3	3	3	4	4	4	4	4	4	2	2	2
Mvmt Flow	4	139	53	14	178	358	49	255	10	148	271	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	19.2	98.2	29.5	51.7
HCM LOS	C	F	D	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	2%	3%	35%
Vol Thru, %	81%	71%	32%	64%
Vol Right, %	3%	27%	65%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	261	162	457	351
LT Vol	41	3	12	123
Through Vol	212	115	148	225
RT Vol	8	44	297	3
Lane Flow Rate	314	195	551	423
Geometry Grp	1	1	1	1
Degree of Util (X)	0.706	0.458	1.104	0.908
Departure Headway (Hd)	8.511	8.882	7.221	8.126
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	428	408	501	448
Service Time	6.511	6.882	5.279	6.126
HCM Lane V/C Ratio	0.734	0.478	1.1	0.944
HCM Control Delay	29.5	19.2	98.2	51.7
HCM Lane LOS	D	C	F	F
HCM 95th-tile Q	5.4	2.3	17.9	10



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	366	152	85	370	91	127	150	55	103	159	29
Future Volume (veh/h)	33	366	152	85	370	91	127	150	55	103	159	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	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	1885	1885	1885	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	436	181	101	440	108	151	179	65	123	189	35
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	1	1	1	3	3	3	2	2	2	2	2	2
Cap, veh/h	115	841	369	146	470	398	177	833	697	149	804	681
Arrive On Green	0.06	0.23	0.23	0.08	0.25	0.25	0.10	0.45	0.45	0.08	0.43	0.43
Sat Flow, veh/h	1795	3582	1573	1767	1856	1572	1781	1870	1564	1781	1870	1585
Grp Volume(v), veh/h	39	436	181	101	440	108	151	179	65	123	189	35
Grp Sat Flow(s),veh/h/ln	1795	1791	1573	1767	1856	1572	1781	1870	1564	1781	1870	1585
Q Serve(g_s), s	2.7	13.8	12.9	7.2	30.2	7.2	10.8	7.6	3.1	8.8	8.3	1.7
Cycle Q Clear(g_c), s	2.7	13.8	12.9	7.2	30.2	7.2	10.8	7.6	3.1	8.8	8.3	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	115	841	369	146	470	398	177	833	697	149	804	681
V/C Ratio(X)	0.34	0.52	0.49	0.69	0.94	0.27	0.85	0.21	0.09	0.83	0.24	0.05
Avail Cap(c_a), veh/h	290	937	411	285	485	411	288	833	697	288	804	681
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)	0.82	0.82	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.2	43.3	43.0	58.0	47.5	38.9	57.6	22.1	20.9	58.6	23.5	21.6
Incr Delay (d2), s/veh	0.5	0.6	1.3	2.2	26.0	0.6	6.8	0.6	0.3	4.4	0.7	0.1
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	1.2	6.0	5.0	3.2	16.8	2.8	5.1	3.4	1.2	4.1	3.7	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.8	44.0	44.3	60.3	73.5	39.5	64.4	22.7	21.1	63.0	24.2	21.8
LnGrp LOS	E	D	D	E	E	D	E	C	C	E	C	C
Approach Vol, veh/h		656			649			395			347	
Approach Delay, s/veh		44.9			65.8			38.4			37.7	
Approach LOS		D			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.9	61.9	12.3	38.9	14.9	63.9	14.7	36.5
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	21.0	34.0	21.0	34.0	21.0	34.0	21.0	34.0
Max Q Clear Time (g_c+I1), s	12.8	10.3	4.7	32.2	10.8	9.6	9.2	15.8
Green Ext Time (p_c), s	0.1	1.5	0.0	0.8	0.1	1.2	0.1	4.5

Intersection Summary	
HCM 6th Ctrl Delay	49.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	378	118	187	414	48	80	59	113	19	71	67
Future Volume (veh/h)	32	378	118	187	414	48	80	59	113	19	71	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1856	1856	1856	1870	1870	1870	1796	1796	1796	1826	1826	1826
Adj Flow Rate, veh/h	39	455	142	225	499	58	96	71	136	23	86	81
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	3	3	3	2	2	2	7	7	7	5	5	5
Cap, veh/h	191	584	257	278	676	302	119	1420	633	588	1806	805
Arrive On Green	0.06	0.17	0.17	0.08	0.19	0.19	0.07	0.42	0.42	0.17	0.52	0.52
Sat Flow, veh/h	3428	3526	1552	3456	3554	1585	1711	3413	1522	3374	3469	1546
Grp Volume(v), veh/h	39	455	142	225	499	58	96	71	136	23	86	81
Grp Sat Flow(s),veh/h/ln	1714	1763	1552	1728	1777	1585	1711	1706	1522	1687	1735	1546
Q Serve(g_s), s	1.5	17.3	11.8	9.0	18.5	4.3	7.7	1.7	8.0	0.8	1.7	3.7
Cycle Q Clear(g_c), s	1.5	17.3	11.8	9.0	18.5	4.3	7.7	1.7	8.0	0.8	1.7	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	191	584	257	278	676	302	119	1420	633	588	1806	805
V/C Ratio(X)	0.20	0.78	0.55	0.81	0.74	0.19	0.80	0.05	0.21	0.04	0.05	0.10
Avail Cap(c_a), veh/h	598	856	377	602	863	385	298	1420	633	588	1806	805
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	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.1	56.0	53.6	63.3	53.4	47.6	64.2	24.4	26.2	48.1	16.5	17.0
Incr Delay (d2), s/veh	0.2	3.8	2.7	2.1	3.1	0.5	4.7	0.1	0.8	0.1	0.0	0.2
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	0.7	7.8	4.7	3.9	8.3	1.7	3.5	0.7	3.0	0.3	0.7	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.3	59.7	56.4	65.5	56.5	48.1	68.9	24.4	27.0	48.2	16.5	17.2
LnGrp LOS	E	E	E	E	E	D	E	C	C	D	B	B
Approach Vol, veh/h		636			782			303			190	
Approach Delay, s/veh		59.2			58.4			39.7			20.7	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.4	78.6	13.4	32.7	30.0	63.9	16.9	29.2
Change Period (Y+Rc), s	5.6	5.7	5.6	6.0	5.6	5.7	5.6	6.0
Max Green Setting (Gmax), s	24.4	34.3	24.4	34.0	24.4	34.3	24.4	34.0
Max Q Clear Time (g_c+I1), s	19.7	5.7	3.5	20.5	2.8	10.0	11.0	19.3
Green Ext Time (p_c), s	0.1	2.2	0.0	3.6	0.0	1.7	0.3	3.9

Intersection Summary	
HCM 6th Ctrl Delay	52.0
HCM 6th LOS	D



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	75	222	263	234	345	189
Future Volume (veh/h)	75	222	263	234	345	189
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.94
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	1885	1885	1870	1870	1870	1870
Adj Flow Rate, veh/h	99	292	346	308	454	249
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Percent Heavy Veh, %	1	1	2	2	2	2
Cap, veh/h	370	330	356	2394	1516	638
Arrive On Green	0.21	0.21	0.20	0.67	0.43	0.43
Sat Flow, veh/h	1795	1598	1781	3647	3647	1496
Grp Volume(v), veh/h	99	292	346	308	454	249
Grp Sat Flow(s),veh/h/ln	1795	1598	1781	1777	1777	1496
Q Serve(g_s), s	3.9	15.1	16.4	2.6	7.1	9.7
Cycle Q Clear(g_c), s	3.9	15.1	16.4	2.6	7.1	9.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	370	330	356	2394	1516	638
V/C Ratio(X)	0.27	0.89	0.97	0.13	0.30	0.39
Avail Cap(c_a), veh/h	530	472	356	2394	1516	638
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.88	0.88
Uniform Delay (d), s/veh	28.3	32.8	33.8	5.0	16.0	16.8
Incr Delay (d2), s/veh	0.1	10.5	39.7	0.1	0.4	1.6
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	6.5	10.5	0.7	2.7	3.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.5	43.3	73.5	5.1	16.5	18.3
LnGrp LOS	C	D	E	A	B	B
Approach Vol, veh/h	391			654	703	
Approach Delay, s/veh	39.5			41.3	17.1	
Approach LOS	D			D	B	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	31.0	41.6			62.6	22.4
Change Period (Y+Rc), s	4.0	5.3			5.3	4.9
Max Green Setting (Gmax), s	17.0	28.7			49.7	25.1
Max Q Clear Time (g_c+I1), s	19.4	11.7			4.6	17.1
Green Ext Time (p_c), s	0.0	4.3			2.5	0.4

Intersection Summary	
HCM 6th Ctrl Delay	31.2
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	307	194	67	366	180	70	319	20	70	488	42
Future Volume (veh/h)	30	307	194	67	366	180	70	319	20	70	488	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.96	1.00		0.98
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	1885	1885	1885	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	34	353	223	77	421	207	80	367	23	80	561	48
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	1	1	1	3	3	3	2	2	2
Cap, veh/h	81	403	340	103	429	359	102	1922	825	103	1937	845
Arrive On Green	0.05	0.22	0.22	0.06	0.23	0.23	0.06	0.55	0.55	0.06	0.55	0.55
Sat Flow, veh/h	1781	1870	1578	1795	1885	1575	1767	3526	1513	1781	3554	1550
Grp Volume(v), veh/h	34	353	223	77	421	207	80	367	23	80	561	48
Grp Sat Flow(s),veh/h/ln	1781	1870	1578	1795	1885	1575	1767	1763	1513	1781	1777	1550
Q Serve(g_s), s	2.8	27.4	19.4	6.3	33.3	17.5	6.7	7.9	1.1	6.6	12.8	2.2
Cycle Q Clear(g_c), s	2.8	27.4	19.4	6.3	33.3	17.5	6.7	7.9	1.1	6.6	12.8	2.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	81	403	340	103	429	359	102	1922	825	103	1937	845
V/C Ratio(X)	0.42	0.88	0.66	0.74	0.98	0.58	0.78	0.19	0.03	0.78	0.29	0.06
Avail Cap(c_a), veh/h	380	495	418	311	429	359	365	1922	825	309	1937	845
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	1.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.7	56.9	53.7	69.6	57.6	51.5	69.7	17.3	15.8	69.7	18.4	16.0
Incr Delay (d2), s/veh	1.3	15.2	3.7	3.9	38.4	2.9	4.7	0.2	0.1	4.6	0.4	0.1
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	1.3	14.4	7.9	3.0	20.1	7.1	3.1	3.2	0.4	3.1	5.2	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.0	72.1	57.4	73.5	96.0	54.4	74.4	17.5	15.8	74.3	18.8	16.1
LnGrp LOS	E	E	E	E	F	D	E	B	B	E	B	B
Approach Vol, veh/h		610			705			470			689	
Approach Delay, s/veh		66.7			81.3			27.1			25.1	
Approach LOS		E			F			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	87.1	10.8	39.4	12.7	87.1	12.6	37.6
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	4.0	5.3	4.0	5.3
Max Green Setting (Gmax), s	8.6	34.7	32.0	33.7	26.0	39.7	26.0	39.7
Max Q Clear Time (g_c+I1), s	8.7	14.8	4.8	35.3	8.6	9.9	8.3	29.4
Green Ext Time (p_c), s	0.1	5.1	0.0	0.0	0.1	3.6	0.1	3.0

Intersection Summary	
HCM 6th Ctrl Delay	51.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	270	153	44	410	89	127	307	61	126	680	34
Future Volume (veh/h)	13	270	153	44	410	89	127	307	61	126	680	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.99
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	1826	1826	1826	1870	1870	1870	1856	1856	1856	1885	1885	1885
Adj Flow Rate, veh/h	15	303	172	49	461	100	143	345	69	142	764	38
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	5	5	5	2	2	2	3	3	3	1	1	1
Cap, veh/h	56	434	365	117	506	422	169	1304	257	171	1548	77
Arrive On Green	0.03	0.24	0.24	0.07	0.27	0.27	0.10	0.45	0.45	0.10	0.45	0.45
Sat Flow, veh/h	1739	1826	1536	1781	1870	1562	1767	2920	576	1795	3470	173
Grp Volume(v), veh/h	15	303	172	49	461	100	143	206	208	142	394	408
Grp Sat Flow(s),veh/h/ln	1739	1826	1536	1781	1870	1562	1767	1763	1733	1795	1791	1851
Q Serve(g_s), s	1.1	19.0	12.0	3.3	29.8	6.2	10.0	9.2	9.4	9.7	19.5	19.6
Cycle Q Clear(g_c), s	1.1	19.0	12.0	3.3	29.8	6.2	10.0	9.2	9.4	9.7	19.5	19.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.33	1.00		0.09
Lane Grp Cap(c), veh/h	56	434	365	117	506	422	169	787	774	171	799	826
V/C Ratio(X)	0.27	0.70	0.47	0.42	0.91	0.24	0.85	0.26	0.27	0.83	0.49	0.49
Avail Cap(c_a), veh/h	153	574	483	157	588	491	254	787	774	230	799	826
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93
Uniform Delay (d), s/veh	59.0	43.6	40.9	56.1	44.1	35.5	55.6	21.7	21.7	55.5	24.6	24.6
Incr Delay (d2), s/veh	0.9	1.8	0.6	0.9	17.1	0.3	10.0	0.8	0.8	12.2	2.0	2.0
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	0.5	8.6	4.5	1.5	15.7	2.4	4.8	3.8	3.9	4.9	8.4	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.9	45.4	41.6	57.0	61.3	35.9	65.6	22.5	22.6	67.8	26.6	26.5
LnGrp LOS	E	D	D	E	E	D	E	C	C	E	C	C
Approach Vol, veh/h		490			610			557			944	
Approach Delay, s/veh		44.5			56.8			33.6			32.8	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	61.5	8.1	39.5	15.9	61.5	12.2	35.4
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	4.0	5.7	4.0	5.7
Max Green Setting (Gmax), s	12.0	37.3	11.0	39.3	16.0	39.3	11.0	39.3
Max Q Clear Time (g_c+I1), s	11.2	21.6	3.1	31.8	11.7	11.4	5.3	21.0
Green Ext Time (p_c), s	0.1	4.1	0.0	1.9	0.1	2.6	0.0	1.5

Intersection Summary	
HCM 6th Ctrl Delay	40.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	959	491	0	1460	661	0	0	0	66	0	729
Future Volume (veh/h)	0	959	491	0	1460	661	0	0	0	66	0	729
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870				1885	0	1885
Adj Flow Rate, veh/h	0	1020	522	0	1417	0				70	0	776
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	0	2	2				1	0	1
Cap, veh/h	0	3378	832	0	2946					930	0	751
Arrive On Green	0.00	0.52	0.52	0.00	0.52	0.00				0.27	0.00	0.27
Sat Flow, veh/h	0	6696	1585	0	5611	3170				3483	0	2812
Grp Volume(v), veh/h	0	1020	522	0	1417	0				70	0	776
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1870	1585				1742	0	1406
Q Serve(g_s), s	0.0	11.6	30.3	0.0	20.9	0.0				2.0	0.0	34.7
Cycle Q Clear(g_c), s	0.0	11.6	30.3	0.0	20.9	0.0				2.0	0.0	34.7
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3378	832	0	2946					930	0	751
V/C Ratio(X)	0.00	0.30	0.63	0.00	0.48					0.08	0.00	1.03
Avail Cap(c_a), veh/h	0	4019	990	0	3505					930	0	751
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.92	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	17.4	21.9	0.0	19.6	0.0				35.6	0.0	47.7
Incr Delay (d2), s/veh	0.0	0.2	3.6	0.0	0.5	0.0				0.1	0.0	41.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.2	11.4	0.0	8.7	0.0				0.8	0.0	16.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.7	25.4	0.0	20.1	0.0				35.7	0.0	89.6
LnGrp LOS	A	B	C	A	C					D	A	F
Approach Vol, veh/h		1542			1417						846	
Approach Delay, s/veh		20.3			20.1						85.1	
Approach LOS		C			C						F	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	75.0	42.0	75.0
Change Period (Y+Rc), s	6.8	7.3	6.8
Max Green Setting (Gmax), s	81.2	34.7	81.2
Max Q Clear Time (g_c+I1), s	32.3	36.7	22.9
Green Ext Time (p_c), s	35.9	0.0	40.7

Intersection Summary	
HCM 6th Ctrl Delay	34.6
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	812	213	0	1667	79	454	0	498	0	0	0
Future Volume (veh/h)	0	812	213	0	1667	79	454	0	498	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1885	1885	1841	0	1841			
Adj Flow Rate, veh/h	0	902	0	0	1852	88	504	0	553			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90			
Percent Heavy Veh, %	0	2	2	0	1	1	4	0	4			
Cap, veh/h	0	2985		0	4464	934	1536	0	853			
Arrive On Green	0.00	0.58	0.00	0.00	0.58	0.58	0.31	0.00	0.31			
Sat Flow, veh/h	0	5274	1585	0	7993	1598	4944	0	2745			
Grp Volume(v), veh/h	0	902	0	0	1852	88	504	0	553			
Grp Sat Flow(s),veh/h/ln	0	1702	1585	0	1527	1598	1648	0	1373			
Q Serve(g_s), s	0.0	11.6	0.0	0.0	17.3	3.1	10.2	0.0	22.6			
Cycle Q Clear(g_c), s	0.0	11.6	0.0	0.0	17.3	3.1	10.2	0.0	22.6			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2985		0	4464	934	1536	0	853			
V/C Ratio(X)	0.00	0.30		0.00	0.41	0.09	0.33	0.00	0.65			
Avail Cap(c_a), veh/h	0	2985		0	4464	934	1536	0	853			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.98	0.00	0.00	0.74	0.74	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	13.6	0.0	0.0	14.8	11.9	34.4	0.0	38.7			
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.2	0.1	0.6	0.0	3.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	4.2	0.0	0.0	5.6	1.1	4.2	0.0	8.0			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	13.9	0.0	0.0	15.0	12.0	35.0	0.0	42.5			
LnGrp LOS	A	B		A	B	B	C	A	D			
Approach Vol, veh/h		902			1940			1057				
Approach Delay, s/veh		13.9			14.9			38.9				
Approach LOS		B			B			D				

Timer - Assigned Phs	2			6		8
Phs Duration (G+Y+Rc), s	82.8			82.8		47.2
Change Period (Y+Rc), s	6.8			6.8		6.8
Max Green Setting (Gmax), s	76.0			76.0		40.4
Max Q Clear Time (g_c+I1), s	13.6			19.3		24.6
Green Ext Time (p_c), s	23.9			50.4		8.3

Intersection Summary		
HCM 6th Ctrl Delay	21.2	
HCM 6th LOS	C	

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	264	832	214	148	1021	158	232	258	120	164	292	493
Future Volume (veh/h)	264	832	214	148	1021	158	232	258	120	164	292	493
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	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	1856	1856	1856	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	284	895	230	159	1098	170	249	277	129	176	314	530
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	1	1	1
Cap, veh/h	332	2190	680	290	2141	665	312	884	379	314	1305	713
Arrive On Green	0.10	0.43	0.43	0.08	0.42	0.42	0.09	0.25	0.25	0.09	0.25	0.25
Sat Flow, veh/h	3428	5066	1572	3456	5106	1585	3456	3487	1494	3483	5147	2812
Grp Volume(v), veh/h	284	895	230	159	1098	170	249	270	136	176	314	530
Grp Sat Flow(s),veh/h/ln	1714	1689	1572	1728	1702	1585	1728	1702	1576	1742	1716	1406
Q Serve(g_s), s	12.6	18.9	15.1	6.8	24.7	10.8	10.9	10.0	10.9	7.5	7.5	26.9
Cycle Q Clear(g_c), s	12.6	18.9	15.1	6.8	24.7	10.8	10.9	10.0	10.9	7.5	7.5	26.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.95	1.00		1.00
Lane Grp Cap(c), veh/h	332	2190	680	290	2141	665	312	863	400	314	1305	713
V/C Ratio(X)	0.86	0.41	0.34	0.55	0.51	0.26	0.80	0.31	0.34	0.56	0.24	0.74
Avail Cap(c_a), veh/h	553	2190	680	557	2141	665	669	863	400	674	1305	713
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)	0.93	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.9	30.3	29.3	68.2	33.3	29.3	69.1	46.9	47.3	67.6	46.0	53.2
Incr Delay (d2), s/veh	3.0	0.5	1.3	0.6	0.9	0.9	1.8	0.9	2.3	0.6	0.4	6.9
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	5.6	7.7	5.9	3.0	10.2	4.3	4.9	4.3	4.5	3.3	3.2	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.9	30.9	30.5	68.8	34.2	30.2	70.9	47.8	49.6	68.1	46.4	60.1
LnGrp LOS	E	C	C	E	C	C	E	D	D	E	D	E
Approach Vol, veh/h		1409			1427			655			1020	
Approach Delay, s/veh		39.1			37.6			57.0			57.3	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	71.0	19.0	45.0	18.0	73.0	19.0	45.0
Change Period (Y+Rc), s	5.0	6.0	5.0	5.7	5.0	6.0	5.0	5.7
Max Green Setting (Gmax), s	15.0	39.0	30.0	39.3	25.0	39.0	30.0	39.3
Max Q Clear Time (g_c+I1), s	14.6	26.7	9.5	12.9	8.8	20.9	12.9	28.9
Green Ext Time (p_c), s	0.4	5.3	0.3	1.4	0.2	6.3	0.4	3.4

Intersection Summary	
HCM 6th Ctrl Delay	45.3
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	254	441	0	2	0
Future Vol, veh/h	0	254	441	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	4	4	4	4	0	0
Mvmt Flow	0	292	507	0	2	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	507	0	-	0	799	507
Stage 1	-	-	-	-	507	-
Stage 2	-	-	-	-	292	-
Critical Hdwy	4.14	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.236	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1048	-	-	-	357	570
Stage 1	-	-	-	-	609	-
Stage 2	-	-	-	-	762	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1048	-	-	-	357	570
Mov Cap-2 Maneuver	-	-	-	-	357	-
Stage 1	-	-	-	-	609	-
Stage 2	-	-	-	-	762	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	15.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1048	-	-	-	357
HCM Lane V/C Ratio	-	-	-	-	0.006
HCM Control Delay (s)	0	-	-	-	15.1
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Intersection Delay, s/veh	34.1
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	371	106	63	503	11	54	15	38	24	58	75
Future Vol, veh/h	31	371	106	63	503	11	54	15	38	24	58	75
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	3	3	3	1	1	1	10	10	10	12	12	12
Mvmt Flow	32	379	108	64	513	11	55	15	39	24	59	77
Number of Lanes	0	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	35.8	42	13	13.9
HCM LOS	E	E	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	50%	6%	100%	0%	15%
Vol Thru, %	14%	73%	0%	98%	37%
Vol Right, %	36%	21%	0%	2%	48%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	107	508	63	514	157
LT Vol	54	31	63	0	24
Through Vol	15	371	0	503	58
RT Vol	38	106	0	11	75
Lane Flow Rate	109	518	64	524	160
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.231	0.864	0.122	0.922	0.325
Departure Headway (Hd)	7.623	6	6.853	6.328	7.294
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	469	601	523	572	492
Service Time	5.698	4.048	4.601	4.076	5.358
HCM Lane V/C Ratio	0.232	0.862	0.122	0.916	0.325
HCM Control Delay	13	35.8	10.6	45.9	13.9
HCM Lane LOS	B	E	B	E	B
HCM 95th-tile Q	0.9	9.7	0.4	11.5	1.4

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	5	4	1	17	6	10	2	89	5	5	215	0
Future Vol, veh/h	5	4	1	17	6	10	2	89	5	5	215	0
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	10	10	10	7	7	7
Mvmt Flow	6	5	1	21	7	12	2	109	6	6	262	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	400	393	262	393	390	112	262	0	0	115	0	0
Stage 1	274	274	-	116	116	-	-	-	-	-	-	-
Stage 2	126	119	-	277	274	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.2	-	-	4.17	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.29	-	-	2.263	-	-
Pot Cap-1 Maneuver	564	546	782	570	548	947	1257	-	-	1443	-	-
Stage 1	736	687	-	894	803	-	-	-	-	-	-	-
Stage 2	883	801	-	734	687	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	548	542	782	562	544	947	1257	-	-	1443	-	-
Mov Cap-2 Maneuver	548	542	-	562	544	-	-	-	-	-	-	-
Stage 1	735	684	-	892	801	-	-	-	-	-	-	-
Stage 2	862	799	-	724	684	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.5	11	0.2	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1257	-	-	562	637	1443	-	-
HCM Lane V/C Ratio	0.002	-	-	0.022	0.063	0.004	-	-
HCM Control Delay (s)	7.9	0	-	11.5	11	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Intersection Delay, s/veh	31.8
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	269	85	25	367	14	137	72	17	22	159	66
Future Vol, veh/h	12	269	85	25	367	14	137	72	17	22	159	66
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	1	1	1	10	10	10	7	7	7
Mvmt Flow	13	283	89	26	386	15	144	76	18	23	167	69
Number of Lanes	1	2	0	1	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	3
HCM Control Delay	17.4	52.9	23.5	25.9
HCM LOS	C	F	C	D

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	66%	0%	100%	0%	0%	100%	0%	9%
Vol Thru, %	34%	0%	0%	100%	51%	0%	96%	64%
Vol Right, %	0%	100%	0%	0%	49%	0%	4%	27%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	209	17	12	179	175	25	381	247
LT Vol	137	0	12	0	0	25	0	22
Through Vol	72	0	0	179	90	0	367	159
RT Vol	0	17	0	0	85	0	14	66
Lane Flow Rate	220	18	13	189	184	26	401	260
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.578	0.042	0.032	0.451	0.421	0.065	0.925	0.636
Departure Headway (Hd)	9.451	8.389	9.124	8.606	8.252	8.85	8.304	8.811
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	381	426	392	417	436	404	437	408
Service Time	7.227	6.164	6.896	6.377	6.023	6.617	6.07	6.583
HCM Lane V/C Ratio	0.577	0.042	0.033	0.453	0.422	0.064	0.918	0.637
HCM Control Delay	24.5	11.5	12.2	18.3	16.9	12.2	55.6	25.9
HCM Lane LOS	C	B	B	C	C	B	F	D
HCM 95th-tile Q	3.5	0.1	0.1	2.3	2	0.2	10.4	4.3

Intersection	
Intersection Delay, s/veh	22.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	0	234	4	8	0	427	75	1	0	80	16
Future Vol, veh/h	10	0	234	4	8	0	427	75	1	0	80	16
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	3	3	3
Mvmt Flow	12	0	279	5	10	0	508	89	1	0	95	19
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.3	9.7	30.9	9.8
HCM LOS	B	A	D	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	85%	4%	33%	0%
Vol Thru, %	15%	0%	67%	83%
Vol Right, %	0%	96%	0%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	503	244	12	96
LT Vol	427	10	4	0
Through Vol	75	0	8	80
RT Vol	1	234	0	16
Lane Flow Rate	599	290	14	114
Geometry Grp	1	1	1	1
Degree of Util (X)	0.856	0.428	0.026	0.177
Departure Headway (Hd)	5.144	5.304	6.504	5.577
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	707	677	548	642
Service Time	3.171	3.349	4.57	3.624
HCM Lane V/C Ratio	0.847	0.428	0.026	0.178
HCM Control Delay	30.9	12.3	9.7	9.8
HCM Lane LOS	D	B	A	A
HCM 95th-tile Q	9.9	2.1	0.1	0.6

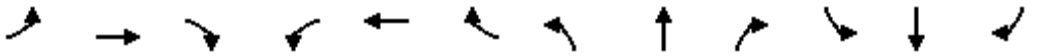
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	24	9	488	310	8
Future Vol, veh/h	10	24	9	488	310	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	7	7	2	2	3	3
Mvmt Flow	12	28	10	567	360	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	952	365	369	0	-	0
Stage 1	365	-	-	-	-	-
Stage 2	587	-	-	-	-	-
Critical Hdwy	6.47	6.27	4.12	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	2.218	-	-	-
Pot Cap-1 Maneuver	282	669	1190	-	-	-
Stage 1	691	-	-	-	-	-
Stage 2	546	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	279	669	1190	-	-	-
Mov Cap-2 Maneuver	279	-	-	-	-	-
Stage 1	683	-	-	-	-	-
Stage 2	546	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.3	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1190	-	474	-	-
HCM Lane V/C Ratio	0.009	-	0.083	-	-
HCM Control Delay (s)	8.1	0	13.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	303	51	36	287	370	157	92	34	185	141	18
Future Volume (veh/h)	20	303	51	36	287	370	157	92	34	185	141	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	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	1841	1841	1841
Adj Flow Rate, veh/h	21	316	53	38	299	385	164	96	35	193	147	19
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	4	4	4
Cap, veh/h	55	765	334	75	424	359	187	913	773	216	808	104
Arrive On Green	0.03	0.22	0.22	0.04	0.23	0.23	0.11	0.49	0.49	0.12	0.51	0.51
Sat Flow, veh/h	1781	3554	1551	1781	1870	1585	1781	1870	1585	1753	1597	206
Grp Volume(v), veh/h	21	316	53	38	299	385	164	96	35	193	0	166
Grp Sat Flow(s),veh/h/ln	1781	1777	1551	1781	1870	1585	1781	1870	1585	1753	0	1804
Q Serve(g_s), s	1.7	11.5	4.2	3.1	22.1	34.0	13.6	4.2	1.7	16.3	0.0	7.5
Cycle Q Clear(g_c), s	1.7	11.5	4.2	3.1	22.1	34.0	13.6	4.2	1.7	16.3	0.0	7.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	55	765	334	75	424	359	187	913	773	216	0	912
V/C Ratio(X)	0.38	0.41	0.16	0.50	0.71	1.07	0.88	0.11	0.05	0.90	0.00	0.18
Avail Cap(c_a), veh/h	368	806	351	368	424	359	368	913	773	327	0	912
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	71.2	50.7	47.8	70.3	53.4	58.0	66.2	20.7	20.1	64.8	0.0	20.2
Incr Delay (d2), s/veh	1.6	0.7	0.4	1.9	6.3	67.8	5.0	0.2	0.1	13.6	0.0	0.4
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	0.8	5.2	1.6	1.4	10.8	20.2	6.4	1.9	0.7	8.0	0.0	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.8	51.3	48.2	72.2	59.7	125.8	71.2	21.0	20.2	78.5	0.0	20.6
LnGrp LOS	E	D	D	E	E	F	E	C	C	E	A	C
Approach Vol, veh/h		390			722			295			359	
Approach Delay, s/veh		52.1			95.6			48.8			51.7	
Approach LOS		D			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.8	81.6	8.7	40.0	22.4	78.9	10.4	38.3
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0
Max Green Setting (Gmax), s	31.0	34.3	31.0	34.0	28.0	37.3	31.0	34.0
Max Q Clear Time (g_c+I1), s	15.6	9.5	3.7	36.0	18.3	6.2	5.1	13.5
Green Ext Time (p_c), s	0.2	0.8	0.0	0.0	0.2	0.5	0.0	3.4

Intersection Summary	
HCM 6th Ctrl Delay	69.2
HCM 6th LOS	E

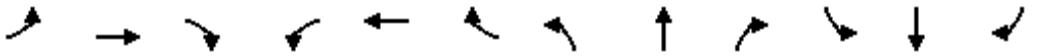
Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	6	6	17	8	30	3	180	7	19	254	10
Future Vol, veh/h	4	6	6	17	8	30	3	180	7	19	254	10
Conflicting Peds, #/hr	2	0	0	0	0	2	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	-	-	-	-	-	-	100	-	-	260	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	3	3	3	1	1	1
Mvmt Flow	4	7	7	19	9	33	3	198	8	21	279	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	552	533	279	542	540	204	290	0	0	206	0	0
Stage 1	321	321	-	208	208	-	-	-	-	-	-	-
Stage 2	231	212	-	334	332	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.13	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.227	-	-	2.209	-	-
Pot Cap-1 Maneuver	447	456	765	454	451	842	1266	-	-	1371	-	-
Stage 1	695	655	-	799	734	-	-	-	-	-	-	-
Stage 2	776	731	-	684	648	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	417	448	765	439	443	840	1266	-	-	1371	-	-
Mov Cap-2 Maneuver	417	448	-	439	443	-	-	-	-	-	-	-
Stage 1	694	645	-	797	733	-	-	-	-	-	-	-
Stage 2	733	730	-	661	638	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.2	11.7	0.1	0.5
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1266	-	-	519	595	1371	-	-
HCM Lane V/C Ratio	0.003	-	-	0.034	0.102	0.015	-	-
HCM Control Delay (s)	7.9	-	-	12.2	11.7	7.7	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	202	87	73	272	33	111	138	37	31	228	32
Future Volume (veh/h)	20	202	87	73	272	33	111	138	37	31	228	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	22	220	95	79	296	36	121	150	40	34	248	35
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	27	351	146	101	349	293	147	1170	992	43	1062	900
Arrive On Green	0.02	0.14	0.14	0.06	0.18	0.18	0.08	0.62	0.62	0.02	0.56	0.56
Sat Flow, veh/h	1795	2441	1012	1795	1885	1585	1795	1885	1598	1795	1885	1598
Grp Volume(v), veh/h	22	159	156	79	296	36	121	150	40	34	248	35
Grp Sat Flow(s),veh/h/ln	1795	1791	1662	1795	1885	1585	1795	1885	1598	1795	1885	1598
Q Serve(g_s), s	1.5	10.0	10.6	5.2	18.2	2.3	8.0	3.9	1.2	2.3	7.9	1.2
Cycle Q Clear(g_c), s	1.5	10.0	10.6	5.2	18.2	2.3	8.0	3.9	1.2	2.3	7.9	1.2
Prop In Lane	1.00		0.61	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	27	258	239	101	349	293	147	1170	992	43	1062	900
V/C Ratio(X)	0.81	0.62	0.65	0.78	0.85	0.12	0.82	0.13	0.04	0.78	0.23	0.04
Avail Cap(c_a), veh/h	284	503	467	269	514	432	180	1170	992	239	1062	900
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	1.00	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	58.9	48.3	48.5	55.9	47.3	40.8	54.2	9.4	8.8	58.2	13.2	11.7
Incr Delay (d2), s/veh	19.1	3.8	4.7	4.9	8.0	0.2	18.6	0.2	0.1	10.9	0.5	0.1
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	0.8	4.6	4.6	2.4	9.1	0.9	4.3	1.5	0.4	1.1	3.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.0	52.1	53.2	60.8	55.3	40.9	72.9	9.6	8.9	69.1	13.7	11.8
LnGrp LOS	E	D	D	E	E	D	E	A	A	E	B	B
Approach Vol, veh/h		337			411			311			317	
Approach Delay, s/veh		54.3			55.1			34.1			19.4	
Approach LOS		D			E			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.8	72.9	5.8	27.5	6.9	79.8	10.7	22.6
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	4.0	5.3	4.0	5.3
Max Green Setting (Gmax), s	12.0	37.7	19.0	32.7	16.0	33.7	18.0	33.7
Max Q Clear Time (g_c+I1), s	10.0	9.9	3.5	20.2	4.3	5.9	7.2	12.6
Green Ext Time (p_c), s	0.0	1.6	0.0	1.1	0.0	1.0	0.1	2.5

Intersection Summary	
HCM 6th Ctrl Delay	41.9
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	134	0	31	497	433	0	0	337	389
Future Volume (veh/h)	0	0	0	134	0	31	497	433	0	0	337	389
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1885	0	1885	1885	1885	0	0	1885	1885
Adj Flow Rate, veh/h				137	0	32	507	442	0	0	344	397
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				1	0	1	1	1	0	0	1	1
Cap, veh/h				183	0	163	574	2748	0	0	977	871
Arrive On Green				0.10	0.00	0.10	0.28	1.00	0.00	0.00	0.55	0.55
Sat Flow, veh/h				1795	0	1598	3483	3676	0	0	1885	1598
Grp Volume(v), veh/h				137	0	32	507	442	0	0	344	397
Grp Sat Flow(s),veh/h/ln				1795	0	1598	1742	1791	0	0	1791	1598
Q Serve(g_s), s				7.4	0.0	1.8	13.9	0.0	0.0	0.0	10.8	15.0
Cycle Q Clear(g_c), s				7.4	0.0	1.8	13.9	0.0	0.0	0.0	10.8	15.0
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				183	0	163	574	2748	0	0	977	871
V/C Ratio(X)				0.75	0.00	0.20	0.88	0.16	0.00	0.00	0.35	0.46
Avail Cap(c_a), veh/h				429	0	382	742	2748	0	0	977	871
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.93	0.93	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				43.7	0.0	41.2	35.3	0.0	0.0	0.0	12.8	13.8
Incr Delay (d2), s/veh				12.3	0.0	1.3	8.0	0.1	0.0	0.0	1.0	1.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.9	0.0	0.8	5.6	0.0	0.0	0.0	4.1	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				56.0	0.0	42.4	43.3	0.1	0.0	0.0	13.8	15.5
LnGrp LOS				E	A	D	D	A	A	A	B	B
Approach Vol, veh/h					169			949			741	
Approach Delay, s/veh					53.4			23.2			14.7	
Approach LOS					D			C			B	

Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	83.5		22.2	61.3		16.5
Change Period (Y+Rc), s	6.8		* 5.7	6.8		6.3
Max Green Setting (Gmax), s	63.0		* 21	36.0		23.9
Max Q Clear Time (g_c+I1), s	2.0		15.9	17.0		9.4
Green Ext Time (p_c), s	5.3		0.5	8.0		0.9

Intersection Summary	
HCM 6th Ctrl Delay	22.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	0	332	0	0	0	0	778	92	14	457	0
Future Volume (veh/h)	152	0	332	0	0	0	0	778	92	14	457	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	0	1856				0	1885	1885	1870	1870	0
Adj Flow Rate, veh/h	160	0	349				0	819	97	15	481	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	0	3				0	1	1	2	2	0
Cap, veh/h	855	0	392				0	1751	207	36	2209	0
Arrive On Green	0.25	0.00	0.25				0.00	0.54	0.54	0.02	0.62	0.00
Sat Flow, veh/h	3428	0	1572				0	3311	381	1781	3647	0
Grp Volume(v), veh/h	160	0	349				0	456	460	15	481	0
Grp Sat Flow(s),veh/h/ln	1714	0	1572				0	1791	1807	1781	1777	0
Q Serve(g_s), s	3.7	0.0	21.4				0.0	15.6	15.6	0.8	5.9	0.0
Cycle Q Clear(g_c), s	3.7	0.0	21.4				0.0	15.6	15.6	0.8	5.9	0.0
Prop In Lane	1.00		1.00				0.00		0.21	1.00		0.00
Lane Grp Cap(c), veh/h	855	0	392				0	975	984	36	2209	0
V/C Ratio(X)	0.19	0.00	0.89				0.00	0.47	0.47	0.41	0.22	0.00
Avail Cap(c_a), veh/h	957	0	439				0	975	984	237	2209	0
HCM Platoon Ratio	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				0.00	1.00	1.00	0.90	0.90	0.00
Uniform Delay (d), s/veh	29.6	0.0	36.2				0.0	13.9	13.9	48.4	8.3	0.0
Incr Delay (d2), s/veh	0.2	0.0	20.5				0.0	1.6	1.6	2.5	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	10.2				0.0	6.0	6.0	0.4	2.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.8	0.0	56.7				0.0	15.5	15.5	50.9	8.5	0.0
LnGrp LOS	C	A	E				A	B	B	D	A	A
Approach Vol, veh/h		509						916			496	
Approach Delay, s/veh		48.3						15.5			9.8	
Approach LOS		D						B			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	7.7	61.2	31.0	69.0
Change Period (Y+Rc), s	* 5.7	6.8	6.1	6.8
Max Green Setting (Gmax), s	* 13	40.2	27.9	59.2
Max Q Clear Time (g_c+I1), s	2.8	17.6	23.4	7.9
Green Ext Time (p_c), s	0.0	11.7	1.5	5.8

Intersection Summary	
HCM 6th Ctrl Delay	22.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	0	32	7	0	53
Future Vol, veh/h	19	0	32	7	0	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	9	9	12	12
Mvmt Flow	21	0	35	8	0	58

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	97	39	0	0	43	0
Stage 1	39	-	-	-	-	-
Stage 2	58	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.22	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.308	-
Pot Cap-1 Maneuver	907	1038	-	-	1504	-
Stage 1	989	-	-	-	-	-
Stage 2	970	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	907	1038	-	-	1504	-
Mov Cap-2 Maneuver	907	-	-	-	-	-
Stage 1	989	-	-	-	-	-
Stage 2	970	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.1	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	907	1504	-
HCM Lane V/C Ratio	-	-	0.023	-	-
HCM Control Delay (s)	-	-	9.1	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	3.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	85	0	38	19	0	72
Future Vol, veh/h	85	0	38	19	0	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	9	9	12	12
Mvmt Flow	92	0	41	21	0	78

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	130	52	0	0	62	0
Stage 1	52	-	-	-	-	-
Stage 2	78	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.22	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.308	-
Pot Cap-1 Maneuver	869	1021	-	-	1479	-
Stage 1	976	-	-	-	-	-
Stage 2	950	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	869	1021	-	-	1479	-
Mov Cap-2 Maneuver	869	-	-	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	950	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	869	1479	-
HCM Lane V/C Ratio	-	-	0.106	-	-
HCM Control Delay (s)	-	-	9.6	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	57	376	413	16	0	164
Future Vol, veh/h	57	376	413	16	0	164
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	1	1	0	0
Mvmt Flow	62	409	449	17	0	178

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	466	0	-	0	-	233
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.13	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.219	-	-	-	-	3.3
Pot Cap-1 Maneuver	1094	-	-	-	0	775
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1094	-	-	-	-	775
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1094	-	-	-	775
HCM Lane V/C Ratio	0.057	-	-	-	0.23
HCM Control Delay (s)	8.5	-	-	-	11
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.9

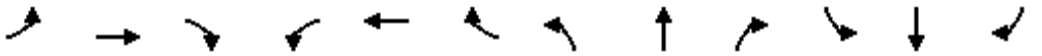
Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	0	10	0	0	0	28	19	0	0	1	15
Future Vol, veh/h	15	0	10	0	0	0	28	19	0	0	1	15
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	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	7	2	7	2	2	2	0	0	2	2	7	7
Mvmt Flow	18	0	12	0	0	0	34	23	0	0	1	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	12	0	0	53	43	6	55	49	1
Stage 1	-	-	-	-	-	-	42	42	-	1	1	-
Stage 2	-	-	-	-	-	-	11	1	-	54	48	-
Critical Hdwy	4.17	-	-	4.12	-	-	7.1	6.5	6.22	7.12	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.57	-
Follow-up Hdwy	2.263	-	-	2.218	-	-	3.5	4	3.318	3.518	4.063	3.363
Pot Cap-1 Maneuver	1589	-	-	1607	-	-	951	853	1077	943	833	1069
Stage 1	-	-	-	-	-	-	978	864	-	1022	885	-
Stage 2	-	-	-	-	-	-	1015	899	-	958	845	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1589	-	-	1607	-	-	926	844	1077	916	824	1069
Mov Cap-2 Maneuver	-	-	-	-	-	-	926	844	-	916	824	-
Stage 1	-	-	-	-	-	-	967	854	-	1011	885	-
Stage 2	-	-	-	-	-	-	996	899	-	922	836	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.4	0	9.3	8.5
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	891	1589	-	-	1607	-	-	1049
HCM Lane V/C Ratio	0.064	0.011	-	-	-	-	-	0.018
HCM Control Delay (s)	9.3	7.3	0	-	0	-	-	8.5
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	45	81	31	89	20	120	472	24	41	390	10
Future Volume (veh/h)	11	45	81	31	89	20	120	472	24	41	390	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
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	1900	1900	1900	1885	1885	1885	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	12	51	92	35	101	23	136	536	27	47	443	11
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	1	1	1	0	0	0	1	1	1
Cap, veh/h	39	153	130	78	135	31	160	3440	1068	88	3211	974
Arrive On Green	0.02	0.08	0.08	0.04	0.09	0.09	0.09	0.66	0.66	0.05	0.62	0.62
Sat Flow, veh/h	1810	1900	1610	1795	1486	338	1810	5187	1610	1795	5147	1561
Grp Volume(v), veh/h	12	51	92	35	0	124	136	536	27	47	443	11
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1795	0	1824	1810	1729	1610	1795	1716	1561
Q Serve(g_s), s	0.9	3.4	7.5	2.6	0.0	9.0	10.0	5.2	0.8	3.5	4.8	0.4
Cycle Q Clear(g_c), s	0.9	3.4	7.5	2.6	0.0	9.0	10.0	5.2	0.8	3.5	4.8	0.4
Prop In Lane	1.00		1.00	1.00		0.19	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	39	153	130	78	0	165	160	3440	1068	88	3211	974
V/C Ratio(X)	0.31	0.33	0.71	0.45	0.00	0.75	0.85	0.16	0.03	0.53	0.14	0.01
Avail Cap(c_a), veh/h	185	612	519	205	0	588	170	3440	1068	196	3211	974
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	1.00	1.00	1.00	0.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.1	58.6	60.5	63.0	0.0	59.9	60.6	8.5	7.8	62.7	10.4	9.6
Incr Delay (d2), s/veh	1.7	1.5	8.3	1.5	0.0	14.1	27.6	0.1	0.0	1.9	0.1	0.0
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	0.4	1.7	3.3	1.2	0.0	4.7	5.7	1.8	0.3	1.6	1.7	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.7	60.1	68.8	64.5	0.0	74.0	88.3	8.6	7.8	64.5	10.5	9.6
LnGrp LOS	E	E	E	E	A	E	F	A	A	E	B	A
Approach Vol, veh/h		155			159			699			501	
Approach Delay, s/veh		65.8			71.9			24.1			15.6	
Approach LOS		E			E			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.2	89.9	9.1	18.7	11.9	95.2	10.4	17.4
Change Period (Y+Rc), s	5.3	5.7	6.2	6.5	5.3	5.7	4.6	6.5
Max Green Setting (Gmax), s	12.7	41.3	13.8	43.5	14.7	39.3	15.4	43.5
Max Q Clear Time (g_c+I1), s	12.0	6.8	2.9	11.0	5.5	7.2	4.6	9.5
Green Ext Time (p_c), s	0.0	6.9	0.0	1.3	0.0	8.4	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	30.6
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	366	113	38	340	166	243	657	96	163	464	31
Future Volume (veh/h)	36	366	113	38	340	166	243	657	96	163	464	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	38	389	120	40	362	177	259	699	102	173	494	33
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	1	1	1
Cap, veh/h	152	573	256	155	607	270	309	2908	902	223	2761	846
Arrive On Green	0.04	0.16	0.16	0.04	0.17	0.17	0.09	0.56	0.56	0.06	0.54	0.54
Sat Flow, veh/h	3510	3610	1610	3510	3610	1607	3510	5187	1609	3483	5147	1576
Grp Volume(v), veh/h	38	389	120	40	362	177	259	699	102	173	494	33
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1607	1755	1729	1609	1742	1716	1576
Q Serve(g_s), s	1.5	14.7	9.8	1.6	13.4	14.9	10.5	9.9	4.3	7.1	7.1	1.4
Cycle Q Clear(g_c), s	1.5	14.7	9.8	1.6	13.4	14.9	10.5	9.9	4.3	7.1	7.1	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	152	573	256	155	607	270	309	2908	902	223	2761	846
V/C Ratio(X)	0.25	0.68	0.47	0.26	0.60	0.66	0.84	0.24	0.11	0.78	0.18	0.04
Avail Cap(c_a), veh/h	470	1090	486	441	1090	486	453	2908	902	449	2761	846
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	1.00	1.00	0.60	0.60	0.60	1.00	1.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	67.1	57.5	55.4	67.0	55.8	56.4	65.1	16.2	14.9	66.8	17.2	15.9
Incr Delay (d2), s/veh	0.3	3.3	3.1	0.2	0.8	2.2	5.9	0.2	0.3	2.2	0.1	0.1
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	0.7	6.9	4.2	0.7	6.0	6.2	4.9	3.8	1.6	3.2	2.8	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.4	60.8	58.6	67.2	56.6	58.6	71.0	16.4	15.2	69.0	17.4	16.0
LnGrp LOS	E	E	E	E	E	E	E	B	B	E	B	B
Approach Vol, veh/h		547			579			1060			700	
Approach Delay, s/veh		60.8			57.9			29.6			30.1	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.1	83.5	11.9	30.6	15.6	87.0	13.2	29.2
Change Period (Y+Rc), s	6.3	5.7	5.6	6.2	6.3	5.7	6.8	6.2
Max Green Setting (Gmax), s	12.8	39.3	19.4	43.8	18.7	39.3	18.2	43.8
Max Q Clear Time (g_c+I1), s	11.9	9.1	3.5	16.9	9.1	11.9	3.6	16.7
Green Ext Time (p_c), s	0.2	7.6	0.0	3.9	0.2	11.3	0.0	5.9

Intersection Summary	
HCM 6th Ctrl Delay	41.3
HCM 6th LOS	D

Intersection	
Intersection Delay, s/veh	12.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	73	30	6	88	99	46	205	6	95	190	2
Future Vol, veh/h	3	73	30	6	88	99	46	205	6	95	190	2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	1	1	1	0	0	0	1	1	1	1	1	1
Mvmt Flow	3	83	34	7	100	113	52	233	7	108	216	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	10.3	11.3	12.7	13.6
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	18%	3%	3%	33%
Vol Thru, %	80%	69%	46%	66%
Vol Right, %	2%	28%	51%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	257	106	193	287
LT Vol	46	3	6	95
Through Vol	205	73	88	190
RT Vol	6	30	99	2
Lane Flow Rate	292	120	219	326
Geometry Grp	1	1	1	1
Degree of Util (X)	0.441	0.196	0.335	0.491
Departure Headway (Hd)	5.435	5.844	5.495	5.421
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	660	611	651	662
Service Time	3.488	3.912	3.554	3.473
HCM Lane V/C Ratio	0.442	0.196	0.336	0.492
HCM Control Delay	12.7	10.3	11.3	13.6
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	2.3	0.7	1.5	2.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	479	81	47	395	85	104	152	72	76	142	13
Future Volume (veh/h)	20	479	81	47	395	85	104	152	72	76	142	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1885	1885	1885	1900	1900	1900	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	22	515	87	51	425	91	112	163	77	82	153	14
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	0	0	0	1	1	1	1	1	1
Cap, veh/h	83	784	349	129	463	392	149	897	760	144	892	756
Arrive On Green	0.05	0.22	0.22	0.07	0.24	0.24	0.08	0.48	0.48	0.08	0.47	0.47
Sat Flow, veh/h	1795	3582	1598	1810	1900	1610	1795	1885	1598	1795	1885	1598
Grp Volume(v), veh/h	22	515	87	51	425	91	112	163	77	82	153	14
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1810	1900	1610	1795	1885	1598	1795	1885	1598
Q Serve(g_s), s	1.5	17.1	5.8	3.5	28.3	5.9	7.9	6.4	3.4	5.7	6.1	0.6
Cycle Q Clear(g_c), s	1.5	17.1	5.8	3.5	28.3	5.9	7.9	6.4	3.4	5.7	6.1	0.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	83	784	349	129	463	392	149	897	760	144	892	756
V/C Ratio(X)	0.26	0.66	0.25	0.40	0.92	0.23	0.75	0.18	0.10	0.57	0.17	0.02
Avail Cap(c_a), veh/h	290	937	418	292	497	421	290	897	760	290	892	756
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)	0.79	0.79	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.8	46.3	42.0	57.7	47.9	39.4	58.3	19.5	18.8	57.6	19.6	18.2
Incr Delay (d2), s/veh	0.5	1.4	0.4	0.7	22.2	0.5	2.8	0.4	0.3	1.3	0.4	0.0
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	0.7	7.5	2.3	1.6	15.7	2.3	3.6	2.9	1.3	2.6	2.7	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.3	47.7	42.4	58.4	70.1	39.9	61.1	20.0	19.0	58.9	20.1	18.3
LnGrp LOS	E	D	D	E	E	D	E	B	B	E	C	B
Approach Vol, veh/h		624			567			352			249	
Approach Delay, s/veh		47.4			64.2			32.9			32.8	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	67.5	10.0	37.7	14.4	67.9	13.3	34.4
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	21.0	34.0	21.0	34.0	21.0	34.0	21.0	34.0
Max Q Clear Time (g_c+I1), s	19.9	8.1	3.5	30.3	7.7	8.4	5.5	19.1
Green Ext Time (p_c), s	0.1	1.1	0.0	1.3	0.1	1.1	0.0	4.2

Intersection Summary	
HCM 6th Ctrl Delay	47.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	479	103	130	385	7	140	44	159	10	24	26
Future Volume (veh/h)	32	479	103	130	385	7	140	44	159	10	24	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1885	1885	1885	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	34	504	108	137	405	7	147	46	167	11	25	27
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	0	0	0	0	0	0	0	0	0
Cap, veh/h	182	640	284	250	712	318	170	1489	664	612	1779	793
Arrive On Green	0.05	0.18	0.18	0.07	0.20	0.20	0.09	0.41	0.41	0.17	0.49	0.49
Sat Flow, veh/h	3483	3582	1592	3510	3610	1610	1810	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	34	504	108	137	405	7	147	46	167	11	25	27
Grp Sat Flow(s),veh/h/ln	1742	1791	1592	1755	1805	1610	1810	1805	1610	1755	1805	1610
Q Serve(g_s), s	1.3	18.8	8.4	5.3	14.2	0.5	11.2	1.1	9.5	0.4	0.5	1.2
Cycle Q Clear(g_c), s	1.3	18.8	8.4	5.3	14.2	0.5	11.2	1.1	9.5	0.4	0.5	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	182	640	284	250	712	318	170	1489	664	612	1779	793
V/C Ratio(X)	0.19	0.79	0.38	0.55	0.57	0.02	0.86	0.03	0.25	0.02	0.01	0.03
Avail Cap(c_a), veh/h	607	870	387	612	877	391	173	1489	664	612	1779	793
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	1.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.5	55.0	50.7	62.9	50.8	45.3	62.5	24.5	27.0	47.9	18.1	18.3
Incr Delay (d2), s/veh	0.2	4.3	1.2	0.7	1.1	0.0	31.5	0.0	0.9	0.1	0.0	0.1
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	0.6	8.6	3.4	2.3	6.4	0.2	6.6	0.5	3.7	0.2	0.2	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.7	59.2	51.9	63.6	51.9	45.3	94.1	24.5	27.9	47.9	18.2	18.4
LnGrp LOS	E	E	D	E	D	D	F	C	C	D	B	B
Approach Vol, veh/h		646			549			360			63	
Approach Delay, s/veh		58.3			54.7			54.5			23.5	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.8	74.7	12.9	33.6	30.0	63.5	15.6	31.0
Change Period (Y+Rc), s	5.6	5.7	5.6	6.0	5.6	5.7	5.6	6.0
Max Green Setting (Gmax), s	13.4	45.3	24.4	34.0	24.4	34.3	24.4	34.0
Max Q Clear Time (g_c+I1), s	10.2	3.2	3.3	16.2	2.4	11.5	7.3	20.8
Green Ext Time (p_c), s	0.0	0.6	0.0	3.1	0.0	1.6	0.2	3.8

Intersection Summary	
HCM 6th Ctrl Delay	54.8
HCM 6th LOS	D



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	74	87	156	372	272	64
Future Volume (veh/h)	74	87	156	372	272	64
Initial Q (Qb), veh	0	0	0	0	0	0
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	1885	1885	1885	1885	1900	1900
Adj Flow Rate, veh/h	91	107	193	459	336	79
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	1	1	1	1	0	0
Cap, veh/h	167	149	230	2818	2209	985
Arrive On Green	0.09	0.09	0.13	0.79	0.61	0.61
Sat Flow, veh/h	1795	1598	1795	3676	3705	1610
Grp Volume(v), veh/h	91	107	193	459	336	79
Grp Sat Flow(s),veh/h/ln	1795	1598	1795	1791	1805	1610
Q Serve(g_s), s	4.1	5.5	8.9	2.7	3.4	1.7
Cycle Q Clear(g_c), s	4.1	5.5	8.9	2.7	3.4	1.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	167	149	230	2818	2209	985
V/C Ratio(X)	0.54	0.72	0.84	0.16	0.15	0.08
Avail Cap(c_a), veh/h	530	472	275	2818	2209	985
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.94	0.94
Uniform Delay (d), s/veh	36.8	37.5	36.2	2.2	7.1	6.7
Incr Delay (d2), s/veh	1.0	2.4	15.4	0.1	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	2.2	4.7	0.4	1.1	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	37.8	39.9	51.7	2.3	7.2	6.9
LnGrp LOS	D	D	D	A	A	A
Approach Vol, veh/h	198			652	415	
Approach Delay, s/veh	38.9			16.9	7.1	
Approach LOS	D			B	A	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	14.9	57.3			72.2	12.8
Change Period (Y+Rc), s	4.0	5.3			5.3	4.9
Max Green Setting (Gmax), s	13.0	32.7			49.7	25.1
Max Q Clear Time (g_c+I1), s	10.9	5.4			4.7	7.5
Green Ext Time (p_c), s	0.1	3.0			3.8	0.3

Intersection Summary		
HCM 6th Ctrl Delay	17.2	
HCM 6th LOS	B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	419	249	43	387	74	124	482	46	43	302	27
Future Volume (veh/h)	22	419	249	43	387	74	124	482	46	43	302	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
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	1900	1900	1900	1885	1885	1885	1885	1885	1885	1900	1900	1900
Adj Flow Rate, veh/h	23	446	265	46	412	79	132	513	49	46	321	29
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	1	1	1	1	1	1	0	0	0
Cap, veh/h	67	480	407	92	503	426	144	1865	813	93	1776	773
Arrive On Green	0.04	0.25	0.25	0.05	0.27	0.27	0.08	0.52	0.52	0.05	0.49	0.49
Sat Flow, veh/h	1810	1900	1610	1795	1885	1596	1795	3582	1562	1810	3610	1572
Grp Volume(v), veh/h	23	446	265	46	412	79	132	513	49	46	321	29
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1795	1885	1596	1795	1791	1562	1810	1805	1572
Q Serve(g_s), s	1.9	34.4	22.1	3.7	30.7	5.7	11.0	12.0	2.3	3.7	7.4	1.4
Cycle Q Clear(g_c), s	1.9	34.4	22.1	3.7	30.7	5.7	11.0	12.0	2.3	3.7	7.4	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	67	480	407	92	503	426	144	1865	813	93	1776	773
V/C Ratio(X)	0.34	0.93	0.65	0.50	0.82	0.19	0.92	0.28	0.06	0.50	0.18	0.04
Avail Cap(c_a), veh/h	374	503	426	335	503	426	144	1865	813	314	1776	773
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	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.4	54.7	50.1	69.3	51.6	42.4	68.5	20.1	17.8	69.3	21.2	19.7
Incr Delay (d2), s/veh	1.1	23.7	4.0	1.6	10.7	0.3	48.0	0.3	0.1	1.5	0.2	0.1
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	0.9	19.2	9.2	1.7	15.7	2.3	6.9	5.0	0.9	1.7	3.2	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.6	78.4	54.1	70.9	62.3	42.7	116.5	20.4	17.9	70.8	21.5	19.8
LnGrp LOS	E	E	D	E	E	D	F	C	B	E	C	B
Approach Vol, veh/h		734			537			694			396	
Approach Delay, s/veh		69.4			60.1			38.5			27.1	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	79.1	9.5	45.4	11.7	83.4	11.7	43.2
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	4.0	5.3	4.0	5.3
Max Green Setting (Gmax), s	12.0	51.7	31.0	36.7	26.0	37.7	28.0	39.7
Max Q Clear Time (g_c+I1), s	13.0	9.4	3.9	32.7	5.7	14.0	5.7	36.4
Green Ext Time (p_c), s	0.0	3.3	0.0	1.3	0.0	5.0	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	51.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	346	175	36	304	77	146	640	67	77	524	13
Future Volume (veh/h)	15	346	175	36	304	77	146	640	67	77	524	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
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	1885	1885	1885	1885	1885	1885	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	16	376	190	39	330	84	159	696	73	84	570	14
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, %	1	1	1	1	1	1	0	0	0	0	0	0
Cap, veh/h	61	422	357	107	470	398	186	1548	162	164	1651	41
Arrive On Green	0.03	0.22	0.22	0.06	0.25	0.25	0.10	0.47	0.47	0.09	0.46	0.46
Sat Flow, veh/h	1795	1885	1595	1795	1885	1598	1810	3290	345	1810	3598	88
Grp Volume(v), veh/h	16	376	190	39	330	84	159	382	387	84	286	298
Grp Sat Flow(s),veh/h/ln	1795	1885	1595	1795	1885	1598	1810	1805	1829	1810	1805	1882
Q Serve(g_s), s	1.1	24.2	13.1	2.6	19.9	5.2	10.8	17.7	17.8	5.5	12.7	12.7
Cycle Q Clear(g_c), s	1.1	24.2	13.1	2.6	19.9	5.2	10.8	17.7	17.8	5.5	12.7	12.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.19	1.00		0.05
Lane Grp Cap(c), veh/h	61	422	357	107	470	398	186	850	861	164	828	863
V/C Ratio(X)	0.26	0.89	0.53	0.37	0.70	0.21	0.86	0.45	0.45	0.51	0.34	0.35
Avail Cap(c_a), veh/h	158	593	502	158	593	502	261	850	861	232	828	863
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	58.8	47.0	42.7	56.5	42.7	37.2	55.2	22.2	22.2	54.2	21.7	21.8
Incr Delay (d2), s/veh	0.8	10.7	0.8	0.8	2.8	0.3	13.4	1.7	1.7	0.9	1.1	1.1
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	0.5	12.3	5.1	1.2	9.4	2.0	5.5	7.6	7.7	2.5	5.4	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.7	57.7	43.6	57.3	45.6	37.5	68.6	23.9	23.9	55.1	22.8	22.8
LnGrp LOS	E	E	D	E	D	D	E	C	C	E	C	C
Approach Vol, veh/h		582			453			928			668	
Approach Delay, s/veh		53.2			45.1			31.6			26.9	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.8	63.1	8.3	36.8	15.4	64.5	11.4	33.7
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	4.0	5.7	4.0	5.7
Max Green Setting (Gmax), s	12.8	37.3	11.0	39.3	16.0	39.3	11.0	39.3
Max Q Clear Time (g_c+I1), s	12.8	14.7	3.1	21.9	7.5	19.8	4.6	26.2
Green Ext Time (p_c), s	0.1	3.1	0.0	2.0	0.0	4.8	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	37.5
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1660	529	0	1455	597	0	0	0	66	0	342
Future Volume (veh/h)	0	1660	529	0	1455	597	0	0	0	66	0	342
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1885	1885	0	1885	1885				1885	0	1885
Adj Flow Rate, veh/h	0	1677	534	0	1753	0				67	0	345
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	1	1	0	1	1				1	0	1
Cap, veh/h	0	3260	803	0	3791					570	0	460
Arrive On Green	0.00	0.50	0.50	0.00	0.50	0.00				0.16	0.00	0.16
Sat Flow, veh/h	0	6749	1598	0	7541	1598				3483	0	2812
Grp Volume(v), veh/h	0	1677	534	0	1753	0				67	0	345
Grp Sat Flow(s),veh/h/ln	0	1621	1598	0	1885	1598				1742	0	1406
Q Serve(g_s), s	0.0	22.9	33.0	0.0	19.9	0.0				2.2	0.0	15.4
Cycle Q Clear(g_c), s	0.0	22.9	33.0	0.0	19.9	0.0				2.2	0.0	15.4
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3260	803	0	3791					570	0	460
V/C Ratio(X)	0.00	0.51	0.66	0.00	0.46					0.12	0.00	0.75
Avail Cap(c_a), veh/h	0	3341	823	0	3885					1317	0	1063
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.94	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	22.0	24.5	0.0	21.3	0.0				47.1	0.0	52.6
Incr Delay (d2), s/veh	0.0	0.6	4.3	0.0	0.4	0.0				0.2	0.0	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.4	12.7	0.0	8.5	0.0				1.0	0.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.6	28.8	0.0	21.6	0.0				47.3	0.0	58.6
LnGrp LOS	A	C	C	A	C					D	A	E
Approach Vol, veh/h		2211			1753						412	
Approach Delay, s/veh		24.1			21.6						56.8	
Approach LOS		C			C						E	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	73.2	28.9	73.2
Change Period (Y+Rc), s	6.8	7.3	6.8
Max Green Setting (Gmax), s	68.0	49.9	68.0
Max Q Clear Time (g_c+I1), s	35.0	17.4	21.9
Green Ext Time (p_c), s	31.4	4.2	40.0

Intersection Summary	
HCM 6th Ctrl Delay	26.2
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1366	360	0	1555	184	497	0	738	0	0	0
Future Volume (veh/h)	0	1366	360	0	1555	184	497	0	738	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1885	1885	0	1885	1885	1885	0	1885			
Adj Flow Rate, veh/h	0	1408	0	0	1603	190	512	0	761			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	1	1	0	1	1	1	0	1			
Cap, veh/h	0	2930		0	4346	909	1651	0	917			
Arrive On Green	0.00	0.57	0.00	0.00	0.57	0.57	0.33	0.00	0.33			
Sat Flow, veh/h	0	5316	1598	0	7993	1598	5063	0	2812			
Grp Volume(v), veh/h	0	1408	0	0	1603	190	512	0	761			
Grp Sat Flow(s),veh/h/ln	0	1716	1598	0	1527	1598	1688	0	1406			
Q Serve(g_s), s	0.0	21.1	0.0	0.0	14.9	7.6	9.9	0.0	32.5			
Cycle Q Clear(g_c), s	0.0	21.1	0.0	0.0	14.9	7.6	9.9	0.0	32.5			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2930		0	4346	909	1651	0	917			
V/C Ratio(X)	0.00	0.48		0.00	0.37	0.21	0.31	0.00	0.83			
Avail Cap(c_a), veh/h	0	2930		0	4346	909	1651	0	917			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.95	0.00	0.00	0.63	0.63	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	16.6	0.0	0.0	15.3	13.7	32.8	0.0	40.5			
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.2	0.3	0.5	0.0	8.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	7.9	0.0	0.0	4.9	2.7	4.1	0.0	12.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.1	0.0	0.0	15.4	14.0	33.3	0.0	49.1			
LnGrp LOS	A	B		A	B	B	C	A	D			
Approach Vol, veh/h		1408			1793			1273				
Approach Delay, s/veh		17.1			15.3			42.7				
Approach LOS		B			B			D				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		80.8				80.8		49.2				
Change Period (Y+Rc), s		6.8				6.8		6.8				
Max Green Setting (Gmax), s		74.0				74.0		42.4				
Max Q Clear Time (g_c+I1), s		23.1				16.9		34.5				
Green Ext Time (p_c), s		36.7				47.7		5.7				

Intersection Summary	
HCM 6th Ctrl Delay	23.7
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	434	1368	302	316	1062	136	350	413	276	273	268	327
Future Volume (veh/h)	434	1368	302	316	1062	136	350	413	276	273	268	327
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
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	1885	1885	1885	1885	1885	1885	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	452	1425	315	329	1106	142	365	430	288	284	279	341
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	1	1	1
Cap, veh/h	498	1952	606	378	1775	551	416	955	436	334	1305	703
Arrive On Green	0.14	0.38	0.38	0.11	0.34	0.34	0.12	0.28	0.28	0.10	0.25	0.25
Sat Flow, veh/h	3483	5147	1598	3483	5147	1596	3510	3458	1579	3483	5147	2773
Grp Volume(v), veh/h	452	1425	315	329	1106	142	365	430	288	284	279	341
Grp Sat Flow(s),veh/h/ln	1742	1716	1598	1742	1716	1596	1755	1729	1579	1742	1716	1387
Q Serve(g_s), s	19.8	36.8	23.6	14.4	27.8	9.9	15.9	15.9	25.0	12.4	6.6	16.2
Cycle Q Clear(g_c), s	19.8	36.8	23.6	14.4	27.8	9.9	15.9	15.9	25.0	12.4	6.6	16.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	498	1952	606	378	1775	551	416	955	436	334	1305	703
V/C Ratio(X)	0.91	0.73	0.52	0.87	0.62	0.26	0.88	0.45	0.66	0.85	0.21	0.48
Avail Cap(c_a), veh/h	562	1952	606	562	1775	551	679	955	436	674	1305	703
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)	0.78	0.78	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.4	41.3	37.2	68.0	42.4	36.5	67.2	46.4	49.7	69.0	45.7	49.2
Incr Delay (d2), s/veh	13.5	1.9	2.5	6.8	1.7	1.1	4.2	1.5	7.6	2.4	0.4	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	9.6	15.6	9.5	6.7	11.8	4.0	7.2	7.0	10.6	5.6	2.9	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.9	43.2	39.7	74.8	44.0	37.6	71.4	47.9	57.3	71.3	46.0	51.6
LnGrp LOS	E	D	D	E	D	D	E	D	E	E	D	D
Approach Vol, veh/h		2192			1577			1083			904	
Approach Delay, s/veh		50.1			49.9			58.3			56.1	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.1	59.5	19.9	48.5	21.8	64.8	23.4	45.0
Change Period (Y+Rc), s	5.0	6.0	5.0	5.7	5.0	6.0	5.0	5.7
Max Green Setting (Gmax), s	25.0	39.0	30.0	39.3	25.0	39.0	30.0	39.3
Max Q Clear Time (g_c+I1), s	21.8	29.8	14.4	27.0	16.4	38.8	17.9	18.2
Green Ext Time (p_c), s	0.3	4.4	0.4	2.3	0.4	0.1	0.5	3.4

Intersection Summary	
HCM 6th Ctrl Delay	52.5
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	183	200	0	0	0
Future Vol, veh/h	0	183	200	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	201	220	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	220	0	-	0	421	220
Stage 1	-	-	-	-	220	-
Stage 2	-	-	-	-	201	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1361	-	-	-	593	825
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	838	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1361	-	-	-	593	825
Mov Cap-2 Maneuver	-	-	-	-	593	-
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	838	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1361	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	62
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	84	492	70	50	385	31	80	25	67	19	43	54
Future Vol, veh/h	84	492	70	50	385	31	80	25	67	19	43	54
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	1	1	1	0	0	0	0	0	0	0	0	0
Mvmt Flow	89	523	74	53	410	33	85	27	71	20	46	57
Number of Lanes	0	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	107.6	28.4	14.9	13.4
HCM LOS	F	D	B	B

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	47%	13%	100%	0%	16%
Vol Thru, %	15%	76%	0%	93%	37%
Vol Right, %	39%	11%	0%	7%	47%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	172	646	50	416	116
LT Vol	80	84	50	0	19
Through Vol	25	492	0	385	43
RT Vol	67	70	0	31	54
Lane Flow Rate	183	687	53	443	123
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.364	1.148	0.103	0.793	0.25
Departure Headway (Hd)	7.6	6.012	7.314	6.749	7.786
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	476	598	493	540	464
Service Time	5.6	4.092	5.014	4.449	5.786
HCM Lane V/C Ratio	0.384	1.149	0.108	0.82	0.265
HCM Control Delay	14.9	107.6	10.9	30.5	13.4
HCM Lane LOS	B	F	B	D	B
HCM 95th-tile Q	1.6	22.3	0.3	7.5	1

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	1	3	8	3	12	0	170	7	2	163	1
Future Vol, veh/h	1	1	3	8	3	12	0	170	7	2	163	1
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	9	9	9	0	0	0	0	0	0	1	1	1
Mvmt Flow	1	1	3	9	3	14	0	198	8	2	190	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	406	401	191	399	397	202	191	0	0	206	0	0
Stage 1	195	195	-	202	202	-	-	-	-	-	-	-
Stage 2	211	206	-	197	195	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.1	6.5	6.2	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.5	4	3.3	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	543	527	833	565	544	844	1395	-	-	1371	-	-
Stage 1	791	726	-	805	738	-	-	-	-	-	-	-
Stage 2	775	718	-	809	743	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	531	526	833	561	543	844	1395	-	-	1371	-	-
Mov Cap-2 Maneuver	531	526	-	561	543	-	-	-	-	-	-	-
Stage 1	791	725	-	805	738	-	-	-	-	-	-	-
Stage 2	759	718	-	803	742	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.4	10.5	0	0.1
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1395	-	-	677	676	1371	-	-
HCM Lane V/C Ratio	-	-	-	0.009	0.04	0.002	-	-
HCM Control Delay (s)	0	-	-	10.4	10.5	7.6	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	44.4
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	364	74	32	337	15	115	148	35	17	120	40
Future Vol, veh/h	24	364	74	32	337	15	115	148	35	17	120	40
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	1	1	1
Mvmt Flow	28	418	85	37	387	17	132	170	40	20	138	46
Number of Lanes	1	2	0	1	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	3
HCM Control Delay	25.9	80.1	39	24.7
HCM LOS	D	F	E	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	44%	0%	100%	0%	0%	100%	0%	10%
Vol Thru, %	56%	0%	0%	100%	62%	0%	96%	68%
Vol Right, %	0%	100%	0%	0%	38%	0%	4%	23%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	263	35	24	243	195	32	352	177
LT Vol	115	0	24	0	0	32	0	17
Through Vol	148	0	0	243	121	0	337	120
RT Vol	0	35	0	0	74	0	15	40
Lane Flow Rate	302	40	28	279	225	37	405	203
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.803	0.096	0.073	0.694	0.542	0.1	1.036	0.554
Departure Headway (Hd)	9.84	8.885	9.75	9.229	8.952	9.775	9.219	10.106
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	372	406	370	393	406	369	397	360
Service Time	7.54	6.585	7.45	6.929	6.652	7.475	6.919	7.806
HCM Lane V/C Ratio	0.812	0.099	0.076	0.71	0.554	0.1	1.02	0.564
HCM Control Delay	42.5	12.5	13.2	30.4	21.8	13.6	86.1	24.7
HCM Lane LOS	E	B	B	D	C	B	F	C
HCM 95th-tile Q	6.9	0.3	0.2	5.1	3.1	0.3	13.2	3.2

Intersection	
Intersection Delay, s/veh	9.5
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	3	180	4	4	1	165	79	3	1	59	5
Future Vol, veh/h	7	3	180	4	4	1	165	79	3	1	59	5
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	2	2	2
Mvmt Flow	8	4	212	5	5	1	194	93	4	1	69	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.8	8.2	10.4	8.3
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	67%	4%	44%	2%
Vol Thru, %	32%	2%	44%	91%
Vol Right, %	1%	95%	11%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	247	190	9	65
LT Vol	165	7	4	1
Through Vol	79	3	4	59
RT Vol	3	180	1	5
Lane Flow Rate	291	224	11	76
Geometry Grp	1	1	1	1
Degree of Util (X)	0.373	0.262	0.015	0.101
Departure Headway (Hd)	4.627	4.225	5.061	4.745
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	776	849	705	753
Service Time	2.664	2.253	3.107	2.788
HCM Lane V/C Ratio	0.375	0.264	0.016	0.101
HCM Control Delay	10.4	8.8	8.2	8.3
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	1.7	1.1	0	0.3

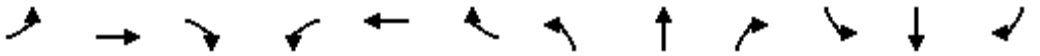
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	17	9	238	238	6
Future Vol, veh/h	5	17	9	238	238	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	2	2
Mvmt Flow	6	19	10	264	264	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	552	268	271	0	-	0
Stage 1	268	-	-	-	-	-
Stage 2	284	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	498	776	1304	-	-	-
Stage 1	782	-	-	-	-	-
Stage 2	769	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	494	776	1304	-	-	-
Mov Cap-2 Maneuver	494	-	-	-	-	-
Stage 1	775	-	-	-	-	-
Stage 2	769	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1304	-	687	-	-
HCM Lane V/C Ratio	0.008	-	0.036	-	-
HCM Control Delay (s)	7.8	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	291	75	47	265	128	163	119	73	110	123	14
Future Volume (veh/h)	23	291	75	47	265	128	163	119	73	110	123	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	24	306	79	49	279	135	172	125	77	116	129	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	61	573	256	83	326	276	195	1103	934	139	917	107
Arrive On Green	0.03	0.16	0.16	0.05	0.17	0.17	0.11	0.59	0.59	0.08	0.55	0.55
Sat Flow, veh/h	1795	3582	1598	1795	1885	1598	1795	1885	1597	1795	1658	193
Grp Volume(v), veh/h	24	306	79	49	279	135	172	125	77	116	0	144
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1795	1885	1598	1795	1885	1597	1795	0	1850
Q Serve(g_s), s	2.0	11.8	6.6	4.0	21.6	11.5	14.2	4.4	3.2	9.6	0.0	5.7
Cycle Q Clear(g_c), s	2.0	11.8	6.6	4.0	21.6	11.5	14.2	4.4	3.2	9.6	0.0	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	61	573	256	83	326	276	195	1103	934	139	0	1024
V/C Ratio(X)	0.40	0.53	0.31	0.59	0.86	0.49	0.88	0.11	0.08	0.84	0.00	0.14
Avail Cap(c_a), veh/h	371	812	362	371	427	362	371	1103	934	371	0	1024
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	71.0	57.9	55.7	70.1	60.3	56.1	65.9	13.8	13.6	68.3	0.0	16.2
Incr Delay (d2), s/veh	1.6	1.4	1.3	2.4	15.6	2.5	5.0	0.2	0.2	5.0	0.0	0.3
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	0.9	5.4	2.7	1.9	11.4	4.8	6.7	1.9	1.2	4.5	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.5	59.3	56.9	72.6	75.9	58.6	70.8	14.0	13.7	73.3	0.0	16.5
LnGrp LOS	E	E	E	E	E	E	E	B	B	E	A	B
Approach Vol, veh/h		409			463			374			260	
Approach Delay, s/veh		59.6			70.5			40.1			41.8	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.3	88.7	9.1	31.9	15.6	93.5	11.0	30.0
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0
Max Green Setting (Gmax), s	31.0	34.3	31.0	34.0	31.0	34.3	31.0	34.0
Max Q Clear Time (g_c+I1), s	16.2	7.7	4.0	23.6	11.6	6.4	6.0	13.8
Green Ext Time (p_c), s	0.2	0.7	0.0	2.3	0.1	0.8	0.0	3.5

Intersection Summary	
HCM 6th Ctrl Delay	55.0
HCM 6th LOS	E

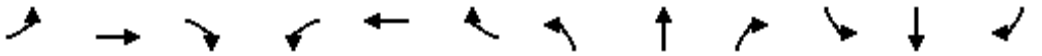
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	3	5	5	7	15	9	363	13	9	258	6
Future Vol, veh/h	3	3	5	5	7	15	9	363	13	9	258	6
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	-	-	-	-	-	-	100	-	-	260	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	9	9	9	4	4	4	1	1	1	2	2	2
Mvmt Flow	3	3	5	5	7	16	9	378	14	9	269	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	702	697	269	697	696	385	275	0	0	392	0	0
Stage 1	287	287	-	403	403	-	-	-	-	-	-	-
Stage 2	415	410	-	294	293	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.14	6.54	6.24	4.11	-	-	4.12	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.536	4.036	3.336	2.209	-	-	2.218	-	-
Pot Cap-1 Maneuver	344	356	753	353	363	658	1294	-	-	1167	-	-
Stage 1	706	662	-	620	596	-	-	-	-	-	-	-
Stage 2	601	584	-	710	667	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	327	351	753	344	358	658	1294	-	-	1167	-	-
Mov Cap-2 Maneuver	327	351	-	344	358	-	-	-	-	-	-	-
Stage 1	701	657	-	616	592	-	-	-	-	-	-	-
Stage 2	575	580	-	696	662	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.2	13.1	0.2	0.3
HCM LOS	B	B		

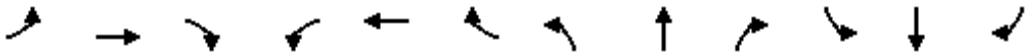
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1294	-	-	452	475	1167	-	-
HCM Lane V/C Ratio	0.007	-	-	0.025	0.059	0.008	-	-
HCM Control Delay (s)	7.8	-	-	13.2	13.1	8.1	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	269	114	37	222	37	163	320	62	36	209	36
Future Volume (veh/h)	30	269	114	37	222	37	163	320	62	36	209	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1900	1900	1900	1885	1885	1885	1885	1885	1885	1856	1856	1856
Adj Flow Rate, veh/h	33	296	125	41	244	41	179	352	68	40	230	40
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	1	1	1	1	1	1	3	3	3
Cap, veh/h	42	400	165	53	314	266	195	1180	1000	51	1015	860
Arrive On Green	0.02	0.16	0.16	0.03	0.17	0.17	0.11	0.63	0.63	0.03	0.55	0.55
Sat Flow, veh/h	1810	2492	1028	1795	1885	1598	1795	1885	1598	1767	1856	1572
Grp Volume(v), veh/h	33	213	208	41	244	41	179	352	68	40	230	40
Grp Sat Flow(s),veh/h/ln	1810	1805	1715	1795	1885	1598	1795	1885	1598	1767	1856	1572
Q Serve(g_s), s	2.2	13.4	13.9	2.7	14.9	2.6	11.8	10.3	2.0	2.7	7.7	1.4
Cycle Q Clear(g_c), s	2.2	13.4	13.9	2.7	14.9	2.6	11.8	10.3	2.0	2.7	7.7	1.4
Prop In Lane	1.00		0.60	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	42	290	275	53	314	266	195	1180	1000	51	1015	860
V/C Ratio(X)	0.78	0.73	0.76	0.78	0.78	0.15	0.92	0.30	0.07	0.78	0.23	0.05
Avail Cap(c_a), veh/h	271	522	496	269	545	462	195	1180	1000	280	1015	860
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	1.00	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	58.3	47.9	48.1	57.8	47.9	42.8	53.0	10.3	8.8	57.9	14.1	12.6
Incr Delay (d2), s/veh	11.1	5.6	6.6	8.7	3.6	0.2	42.0	0.6	0.1	9.2	0.5	0.1
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	1.1	6.3	6.3	1.3	7.1	1.0	7.5	4.1	0.7	1.3	3.1	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.4	53.6	54.8	66.5	51.4	43.0	95.0	11.0	8.9	67.1	14.6	12.7
LnGrp LOS	E	D	D	E	D	D	F	B	A	E	B	B
Approach Vol, veh/h		454			326			599			310	
Approach Delay, s/veh		55.3			52.3			35.8			21.1	
Approach LOS		E			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	70.9	6.8	25.3	7.5	80.4	7.5	24.5
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	4.0	5.3	4.0	5.3
Max Green Setting (Gmax), s	13.0	35.7	18.0	34.7	19.0	29.7	18.0	34.7
Max Q Clear Time (g_c+I1), s	13.8	9.7	4.2	16.9	4.7	12.3	4.7	15.9
Green Ext Time (p_c), s	0.0	1.5	0.0	1.1	0.0	2.3	0.0	3.3

Intersection Summary	
HCM 6th Ctrl Delay	41.5
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	159	0	15	430	788	0	0	403	183
Future Volume (veh/h)	0	0	0	159	0	15	430	788	0	0	403	183
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1856	0	1856	1885	1885	0	0	1885	1885
Adj Flow Rate, veh/h				167	0	16	453	829	0	0	424	193
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				3	0	3	1	1	0	0	1	1
Cap, veh/h				212	0	188	517	2683	0	0	1305	588
Arrive On Green				0.12	0.00	0.12	0.30	1.00	0.00	0.00	0.54	0.54
Sat Flow, veh/h				1767	0	1572	3483	3676	0	0	2494	1081
Grp Volume(v), veh/h				167	0	16	453	829	0	0	315	302
Grp Sat Flow(s),veh/h/ln				1767	0	1572	1742	1791	0	0	1791	1691
Q Serve(g_s), s				9.2	0.0	0.9	12.4	0.0	0.0	0.0	9.8	9.9
Cycle Q Clear(g_c), s				9.2	0.0	0.9	12.4	0.0	0.0	0.0	9.8	9.9
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.64
Lane Grp Cap(c), veh/h				212	0	188	517	2683	0	0	973	919
V/C Ratio(X)				0.79	0.00	0.08	0.88	0.31	0.00	0.00	0.32	0.33
Avail Cap(c_a), veh/h				422	0	376	707	2683	0	0	973	919
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.79	0.79	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				42.8	0.0	39.1	34.3	0.0	0.0	0.0	12.6	12.7
Incr Delay (d2), s/veh				12.9	0.0	0.4	5.9	0.2	0.0	0.0	0.9	1.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.7	0.0	0.4	4.6	0.1	0.0	0.0	3.7	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				55.7	0.0	39.5	40.2	0.2	0.0	0.0	13.5	13.6
LnGrp LOS				E	A	D	D	A	A	A	B	B
Approach Vol, veh/h					183			1282			617	
Approach Delay, s/veh					54.3			14.4			13.6	
Approach LOS					D			B			B	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		81.7			20.6	61.2		18.3				
Change Period (Y+Rc), s		6.8			* 5.7	6.8		6.3				
Max Green Setting (Gmax), s		63.0			* 20	37.0		23.9				
Max Q Clear Time (g_c+I1), s		2.0			14.4	11.9		11.2				
Green Ext Time (p_c), s		11.9			0.5	7.4		0.9				

Intersection Summary		
HCM 6th Ctrl Delay	17.6	
HCM 6th LOS	B	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	347	0	585	0	0	0	0	871	294	23	538	0
Future Volume (veh/h)	347	0	585	0	0	0	0	871	294	23	538	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870				0	1885	1885	1870	1870	0
Adj Flow Rate, veh/h	361	0	609				0	907	306	24	560	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	2				0	1	1	2	2	0
Cap, veh/h	1006	0	461				0	1300	437	52	2061	0
Arrive On Green	0.29	0.00	0.29				0.00	0.49	0.49	0.02	0.39	0.00
Sat Flow, veh/h	3456	0	1585				0	2726	885	1781	3647	0
Grp Volume(v), veh/h	361	0	609				0	616	597	24	560	0
Grp Sat Flow(s),veh/h/ln	1728	0	1585				0	1791	1726	1781	1777	0
Q Serve(g_s), s	8.3	0.0	29.1				0.0	26.5	26.8	1.3	10.8	0.0
Cycle Q Clear(g_c), s	8.3	0.0	29.1				0.0	26.5	26.8	1.3	10.8	0.0
Prop In Lane	1.00		1.00				0.00		0.51	1.00		0.00
Lane Grp Cap(c), veh/h	1006	0	461				0	884	852	52	2061	0
V/C Ratio(X)	0.36	0.00	1.32				0.00	0.70	0.70	0.46	0.27	0.00
Avail Cap(c_a), veh/h	1006	0	461				0	884	852	201	2061	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	0.67	0.67	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.92	0.92	0.00
Uniform Delay (d), s/veh	28.1	0.0	35.4				0.0	19.5	19.6	48.2	16.1	0.0
Incr Delay (d2), s/veh	0.5	0.0	158.8				0.0	4.5	4.8	2.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	31.1				0.0	11.0	10.7	0.6	4.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.5	0.0	194.2				0.0	24.1	24.4	50.4	16.4	0.0
LnGrp LOS	C	A	F				A	C	C	D	B	A
Approach Vol, veh/h		970						1213			584	
Approach Delay, s/veh		132.5						24.2			17.8	
Approach LOS		F						C			B	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	8.6	56.2	35.2	64.8
Change Period (Y+Rc), s	* 5.7	6.8	6.1	6.8
Max Green Setting (Gmax), s	* 11	41.0	29.1	58.0
Max Q Clear Time (g_c+I1), s	10.3	28.8	31.1	12.8
Green Ext Time (p_c), s	0.0	9.5	0.0	6.9

Intersection Summary	
HCM 6th Ctrl Delay	60.8
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	0	58	21	0	45
Future Vol, veh/h	13	0	58	21	0	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	0	63	23	0	49

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	124	75	0	0	86	0
Stage 1	75	-	-	-	-	-
Stage 2	49	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	876	992	-	-	1523	-
Stage 1	953	-	-	-	-	-
Stage 2	979	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	876	992	-	-	1523	-
Mov Cap-2 Maneuver	876	-	-	-	-	-
Stage 1	953	-	-	-	-	-
Stage 2	979	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	876	1523	-
HCM Lane V/C Ratio	-	-	0.016	-	-
HCM Control Delay (s)	-	-	9.2	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	57	0	80	61	0	58
Future Vol, veh/h	57	0	80	61	0	58
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	62	0	87	66	0	63

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	183	120	0	0	153	0
Stage 1	120	-	-	-	-	-
Stage 2	63	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	811	937	-	-	1440	-
Stage 1	910	-	-	-	-	-
Stage 2	965	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	811	937	-	-	1440	-
Mov Cap-2 Maneuver	811	-	-	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	965	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	811	1440	-
HCM Lane V/C Ratio	-	-	0.076	-	-
HCM Control Delay (s)	-	-	9.8	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	186	392	356	54	0	110
Future Vol, veh/h	186	392	356	54	0	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	0	0	0	0
Mvmt Flow	202	426	387	59	0	120

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	446	0	-	0	-	223
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.115	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2095	-	-	-	-	3.3
Pot Cap-1 Maneuver	1119	-	-	-	0	787
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1119	-	-	-	-	787
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1119	-	-	-	787
HCM Lane V/C Ratio	0.181	-	-	-	0.152
HCM Control Delay (s)	8.9	-	-	-	10.4
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.7	-	-	-	0.5

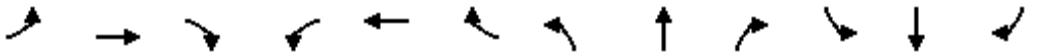
Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	0	32	0	0	0	19	13	0	0	4	12
Future Vol, veh/h	13	0	32	0	0	0	19	13	0	0	4	12
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	62	62	62	62	62	62	62	62	62	62	62	62
Heavy Vehicles, %	0	2	0	2	2	2	0	0	2	2	0	0
Mvmt Flow	21	0	52	0	0	0	31	21	0	0	6	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2	0	0	52	0	0	83	70	26	81	96	2
Stage 1	-	-	-	-	-	-	68	68	-	2	2	-
Stage 2	-	-	-	-	-	-	15	2	-	79	94	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.1	6.5	6.22	7.12	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.5	4	3.318	3.518	4	3.3
Pot Cap-1 Maneuver	1634	-	-	1554	-	-	909	824	1050	907	798	1088
Stage 1	-	-	-	-	-	-	947	842	-	1021	898	-
Stage 2	-	-	-	-	-	-	1010	898	-	930	821	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1634	-	-	1554	-	-	878	813	1050	881	788	1088
Mov Cap-2 Maneuver	-	-	-	-	-	-	878	813	-	881	788	-
Stage 1	-	-	-	-	-	-	935	831	-	1008	898	-
Stage 2	-	-	-	-	-	-	985	898	-	895	810	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.1	0	9.5	8.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	850	1634	-	-	1554	-	-	993
HCM Lane V/C Ratio	0.061	0.013	-	-	-	-	-	0.026
HCM Control Delay (s)	9.5	7.2	0	-	0	-	-	8.7
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	133	238	21	138	58	130	775	19	49	770	75
Future Volume (veh/h)	69	133	238	21	138	58	130	775	19	49	770	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.97
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	1856	1856	1856	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	87	168	301	27	175	73	165	981	24	62	975	95
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	2	2	2	3	3	3	2	2	2	1	1	1
Cap, veh/h	108	402	341	67	224	93	189	2707	840	96	2459	742
Arrive On Green	0.06	0.21	0.21	0.04	0.18	0.18	0.11	0.53	0.53	0.05	0.48	0.48
Sat Flow, veh/h	1781	1870	1585	1767	1243	519	1781	5106	1585	1795	5147	1554
Grp Volume(v), veh/h	87	168	301	27	0	248	165	981	24	62	975	95
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1767	0	1762	1781	1702	1585	1795	1716	1554
Q Serve(g_s), s	6.5	10.5	24.8	2.0	0.0	18.1	12.3	15.1	1.0	4.6	16.5	4.6
Cycle Q Clear(g_c), s	6.5	10.5	24.8	2.0	0.0	18.1	12.3	15.1	1.0	4.6	16.5	4.6
Prop In Lane	1.00		1.00	1.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	108	402	341	67	0	317	189	2707	840	96	2459	742
V/C Ratio(X)	0.80	0.42	0.88	0.40	0.00	0.78	0.87	0.36	0.03	0.65	0.40	0.13
Avail Cap(c_a), veh/h	182	603	511	202	0	568	194	2707	840	196	2459	742
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	1.00	1.00	1.00	0.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.6	45.7	51.4	63.5	0.0	52.8	59.5	18.4	15.1	62.6	22.7	19.6
Incr Delay (d2), s/veh	5.1	0.8	12.7	1.5	0.0	9.1	27.5	0.3	0.1	2.7	0.5	0.4
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	3.1	4.9	10.9	0.9	0.0	8.7	6.9	5.7	0.4	2.1	6.4	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.7	46.5	64.0	64.9	0.0	61.9	87.0	18.8	15.2	65.3	23.2	20.0
LnGrp LOS	E	D	E	E	A	E	F	B	B	E	C	B
Approach Vol, veh/h		556			275			1170			1132	
Approach Delay, s/veh		59.3			62.2			28.3			25.2	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.6	70.2	14.4	30.8	12.5	77.3	9.7	35.5
Change Period (Y+Rc), s	5.3	5.7	6.2	6.5	5.3	5.7	4.6	6.5
Max Green Setting (Gmax), s	14.7	39.3	13.8	43.5	14.7	39.3	15.4	43.5
Max Q Clear Time (g_c+I1), s	14.3	18.5	8.5	20.1	6.6	17.1	4.0	26.8
Green Ext Time (p_c), s	0.0	12.9	0.0	2.6	0.0	13.0	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	35.7
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	406	150	297	618	244	185	872	213	251	1270	201
Future Volume (veh/h)	107	406	150	297	618	244	185	872	213	251	1270	201
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
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	1856	1856	1856	1856	1856	1856	1885	1885	1885
Adj Flow Rate, veh/h	122	461	170	338	702	277	210	991	242	285	1443	228
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	2	2	2	3	3	3	3	3	3	1	1	1
Cap, veh/h	189	662	295	384	888	395	259	2195	681	334	2335	713
Arrive On Green	0.05	0.19	0.19	0.11	0.25	0.25	0.08	0.43	0.43	0.10	0.45	0.45
Sat Flow, veh/h	3456	3554	1585	3428	3526	1571	3428	5066	1571	3483	5147	1572
Grp Volume(v), veh/h	122	461	170	338	702	277	210	991	242	285	1443	228
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1714	1763	1571	1714	1689	1571	1742	1716	1572
Q Serve(g_s), s	5.0	17.6	14.2	14.1	27.0	23.2	8.7	20.0	15.0	11.7	30.9	13.4
Cycle Q Clear(g_c), s	5.0	17.6	14.2	14.1	27.0	23.2	8.7	20.0	15.0	11.7	30.9	13.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	189	662	295	384	888	395	259	2195	681	334	2335	713
V/C Ratio(X)	0.64	0.70	0.58	0.88	0.79	0.70	0.81	0.45	0.36	0.85	0.62	0.32
Avail Cap(c_a), veh/h	462	1073	479	430	1065	474	442	2195	681	449	2335	713
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	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	67.1	55.2	53.8	63.4	50.7	49.3	66.0	28.9	27.5	64.5	30.1	25.3
Incr Delay (d2), s/veh	1.4	3.1	4.1	1.8	0.4	0.4	2.3	0.7	1.5	8.1	1.1	1.1
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	2.2	8.1	5.9	6.1	11.6	9.1	3.8	8.0	5.8	5.4	12.4	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.5	58.3	57.9	65.2	51.0	49.7	68.3	29.6	29.0	72.6	31.2	26.4
LnGrp LOS	E	E	E	E	D	D	E	C	C	E	C	C
Approach Vol, veh/h		753			1317			1443			1956	
Approach Delay, s/veh		59.8			54.4			35.1			36.6	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.3	71.5	13.5	42.7	20.2	68.5	23.0	33.2
Change Period (Y+Rc), s	6.3	5.7	5.6	6.2	6.3	5.7	6.8	6.2
Max Green Setting (Gmax), s	18.7	39.3	19.4	43.8	18.7	39.3	18.2	43.8
Max Q Clear Time (g_c+I1), s	10.7	32.9	7.0	29.0	13.7	22.0	16.1	19.6
Green Ext Time (p_c), s	0.2	5.9	0.1	6.1	0.2	12.3	0.2	7.1

Intersection Summary	
HCM 6th Ctrl Delay	43.7
HCM 6th LOS	D

Intersection	
Intersection Delay, s/veh	100.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	126	46	17	167	306	45	256	11	126	250	3
Future Vol, veh/h	3	126	46	17	167	306	45	256	11	126	250	3
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	3	3	3	4	4	4	4	4	4	2	2	2
Mvmt Flow	4	152	55	20	201	369	54	308	13	152	301	4
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	24.2	169.3	51.5	88.4
HCM LOS	C	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	14%	2%	3%	33%
Vol Thru, %	82%	72%	34%	66%
Vol Right, %	4%	26%	62%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	312	175	490	379
LT Vol	45	3	17	126
Through Vol	256	126	167	250
RT Vol	11	46	306	3
Lane Flow Rate	376	211	590	457
Geometry Grp	1	1	1	1
Degree of Util (X)	0.875	0.532	1.286	1.045
Departure Headway (Hd)	9.454	10.196	8.075	9.087
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	387	356	455	402
Service Time	7.454	8.196	6.075	7.087
HCM Lane V/C Ratio	0.972	0.593	1.297	1.137
HCM Control Delay	51.5	24.2	169.3	88.4
HCM Lane LOS	F	C	F	F
HCM 95th-tile Q	8.6	3	24.7	13.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	668	241	148	724	133	191	257	89	205	459	117
Future Volume (veh/h)	84	668	241	148	724	133	191	257	89	205	459	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	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	1885	1885	1885	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	100	795	287	176	862	158	227	306	106	244	546	139
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	1	1	1	3	3	3	2	2	2	2	2	2
Cap, veh/h	148	897	394	202	524	444	252	619	518	268	636	539
Arrive On Green	0.08	0.25	0.25	0.11	0.28	0.28	0.14	0.33	0.33	0.15	0.34	0.34
Sat Flow, veh/h	1795	3582	1573	1767	1856	1572	1781	1870	1564	1781	1870	1585
Grp Volume(v), veh/h	100	795	287	176	862	158	227	306	106	244	546	139
Grp Sat Flow(s),veh/h/ln	1795	1791	1573	1767	1856	1572	1781	1870	1564	1781	1870	1585
Q Serve(g_s), s	7.0	27.8	21.7	12.7	36.7	10.4	16.3	17.0	6.3	17.5	35.4	8.2
Cycle Q Clear(g_c), s	7.0	27.8	21.7	12.7	36.7	10.4	16.3	17.0	6.3	17.5	35.4	8.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	148	897	394	202	524	444	252	619	518	268	636	539
V/C Ratio(X)	0.68	0.89	0.73	0.87	1.65	0.36	0.90	0.49	0.20	0.91	0.86	0.26
Avail Cap(c_a), veh/h	290	937	411	285	524	444	288	619	518	288	636	539
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)	0.76	0.76	0.76	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.0	46.9	44.7	56.7	46.7	37.2	54.9	34.8	31.2	54.3	40.0	31.0
Incr Delay (d2), s/veh	1.5	8.1	5.3	14.5	299.2	0.8	25.4	2.8	0.9	28.5	14.0	1.2
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	3.2	12.9	8.8	6.3	59.7	4.0	8.9	8.0	2.4	9.8	18.1	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.5	55.1	50.0	71.1	345.8	38.0	80.3	37.6	32.1	82.9	54.0	32.2
LnGrp LOS	E	E	D	E	F	D	F	D	C	F	D	C
Approach Vol, veh/h		1182			1196			639			929	
Approach Delay, s/veh		54.2			264.8			51.9			58.3	
Approach LOS		D			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.4	50.2	14.7	42.7	23.6	49.0	18.8	38.6
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	21.0	34.0	21.0	34.0	21.0	34.0	21.0	34.0
Max Q Clear Time (g_c+I1), s	19.3	37.4	9.0	38.7	19.5	19.0	14.7	29.8
Green Ext Time (p_c), s	0.1	0.0	0.1	0.0	0.1	1.8	0.1	2.8

Intersection Summary	
HCM 6th Ctrl Delay	118.6
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	684	134	213	649	113	111	193	132	152	380	201
Future Volume (veh/h)	108	684	134	213	649	113	111	193	132	152	380	201
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1856	1856	1856	1870	1870	1870	1796	1796	1796	1826	1826	1826
Adj Flow Rate, veh/h	130	824	161	257	782	136	134	233	159	183	458	242
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	3	3	3	2	2	2	7	7	7	5	5	5
Cap, veh/h	243	856	377	311	930	415	157	1124	501	588	1429	637
Arrive On Green	0.07	0.24	0.24	0.09	0.26	0.26	0.09	0.33	0.33	0.17	0.41	0.41
Sat Flow, veh/h	3428	3526	1552	3456	3554	1585	1711	3413	1522	3374	3469	1546
Grp Volume(v), veh/h	130	824	161	257	782	136	134	233	159	183	458	242
Grp Sat Flow(s),veh/h/ln	1714	1763	1552	1728	1777	1585	1711	1706	1522	1687	1735	1546
Q Serve(g_s), s	5.1	32.3	12.3	10.2	29.2	9.7	10.8	6.9	10.9	6.6	12.5	15.3
Cycle Q Clear(g_c), s	5.1	32.3	12.3	10.2	29.2	9.7	10.8	6.9	10.9	6.6	12.5	15.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	243	856	377	311	930	415	157	1124	501	588	1429	637
V/C Ratio(X)	0.53	0.96	0.43	0.83	0.84	0.33	0.85	0.21	0.32	0.31	0.32	0.38
Avail Cap(c_a), veh/h	598	856	377	602	930	415	298	1124	501	588	1429	637
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	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.8	52.4	44.8	62.6	48.9	41.7	62.6	33.8	35.1	50.5	27.9	28.7
Incr Delay (d2), s/veh	0.7	22.1	1.1	2.2	7.3	0.7	4.9	0.4	1.6	1.4	0.6	1.7
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	2.2	16.4	4.7	4.5	13.4	3.8	4.8	2.9	4.2	2.9	5.2	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.5	74.5	45.9	64.8	56.2	42.4	67.5	34.2	36.8	51.8	28.5	30.4
LnGrp LOS	E	E	D	E	E	D	E	C	D	D	C	C
Approach Vol, veh/h		1115			1175			526			883	
Approach Delay, s/veh		69.1			56.5			43.5			33.9	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.5	63.4	15.5	42.6	30.0	51.8	18.2	40.0
Change Period (Y+Rc), s	5.6	5.7	5.6	6.0	5.6	5.7	5.6	6.0
Max Green Setting (Gmax), s	24.4	34.3	24.4	34.0	24.4	34.3	24.4	34.0
Max Q Clear Time (g_c+I1), s	12.8	17.3	7.1	31.2	8.6	12.9	12.2	34.3
Green Ext Time (p_c), s	0.1	8.4	0.2	1.7	0.3	3.7	0.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	53.0
HCM 6th LOS	D



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	81	223	265	391	716	202
Future Volume (veh/h)	81	223	265	391	716	202
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.94
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	1885	1885	1870	1870	1870	1870
Adj Flow Rate, veh/h	107	293	349	514	942	266
Peak Hour Factor	0.76	0.76	0.76	0.76	0.76	0.76
Percent Heavy Veh, %	1	1	2	2	2	2
Cap, veh/h	372	331	377	2392	1472	619
Arrive On Green	0.21	0.21	0.21	0.67	0.41	0.41
Sat Flow, veh/h	1795	1598	1781	3647	3647	1494
Grp Volume(v), veh/h	107	293	349	514	942	266
Grp Sat Flow(s),veh/h/ln	1795	1598	1781	1777	1777	1494
Q Serve(g_s), s	4.3	15.1	16.3	4.7	18.0	10.8
Cycle Q Clear(g_c), s	4.3	15.1	16.3	4.7	18.0	10.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	372	331	377	2392	1472	619
V/C Ratio(X)	0.29	0.89	0.93	0.21	0.64	0.43
Avail Cap(c_a), veh/h	530	472	377	2392	1472	619
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.88	0.88
Uniform Delay (d), s/veh	28.4	32.7	32.8	5.3	19.8	17.7
Incr Delay (d2), s/veh	0.2	10.6	27.9	0.2	1.9	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	6.5	9.5	1.3	7.0	3.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.6	43.3	60.7	5.5	21.7	19.7
LnGrp LOS	C	D	E	A	C	B
Approach Vol, veh/h	400			863	1208	
Approach Delay, s/veh	39.4			27.8	21.3	
Approach LOS	D			C	C	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	32.0	40.5			62.5	22.5
Change Period (Y+Rc), s	4.0	5.3			5.3	4.9
Max Green Setting (Gmax), s	18.0	27.7			49.7	25.1
Max Q Clear Time (g_c+I1), s	19.3	20.0			6.7	17.1
Green Ext Time (p_c), s	0.0	4.8			4.4	0.5

Intersection Summary		
HCM 6th Ctrl Delay	26.5	
HCM 6th LOS	C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	352	341	67	399	180	153	462	20	70	823	72
Future Volume (veh/h)	41	352	341	67	399	180	153	462	20	70	823	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.96	1.00		0.98
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	1885	1885	1885	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	47	405	392	77	459	207	176	531	23	80	946	83
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	1	1	1	3	3	3	2	2	2
Cap, veh/h	92	489	413	103	504	421	199	1760	754	103	1580	689
Arrive On Green	0.05	0.26	0.26	0.06	0.27	0.27	0.11	0.50	0.50	0.06	0.44	0.44
Sat Flow, veh/h	1781	1870	1580	1795	1885	1575	1767	3526	1511	1781	3554	1549
Grp Volume(v), veh/h	47	405	392	77	459	207	176	531	23	80	946	83
Grp Sat Flow(s),veh/h/ln	1781	1870	1580	1795	1885	1575	1767	1763	1511	1781	1777	1549
Q Serve(g_s), s	3.9	30.6	36.6	6.3	35.4	16.6	14.7	13.3	1.2	6.6	30.2	4.7
Cycle Q Clear(g_c), s	3.9	30.6	36.6	6.3	35.4	16.6	14.7	13.3	1.2	6.6	30.2	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	92	489	413	103	504	421	199	1760	754	103	1580	689
V/C Ratio(X)	0.51	0.83	0.95	0.74	0.91	0.49	0.88	0.30	0.03	0.78	0.60	0.12
Avail Cap(c_a), veh/h	368	495	418	311	504	421	365	1760	754	309	1580	689
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	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.3	52.2	54.4	69.6	53.2	46.3	65.6	22.1	19.1	69.7	31.5	24.5
Incr Delay (d2), s/veh	1.6	11.7	31.5	3.9	21.0	1.3	4.7	0.4	0.1	4.6	1.7	0.4
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	1.8	15.7	17.8	3.0	19.3	6.6	6.8	5.5	0.4	3.1	13.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.9	63.9	86.0	73.5	74.2	47.7	70.3	22.5	19.2	74.3	33.2	24.8
LnGrp LOS	E	E	F	E	E	D	E	C	B	E	C	C
Approach Vol, veh/h		844			743			730			1109	
Approach Delay, s/veh		74.6			66.8			33.9			35.6	
Approach LOS		E			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.9	72.0	11.7	45.4	12.7	80.2	12.6	44.5
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	4.0	5.3	4.0	5.3
Max Green Setting (Gmax), s	6.9	34.7	31.0	34.7	26.0	39.7	26.0	39.7
Max Q Clear Time (g_c+I1), s	10.7	32.2	5.9	37.4	8.6	15.3	8.3	38.6
Green Ext Time (p_c), s	0.2	1.7	0.0	0.0	0.1	5.1	0.1	0.6

Intersection Summary	
HCM 6th Ctrl Delay	51.6
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	285	154	44	418	104	127	501	61	154	1119	40
Future Volume (veh/h)	15	285	154	44	418	104	127	501	61	154	1119	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.99
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	1826	1826	1826	1870	1870	1870	1856	1856	1856	1885	1885	1885
Adj Flow Rate, veh/h	17	320	173	49	470	117	143	563	69	173	1257	45
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	5	5	5	2	2	2	3	3	3	1	1	1
Cap, veh/h	62	447	376	117	513	429	169	1335	163	199	1547	55
Arrive On Green	0.04	0.24	0.24	0.07	0.27	0.27	0.10	0.42	0.42	0.11	0.44	0.44
Sat Flow, veh/h	1739	1826	1536	1781	1870	1563	1767	3151	385	1795	3525	126
Grp Volume(v), veh/h	17	320	173	49	470	117	143	314	318	173	638	664
Grp Sat Flow(s),veh/h/ln	1739	1826	1536	1781	1870	1563	1767	1763	1774	1795	1791	1860
Q Serve(g_s), s	1.2	20.1	12.0	3.3	30.4	7.3	10.0	15.6	15.7	11.9	38.8	38.9
Cycle Q Clear(g_c), s	1.2	20.1	12.0	3.3	30.4	7.3	10.0	15.6	15.7	11.9	38.8	38.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.22	1.00		0.07
Lane Grp Cap(c), veh/h	62	447	376	117	513	429	169	747	752	199	786	816
V/C Ratio(X)	0.27	0.72	0.46	0.42	0.92	0.27	0.84	0.42	0.42	0.87	0.81	0.81
Avail Cap(c_a), veh/h	153	574	483	157	588	491	297	747	752	230	786	816
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.69	0.69	0.69
Uniform Delay (d), s/veh	58.7	43.2	40.2	56.1	43.9	35.6	55.6	25.3	25.3	54.7	30.6	30.6
Incr Delay (d2), s/veh	0.9	2.4	0.6	0.9	17.9	0.4	4.4	1.7	1.7	17.4	6.3	6.2
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	0.5	9.1	4.5	1.5	16.1	2.8	4.5	6.7	6.7	6.2	17.2	17.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.6	45.7	40.8	57.0	61.9	35.9	60.0	27.0	27.0	72.1	36.9	36.8
LnGrp LOS	E	D	D	E	E	D	E	C	C	E	D	D
Approach Vol, veh/h		510			636			775			1475	
Approach Delay, s/veh		44.5			56.7			33.1			41.0	
Approach LOS		D			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	60.6	8.5	40.0	17.9	58.7	12.2	36.3
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	4.0	5.7	4.0	5.7
Max Green Setting (Gmax), s	12.0	34.3	11.0	39.3	16.0	39.3	11.0	39.3
Max Q Clear Time (g_c+I1), s	11.2	40.9	3.2	32.4	13.9	17.7	5.3	22.1
Green Ext Time (p_c), s	0.1	0.0	0.0	1.9	0.0	3.9	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	42.6
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1049	511	0	1536	887	0	0	0	73	0	729
Future Volume (veh/h)	0	1049	511	0	1536	887	0	0	0	73	0	729
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870				1885	0	1885
Adj Flow Rate, veh/h	0	1116	544	0	1634	0				78	0	776
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	0	2	2				1	0	1
Cap, veh/h	0	3475	856	0	3030					962	0	776
Arrive On Green	0.00	0.54	0.54	0.00	0.54	0.00				0.28	0.00	0.28
Sat Flow, veh/h	0	6696	1585	0	5611	3170				3483	0	2812
Grp Volume(v), veh/h	0	1116	544	0	1634	0				78	0	776
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1870	1585				1742	0	1406
Q Serve(g_s), s	0.0	12.5	31.2	0.0	24.6	0.0				2.2	0.0	35.9
Cycle Q Clear(g_c), s	0.0	12.5	31.2	0.0	24.6	0.0				2.2	0.0	35.9
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3475	856	0	3030					962	0	776
V/C Ratio(X)	0.00	0.32	0.64	0.00	0.54					0.08	0.00	1.00
Avail Cap(c_a), veh/h	0	3959	975	0	3453					962	0	776
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.89	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.6	20.9	0.0	19.4	0.0				34.8	0.0	47.0
Incr Delay (d2), s/veh	0.0	0.2	3.6	0.0	0.6	0.0				0.1	0.0	32.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.5	11.7	0.0	10.2	0.0				0.9	0.0	15.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.9	24.5	0.0	20.0	0.0				34.9	0.0	79.2
LnGrp LOS	A	B	C	A	C					C	A	E
Approach Vol, veh/h		1660			1634						854	
Approach Delay, s/veh		19.4			20.0						75.1	
Approach LOS		B			C						E	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	77.0	43.2	77.0
Change Period (Y+Rc), s	6.8	7.3	6.8
Max Green Setting (Gmax), s	80.0	35.9	80.0
Max Q Clear Time (g_c+I1), s	33.2	37.9	26.6
Green Ext Time (p_c), s	37.0	0.0	43.3

Intersection Summary	
HCM 6th Ctrl Delay	31.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	899	223	0	1955	83	463	0	598	0	0	0
Future Volume (veh/h)	0	899	223	0	1955	83	463	0	598	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1885	1885	1841	0	1841			
Adj Flow Rate, veh/h	0	999	0	0	2172	92	514	0	664			
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90			
Percent Heavy Veh, %	0	2	2	0	1	1	4	0	4			
Cap, veh/h	0	2985		0	4464	934	1536	0	853			
Arrive On Green	0.00	0.58	0.00	0.00	0.58	0.58	0.31	0.00	0.31			
Sat Flow, veh/h	0	5274	1585	0	7993	1598	4944	0	2745			
Grp Volume(v), veh/h	0	999	0	0	2172	92	514	0	664			
Grp Sat Flow(s),veh/h/ln	0	1702	1585	0	1527	1598	1648	0	1373			
Q Serve(g_s), s	0.0	13.1	0.0	0.0	21.5	3.3	10.4	0.0	28.6			
Cycle Q Clear(g_c), s	0.0	13.1	0.0	0.0	21.5	3.3	10.4	0.0	28.6			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2985		0	4464	934	1536	0	853			
V/C Ratio(X)	0.00	0.33		0.00	0.49	0.10	0.33	0.00	0.78			
Avail Cap(c_a), veh/h	0	2985		0	4464	934	1536	0	853			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.97	0.00	0.00	0.63	0.63	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	13.9	0.0	0.0	15.7	11.9	34.5	0.0	40.7			
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.2	0.1	0.6	0.0	6.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	4.8	0.0	0.0	7.0	1.2	4.2	0.0	10.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.2	0.0	0.0	15.9	12.0	35.0	0.0	47.7			
LnGrp LOS	A	B		A	B	B	D	A	D			
Approach Vol, veh/h		999			2264			1178				
Approach Delay, s/veh		14.2			15.8			42.2				
Approach LOS		B			B			D				

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		82.8				82.8		47.2				
Change Period (Y+Rc), s		6.8				6.8		6.8				
Max Green Setting (Gmax), s		76.0				76.0		40.4				
Max Q Clear Time (g_c+I1), s		15.1				23.5		30.6				
Green Ext Time (p_c), s		27.2				50.1		6.4				

Intersection Summary		
HCM 6th Ctrl Delay		22.4
HCM 6th LOS		C

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	356	887	249	152	1063	177	250	307	122	197	410	724
Future Volume (veh/h)	356	887	249	152	1063	177	250	307	122	197	410	724
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	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	1856	1856	1856	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	383	954	268	163	1143	190	269	330	131	212	441	778
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	1	1	1
Cap, veh/h	430	2181	677	290	1985	616	319	932	347	315	1305	713
Arrive On Green	0.13	0.43	0.43	0.08	0.39	0.39	0.09	0.26	0.26	0.09	0.25	0.25
Sat Flow, veh/h	3428	5066	1572	3456	5106	1585	3456	3649	1358	3483	5147	2812
Grp Volume(v), veh/h	383	954	268	163	1143	190	269	306	155	212	441	778
Grp Sat Flow(s),veh/h/ln	1714	1689	1572	1728	1702	1585	1728	1702	1603	1742	1716	1406
Q Serve(g_s), s	17.0	20.5	18.1	7.0	27.3	12.9	11.9	11.4	12.3	9.1	10.8	39.3
Cycle Q Clear(g_c), s	17.0	20.5	18.1	7.0	27.3	12.9	11.9	11.4	12.3	9.1	10.8	39.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.85	1.00		1.00
Lane Grp Cap(c), veh/h	430	2181	677	290	1985	616	319	869	409	315	1305	713
V/C Ratio(X)	0.89	0.44	0.40	0.56	0.58	0.31	0.84	0.35	0.38	0.67	0.34	1.09
Avail Cap(c_a), veh/h	553	2181	677	557	1985	616	669	869	409	674	1305	713
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)	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.7	31.0	30.3	68.3	37.3	32.9	69.3	47.2	47.6	68.3	47.2	57.8
Incr Delay (d2), s/veh	10.7	0.6	1.5	0.6	1.2	1.3	2.4	1.1	2.6	0.9	0.7	61.3
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	8.0	8.3	7.1	3.1	11.4	5.1	5.3	4.9	5.2	4.1	4.7	19.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.4	31.5	31.8	68.9	38.5	34.2	71.6	48.3	50.2	69.2	47.9	119.2
LnGrp LOS	E	C	C	E	D	C	E	D	D	E	D	F
Approach Vol, veh/h		1605			1496			730			1431	
Approach Delay, s/veh		42.5			41.3			57.3			89.8	
Approach LOS		D			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.5	66.3	19.0	45.3	18.0	72.7	19.3	45.0
Change Period (Y+Rc), s	5.0	6.0	5.0	5.7	5.0	6.0	5.0	5.7
Max Green Setting (Gmax), s	25.0	39.0	30.0	39.3	25.0	39.0	30.0	39.3
Max Q Clear Time (g_c+I1), s	19.0	29.3	11.1	14.3	9.0	22.5	13.9	41.3
Green Ext Time (p_c), s	0.4	4.8	0.3	1.6	0.2	6.5	0.4	0.0

Intersection Summary	
HCM 6th Ctrl Delay	57.1
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	259	444	0	2	0
Future Vol, veh/h	0	259	444	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	4	4	4	4	0	0
Mvmt Flow	0	298	510	0	2	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	510	0	-	0	808	510
Stage 1	-	-	-	-	510	-
Stage 2	-	-	-	-	298	-
Critical Hdwy	4.14	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.236	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1045	-	-	-	353	567
Stage 1	-	-	-	-	607	-
Stage 2	-	-	-	-	758	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1045	-	-	-	353	567
Mov Cap-2 Maneuver	-	-	-	-	353	-
Stage 1	-	-	-	-	607	-
Stage 2	-	-	-	-	758	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	15.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1045	-	-	-	353
HCM Lane V/C Ratio	-	-	-	-	0.007
HCM Control Delay (s)	0	-	-	-	15.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Intersection Delay, s/veh	279.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	63	741	195	67	721	11	110	15	49	24	58	99
Future Vol, veh/h	63	741	195	67	721	11	110	15	49	24	58	99
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	3	3	3	1	1	1	10	10	10	12	12	12
Mvmt Flow	64	756	199	68	736	11	112	15	50	24	59	101
Number of Lanes	0	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	420.4	219.3	20.6	20.3
HCM LOS	F	F	C	C

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	63%	6%	100%	0%	13%
Vol Thru, %	9%	74%	0%	98%	32%
Vol Right, %	28%	20%	0%	2%	55%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	174	999	67	732	181
LT Vol	110	63	67	0	24
Through Vol	15	741	0	721	58
RT Vol	49	195	0	11	99
Lane Flow Rate	178	1019	68	747	185
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.403	1.878	0.143	1.453	0.407
Departure Headway (Hd)	10.611	7.296	8.703	8.173	10.353
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	343	510	415	448	351
Service Time	8.611	5.296	6.403	5.873	8.353
HCM Lane V/C Ratio	0.519	1.998	0.164	1.667	0.527
HCM Control Delay	20.6	420.4	12.8	238.2	20.3
HCM Lane LOS	C	F	B	F	C
HCM 95th-tile Q	1.9	59.9	0.5	32.4	1.9

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	4	1	46	6	40	2	107	14	15	266	0
Future Vol, veh/h	5	4	1	46	6	40	2	107	14	15	266	0
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	10	10	10	7	7	7
Mvmt Flow	6	5	1	56	7	49	2	130	17	18	324	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	531	511	324	506	503	139	324	0	0	147	0	0
Stage 1	360	360	-	143	143	-	-	-	-	-	-	-
Stage 2	171	151	-	363	360	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.2	-	-	4.17	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.29	-	-	2.263	-	-
Pot Cap-1 Maneuver	462	469	722	480	474	915	1192	-	-	1405	-	-
Stage 1	662	630	-	865	782	-	-	-	-	-	-	-
Stage 2	836	776	-	660	630	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	426	461	722	469	465	915	1192	-	-	1405	-	-
Mov Cap-2 Maneuver	426	461	-	469	465	-	-	-	-	-	-	-
Stage 1	661	620	-	863	780	-	-	-	-	-	-	-
Stage 2	782	774	-	643	620	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.1	12.5	0.1	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1192	-	-	459	595	1405	-	-
HCM Lane V/C Ratio	0.002	-	-	0.027	0.189	0.013	-	-
HCM Control Delay (s)	8	0	-	13.1	12.5	7.6	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.7	0	-	-

Intersection	
Intersection Delay, s/veh	45.5
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	17	281	85	25	373	14	137	88	17	22	211	80
Future Vol, veh/h	17	281	85	25	373	14	137	88	17	22	211	80
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	1	1	1	10	10	10	7	7	7
Mvmt Flow	18	296	89	26	393	15	144	93	18	23	222	84
Number of Lanes	1	2	0	1	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	3
HCM Control Delay	20	79.2	29.3	44.9
HCM LOS	C	F	D	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	61%	0%	100%	0%	0%	100%	0%	7%
Vol Thru, %	39%	0%	0%	100%	52%	0%	96%	67%
Vol Right, %	0%	100%	0%	0%	48%	0%	4%	26%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	225	17	17	187	179	25	387	313
LT Vol	137	0	17	0	0	25	0	22
Through Vol	88	0	0	187	94	0	373	211
RT Vol	0	17	0	0	85	0	14	80
Lane Flow Rate	237	18	18	197	188	26	407	329
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.656	0.044	0.048	0.502	0.46	0.07	1.029	0.834
Departure Headway (Hd)	10.275	9.227	9.968	9.444	9.096	9.642	9.091	9.385
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	353	390	361	385	399	374	403	389
Service Time	7.975	6.927	7.668	7.144	6.796	7.342	6.791	7.085
HCM Lane V/C Ratio	0.671	0.046	0.05	0.512	0.471	0.07	1.01	0.846
HCM Control Delay	30.6	12.4	13.2	21.3	19.3	13.1	83.5	44.9
HCM Lane LOS	D	B	B	C	C	B	F	E
HCM 95th-tile Q	4.4	0.1	0.2	2.7	2.3	0.2	13.1	7.7

Intersection	
Intersection Delay, s/veh	24.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	1	235	4	9	0	428	82	1	0	82	16
Future Vol, veh/h	10	1	235	4	9	0	428	82	1	0	82	16
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	3	3	3
Mvmt Flow	12	1	280	5	11	0	510	98	1	0	98	19
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.5	9.8	32.9	9.9
HCM LOS	B	A	D	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	84%	4%	31%	0%
Vol Thru, %	16%	0%	69%	84%
Vol Right, %	0%	96%	0%	16%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	511	246	13	98
LT Vol	428	10	4	0
Through Vol	82	1	9	82
RT Vol	1	235	0	16
Lane Flow Rate	608	293	15	117
Geometry Grp	1	1	1	1
Degree of Util (X)	0.872	0.435	0.028	0.182
Departure Headway (Hd)	5.163	5.344	6.55	5.617
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	700	674	544	637
Service Time	3.192	3.391	4.618	3.664
HCM Lane V/C Ratio	0.869	0.435	0.028	0.184
HCM Control Delay	32.9	12.5	9.8	9.9
HCM Lane LOS	D	B	A	A
HCM 95th-tile Q	10.5	2.2	0.1	0.7

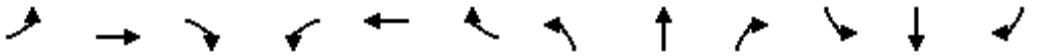
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	24	9	496	313	8
Future Vol, veh/h	10	24	9	496	313	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	7	7	2	2	3	3
Mvmt Flow	12	28	10	577	364	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	966	369	373	0	-	0
Stage 1	369	-	-	-	-	-
Stage 2	597	-	-	-	-	-
Critical Hdwy	6.47	6.27	4.12	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	2.218	-	-	-
Pot Cap-1 Maneuver	276	666	1185	-	-	-
Stage 1	688	-	-	-	-	-
Stage 2	540	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	273	666	1185	-	-	-
Mov Cap-2 Maneuver	273	-	-	-	-	-
Stage 1	680	-	-	-	-	-
Stage 2	540	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.4	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1185	-	468	-	-
HCM Lane V/C Ratio	0.009	-	0.084	-	-
HCM Control Delay (s)	8.1	0	13.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	574	140	37	447	370	208	97	38	185	142	27
Future Volume (veh/h)	32	574	140	37	447	370	208	97	38	185	142	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	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	1841	1841	1841
Adj Flow Rate, veh/h	33	598	146	39	466	385	217	101	40	193	148	28
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	4	4	4
Cap, veh/h	71	795	347	76	424	359	240	896	759	216	703	133
Arrive On Green	0.04	0.22	0.22	0.04	0.23	0.23	0.13	0.48	0.48	0.12	0.47	0.47
Sat Flow, veh/h	1781	3554	1551	1781	1870	1585	1781	1870	1585	1753	1505	285
Grp Volume(v), veh/h	33	598	146	39	466	385	217	101	40	193	0	176
Grp Sat Flow(s),veh/h/ln	1781	1777	1551	1781	1870	1585	1781	1870	1585	1753	0	1789
Q Serve(g_s), s	2.7	23.6	12.1	3.2	34.0	34.0	18.0	4.5	2.0	16.3	0.0	8.7
Cycle Q Clear(g_c), s	2.7	23.6	12.1	3.2	34.0	34.0	18.0	4.5	2.0	16.3	0.0	8.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	71	795	347	76	424	359	240	896	759	216	0	836
V/C Ratio(X)	0.46	0.75	0.42	0.51	1.10	1.07	0.90	0.11	0.05	0.89	0.00	0.21
Avail Cap(c_a), veh/h	368	806	351	368	424	359	368	896	759	362	0	836
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	70.4	54.3	49.9	70.3	58.0	58.0	63.9	21.5	20.9	64.8	0.0	23.6
Incr Delay (d2), s/veh	1.8	4.6	1.5	2.0	73.3	67.8	13.2	0.3	0.1	8.4	0.0	0.6
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	1.3	10.9	4.8	1.5	24.2	20.2	8.9	2.0	0.8	7.7	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.2	58.9	51.4	72.2	131.3	125.8	77.2	21.8	21.0	73.2	0.0	24.2
LnGrp LOS	E	E	D	E	F	F	E	C	C	E	A	C
Approach Vol, veh/h		777			890			358			369	
Approach Delay, s/veh		58.1			126.3			55.3			49.8	
Approach LOS		E			F			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.2	75.8	10.0	40.0	22.5	77.6	10.4	39.6
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0
Max Green Setting (Gmax), s	31.0	34.3	31.0	34.0	31.0	34.3	31.0	34.0
Max Q Clear Time (g_c+I1), s	20.0	10.7	4.7	36.0	18.3	6.5	5.2	25.6
Green Ext Time (p_c), s	0.2	0.8	0.0	0.0	0.2	0.6	0.0	4.1

Intersection Summary	
HCM 6th Ctrl Delay	81.8
HCM 6th LOS	F

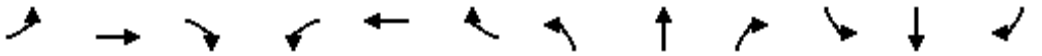
Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	25	6	19	17	8	30	7	202	7	19	317	51
Future Vol, veh/h	25	6	19	17	8	30	7	202	7	19	317	51
Conflicting Peds, #/hr	2	0	0	0	0	2	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	-	-	-	-	-	-	100	-	-	260	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0	3	3	3	1	1	1
Mvmt Flow	27	7	21	19	9	33	8	222	8	21	348	56

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	655	636	348	674	688	228	404	0	0	230	0	0
Stage 1	390	390	-	242	242	-	-	-	-	-	-	-
Stage 2	265	246	-	432	446	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.13	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.227	-	-	2.209	-	-
Pot Cap-1 Maneuver	382	398	700	371	372	816	1149	-	-	1344	-	-
Stage 1	638	611	-	766	709	-	-	-	-	-	-	-
Stage 2	745	706	-	606	577	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	353	389	700	349	363	814	1149	-	-	1344	-	-
Mov Cap-2 Maneuver	353	389	-	349	363	-	-	-	-	-	-	-
Stage 1	634	601	-	761	704	-	-	-	-	-	-	-
Stage 2	700	701	-	572	568	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.3	13	0.3	0.4
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1149	-	-	441	511	1344	-	-
HCM Lane V/C Ratio	0.007	-	-	0.125	0.118	0.016	-	-
HCM Control Delay (s)	8.2	-	-	14.3	13	7.7	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.4	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	214	87	73	278	37	111	158	37	39	282	32
Future Volume (veh/h)	20	214	87	73	278	37	111	158	37	39	282	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	22	233	95	79	302	40	121	172	40	42	307	35
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	27	366	144	101	355	299	147	1152	977	54	1055	894
Arrive On Green	0.02	0.15	0.15	0.06	0.19	0.19	0.08	0.61	0.61	0.03	0.56	0.56
Sat Flow, veh/h	1795	2485	977	1795	1885	1585	1795	1885	1598	1795	1885	1598
Grp Volume(v), veh/h	22	165	163	79	302	40	121	172	40	42	307	35
Grp Sat Flow(s),veh/h/ln	1795	1791	1671	1795	1885	1585	1795	1885	1598	1795	1885	1598
Q Serve(g_s), s	1.5	10.4	11.0	5.2	18.6	2.5	8.0	4.7	1.2	2.8	10.3	1.2
Cycle Q Clear(g_c), s	1.5	10.4	11.0	5.2	18.6	2.5	8.0	4.7	1.2	2.8	10.3	1.2
Prop In Lane	1.00		0.58	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	27	264	246	101	355	299	147	1152	977	54	1055	894
V/C Ratio(X)	0.81	0.63	0.66	0.78	0.85	0.13	0.82	0.15	0.04	0.78	0.29	0.04
Avail Cap(c_a), veh/h	239	518	483	239	545	458	239	1152	977	239	1055	894
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	1.00	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	58.9	48.1	48.3	55.9	47.1	40.5	54.2	10.0	9.3	57.8	13.9	11.9
Incr Delay (d2), s/veh	19.1	3.8	4.7	4.9	7.1	0.2	4.8	0.3	0.1	8.5	0.7	0.1
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	0.8	4.8	4.8	2.4	9.1	1.0	3.7	1.9	0.4	1.4	4.2	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.0	51.9	53.0	60.9	54.2	40.7	59.0	10.2	9.4	66.3	14.6	12.0
LnGrp LOS	E	D	D	E	D	D	E	B	A	E	B	B
Approach Vol, veh/h		350			421			333			384	
Approach Delay, s/veh		54.1			54.1			27.9			20.0	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.8	72.4	5.8	27.9	7.6	78.7	10.7	23.0
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	4.0	5.3	4.0	5.3
Max Green Setting (Gmax), s	16.0	34.7	16.0	34.7	16.0	34.7	16.0	34.7
Max Q Clear Time (g_c+I1), s	10.0	12.3	3.5	20.6	4.8	6.7	7.2	13.0
Green Ext Time (p_c), s	0.1	1.9	0.0	1.2	0.0	1.1	0.0	2.6

Intersection Summary	
HCM 6th Ctrl Delay	39.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	135	0	31	516	450	0	0	357	408
Future Volume (veh/h)	0	0	0	135	0	31	516	450	0	0	357	408
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1885	0	1885	1885	1885	0	0	1885	1885
Adj Flow Rate, veh/h				138	0	32	527	459	0	0	364	416
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				1	0	1	1	1	0	0	1	1
Cap, veh/h				184	0	164	596	2746	0	0	965	860
Arrive On Green				0.10	0.00	0.10	0.29	1.00	0.00	0.00	0.54	0.54
Sat Flow, veh/h				1795	0	1598	3483	3676	0	0	1885	1598
Grp Volume(v), veh/h				138	0	32	527	459	0	0	364	416
Grp Sat Flow(s),veh/h/ln				1795	0	1598	1742	1791	0	0	1791	1598
Q Serve(g_s), s				7.5	0.0	1.8	14.5	0.0	0.0	0.0	11.8	16.2
Cycle Q Clear(g_c), s				7.5	0.0	1.8	14.5	0.0	0.0	0.0	11.8	16.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				184	0	164	596	2746	0	0	965	860
V/C Ratio(X)				0.75	0.00	0.20	0.88	0.17	0.00	0.00	0.38	0.48
Avail Cap(c_a), veh/h				429	0	382	801	2746	0	0	965	860
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.93	0.93	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				43.6	0.0	41.1	34.8	0.0	0.0	0.0	13.4	14.4
Incr Delay (d2), s/veh				12.3	0.0	1.2	7.0	0.1	0.0	0.0	1.1	1.9
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.9	0.0	0.8	5.7	0.0	0.0	0.0	4.5	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				55.9	0.0	42.3	41.8	0.1	0.0	0.0	14.5	16.3
LnGrp LOS				E	A	D	D	A	A	A	B	B
Approach Vol, veh/h					170			986			780	
Approach Delay, s/veh					53.4			22.4			15.5	
Approach LOS					D			C			B	

Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	83.5		22.8	60.7		16.5
Change Period (Y+Rc), s	6.8		* 5.7	6.8		6.3
Max Green Setting (Gmax), s	63.0		* 23	34.3		23.9
Max Q Clear Time (g_c+I1), s	2.0		16.5	18.2		9.5
Green Ext Time (p_c), s	5.6		0.6	7.6		0.9

Intersection Summary		
HCM 6th Ctrl Delay		22.3
HCM 6th LOS		C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	0	338	0	0	0	0	807	96	14	479	0
Future Volume (veh/h)	159	0	338	0	0	0	0	807	96	14	479	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	0	1856				0	1885	1885	1870	1870	0
Adj Flow Rate, veh/h	167	0	356				0	849	101	15	504	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	0	3				0	1	1	2	2	0
Cap, veh/h	877	0	402				0	1729	206	36	2187	0
Arrive On Green	0.26	0.00	0.26				0.00	0.54	0.54	0.02	0.62	0.00
Sat Flow, veh/h	3428	0	1572				0	3309	382	1781	3647	0
Grp Volume(v), veh/h	167	0	356				0	473	477	15	504	0
Grp Sat Flow(s),veh/h/ln	1714	0	1572				0	1791	1807	1781	1777	0
Q Serve(g_s), s	3.8	0.0	21.8				0.0	16.6	16.6	0.8	6.4	0.0
Cycle Q Clear(g_c), s	3.8	0.0	21.8				0.0	16.6	16.6	0.8	6.4	0.0
Prop In Lane	1.00		1.00				0.00		0.21	1.00		0.00
Lane Grp Cap(c), veh/h	877	0	402				0	963	972	36	2187	0
V/C Ratio(X)	0.19	0.00	0.89				0.00	0.49	0.49	0.41	0.23	0.00
Avail Cap(c_a), veh/h	998	0	458				0	963	972	285	2187	0
HCM Platoon Ratio	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				0.00	1.00	1.00	0.88	0.88	0.00
Uniform Delay (d), s/veh	29.1	0.0	35.8				0.0	14.5	14.5	48.4	8.6	0.0
Incr Delay (d2), s/veh	0.2	0.0	19.2				0.0	1.8	1.8	2.4	0.2	0.0
Initial Q Delay(d3),s/veh	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	10.2				0.0	6.4	6.5	0.4	2.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.3	0.0	55.0				0.0	16.3	16.3	50.8	8.8	0.0
LnGrp LOS	C	A	D				A	B	B	D	A	A
Approach Vol, veh/h		523						950			519	
Approach Delay, s/veh		46.8						16.3			10.1	
Approach LOS		D						B			B	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	7.7	60.6	31.7	68.3
Change Period (Y+Rc), s	* 5.7	6.8	6.1	6.8
Max Green Setting (Gmax), s	* 16	36.3	29.1	58.0
Max Q Clear Time (g_c+I1), s	2.8	18.6	23.8	8.4
Green Ext Time (p_c), s	0.0	10.3	1.8	6.1

Intersection Summary	
HCM 6th Ctrl Delay	22.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	0	64	7	0	77
Future Vol, veh/h	19	0	64	7	0	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	9	9	12	12
Mvmt Flow	21	0	70	8	0	84

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	158	74	0	0	78	0
Stage 1	74	-	-	-	-	-
Stage 2	84	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.22	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.308	-
Pot Cap-1 Maneuver	838	993	-	-	1459	-
Stage 1	954	-	-	-	-	-
Stage 2	944	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	838	993	-	-	1459	-
Mov Cap-2 Maneuver	838	-	-	-	-	-
Stage 1	954	-	-	-	-	-
Stage 2	944	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	838	1459	-
HCM Lane V/C Ratio	-	-	0.025	-	-
HCM Control Delay (s)	-	-	9.4	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	3.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	85	0	70	19	0	96
Future Vol, veh/h	85	0	70	19	0	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	9	9	12	12
Mvmt Flow	92	0	76	21	0	104

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	191	87	0	0	97	0
Stage 1	87	-	-	-	-	-
Stage 2	104	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.22	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.308	-
Pot Cap-1 Maneuver	803	977	-	-	1436	-
Stage 1	941	-	-	-	-	-
Stage 2	925	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	803	977	-	-	1436	-
Mov Cap-2 Maneuver	803	-	-	-	-	-
Stage 1	941	-	-	-	-	-
Stage 2	925	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	803	1436	-
HCM Lane V/C Ratio	-	-	0.115	-	-
HCM Control Delay (s)	-	-	10.1	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	57	757	635	16	0	164
Future Vol, veh/h	57	757	635	16	0	164
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	1	1	0	0
Mvmt Flow	62	823	690	17	0	178

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	707	0	-	0	-	354
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.13	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.219	-	-	-	-	3.3
Pot Cap-1 Maneuver	889	-	-	-	0	648
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	889	-	-	-	-	648
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	12.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	889	-	-	-	648
HCM Lane V/C Ratio	0.07	-	-	-	0.275
HCM Control Delay (s)	9.4	-	-	-	12.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1.1

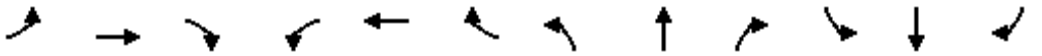
Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	15	0	10	0	0	0	28	19	0	0	1	15
Future Vol, veh/h	15	0	10	0	0	0	28	19	0	0	1	15
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	83	83	83	83	83	83	83	83	83	83	83	83
Heavy Vehicles, %	7	2	7	2	2	2	0	0	2	2	7	7
Mvmt Flow	18	0	12	0	0	0	34	23	0	0	1	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	12	0	0	53	43	6	55	49	1
Stage 1	-	-	-	-	-	-	42	42	-	1	1	-
Stage 2	-	-	-	-	-	-	11	1	-	54	48	-
Critical Hdwy	4.17	-	-	4.12	-	-	7.1	6.5	6.22	7.12	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.57	-
Follow-up Hdwy	2.263	-	-	2.218	-	-	3.5	4	3.318	3.518	4.063	3.363
Pot Cap-1 Maneuver	1589	-	-	1607	-	-	951	853	1077	943	833	1069
Stage 1	-	-	-	-	-	-	978	864	-	1022	885	-
Stage 2	-	-	-	-	-	-	1015	899	-	958	845	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1589	-	-	1607	-	-	926	844	1077	916	824	1069
Mov Cap-2 Maneuver	-	-	-	-	-	-	926	844	-	916	824	-
Stage 1	-	-	-	-	-	-	967	854	-	1011	885	-
Stage 2	-	-	-	-	-	-	996	899	-	922	836	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.4	0	9.3	8.5
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	891	1589	-	-	1607	-	-	1049
HCM Lane V/C Ratio	0.064	0.011	-	-	-	-	-	0.018
HCM Control Delay (s)	9.3	7.3	0	-	0	-	-	8.5
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	57	128	42	100	28	170	749	36	55	670	12
Future Volume (veh/h)	12	57	128	42	100	28	170	749	36	55	670	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
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	1900	1900	1900	1885	1885	1885	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	14	65	145	48	114	32	193	851	41	62	761	14
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	0	0	1	1	1	0	0	0	1	1	1
Cap, veh/h	44	209	177	89	175	49	197	3233	1003	96	2922	886
Arrive On Green	0.02	0.11	0.11	0.05	0.12	0.12	0.11	0.62	0.62	0.05	0.57	0.57
Sat Flow, veh/h	1810	1900	1610	1795	1416	398	1810	5187	1610	1795	5147	1560
Grp Volume(v), veh/h	14	65	145	48	0	146	193	851	41	62	761	14
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1795	0	1814	1810	1729	1610	1795	1716	1560
Q Serve(g_s), s	1.0	4.3	11.9	3.5	0.0	10.4	14.4	10.0	1.3	4.6	10.1	0.5
Cycle Q Clear(g_c), s	1.0	4.3	11.9	3.5	0.0	10.4	14.4	10.0	1.3	4.6	10.1	0.5
Prop In Lane	1.00		1.00	1.00		0.22	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	44	209	177	89	0	224	197	3233	1003	96	2922	886
V/C Ratio(X)	0.32	0.31	0.82	0.54	0.00	0.65	0.98	0.26	0.04	0.65	0.26	0.02
Avail Cap(c_a), veh/h	185	612	519	205	0	584	197	3233	1003	196	2922	886
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	1.00	1.00	1.00	0.00	1.00	0.49	0.49	0.49	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.8	55.3	58.7	62.7	0.0	56.4	60.0	11.5	9.8	62.6	14.8	12.7
Incr Delay (d2), s/veh	1.5	1.0	10.5	1.9	0.0	7.0	39.2	0.1	0.0	2.7	0.2	0.0
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	0.5	2.1	5.3	1.6	0.0	5.1	8.5	3.5	0.5	2.1	3.8	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.3	56.3	69.2	64.6	0.0	63.4	99.2	11.6	9.9	65.3	15.0	12.8
LnGrp LOS	E	E	E	E	A	E	F	B	A	E	B	B
Approach Vol, veh/h		224			194			1085			837	
Approach Delay, s/veh		65.3			63.7			27.1			18.7	
Approach LOS		E			E			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	82.3	9.5	23.2	12.5	89.8	11.3	21.4
Change Period (Y+Rc), s	5.3	5.7	6.2	6.5	5.3	5.7	4.6	6.5
Max Green Setting (Gmax), s	14.7	39.3	13.8	43.5	14.7	39.3	15.4	43.5
Max Q Clear Time (g_c+I1), s	16.4	12.1	3.0	12.4	6.6	12.0	5.5	13.9
Green Ext Time (p_c), s	0.0	11.3	0.0	1.5	0.0	13.0	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	30.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	252	689	123	340	594	304	279	1382	472	330	1001	197
Future Volume (veh/h)	252	689	123	340	594	304	279	1382	472	330	1001	197
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	268	733	131	362	632	323	297	1470	502	351	1065	210
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	1	1	1
Cap, veh/h	319	926	413	408	1047	467	347	1767	548	398	1833	561
Arrive On Green	0.09	0.26	0.26	0.12	0.29	0.29	0.10	0.34	0.34	0.11	0.36	0.36
Sat Flow, veh/h	3510	3610	1610	3510	3610	1609	3510	5187	1609	3483	5147	1575
Grp Volume(v), veh/h	268	733	131	362	632	323	297	1470	502	351	1065	210
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1609	1755	1729	1609	1742	1716	1575
Q Serve(g_s), s	10.9	27.5	9.5	14.7	21.8	25.9	12.1	37.8	43.4	14.4	24.4	14.4
Cycle Q Clear(g_c), s	10.9	27.5	9.5	14.7	21.8	25.9	12.1	37.8	43.4	14.4	24.4	14.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	319	926	413	408	1047	467	347	1767	548	398	1833	561
V/C Ratio(X)	0.84	0.79	0.32	0.89	0.60	0.69	0.86	0.83	0.92	0.88	0.58	0.37
Avail Cap(c_a), veh/h	470	1090	486	441	1090	486	453	1767	548	449	1833	561
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	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	64.9	50.3	43.6	63.1	44.3	45.7	64.3	44.0	45.8	63.3	37.9	34.7
Incr Delay (d2), s/veh	5.8	4.8	1.0	2.0	0.1	0.4	9.9	4.7	22.5	15.1	1.3	1.8
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	5.1	12.9	3.9	6.5	9.5	10.3	5.8	16.3	20.4	7.1	10.1	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.7	55.1	44.7	65.1	44.4	46.1	74.2	48.7	68.3	78.3	39.2	36.5
LnGrp LOS	E	E	D	E	D	D	E	D	E	E	D	D
Approach Vol, veh/h		1132			1317			2269			1626	
Approach Delay, s/veh		57.6			50.5			56.4			47.3	
Approach LOS		E			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.6	57.4	18.8	48.3	22.9	55.1	23.7	43.4
Change Period (Y+Rc), s	6.3	5.7	5.6	6.2	6.3	5.7	6.8	6.2
Max Green Setting (Gmax), s	14.3	39.3	19.4	43.8	18.7	39.3	18.2	43.8
Max Q Clear Time (g_c+I1), s	14.1	26.4	12.9	27.9	16.4	45.4	16.7	29.5
Green Ext Time (p_c), s	0.2	9.9	0.3	6.1	0.2	0.0	0.1	7.6

Intersection Summary	
HCM 6th Ctrl Delay	53.0
HCM 6th LOS	D

Intersection	
Intersection Delay, s/veh	16.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	96	34	17	105	105	49	243	18	105	239	2
Future Vol, veh/h	3	96	34	17	105	105	49	243	18	105	239	2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles, %	1	1	1	0	0	0	1	1	1	1	1	1
Mvmt Flow	3	109	39	19	119	119	56	276	20	119	272	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.3	14.3	17.5	19.9
HCM LOS	B	B	C	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	2%	7%	30%
Vol Thru, %	78%	72%	46%	69%
Vol Right, %	6%	26%	46%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	310	133	227	346
LT Vol	49	3	17	105
Through Vol	243	96	105	239
RT Vol	18	34	105	2
Lane Flow Rate	352	151	258	393
Geometry Grp	1	1	1	1
Degree of Util (X)	0.591	0.28	0.447	0.657
Departure Headway (Hd)	6.035	6.659	6.241	6.015
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	595	538	575	598
Service Time	4.087	4.724	4.299	4.065
HCM Lane V/C Ratio	0.592	0.281	0.449	0.657
HCM Control Delay	17.5	12.3	14.3	19.9
HCM Lane LOS	C	B	B	C
HCM 95th-tile Q	3.8	1.1	2.3	4.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	981	153	105	868	201	195	489	150	151	346	103
Future Volume (veh/h)	137	981	153	105	868	201	195	489	150	151	346	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1885	1885	1885	1900	1900	1900	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	147	1055	165	113	933	216	210	526	161	162	372	111
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	0	0	0	1	1	1	1	1	1
Cap, veh/h	173	984	439	151	497	421	236	723	613	188	673	571
Arrive On Green	0.10	0.27	0.27	0.08	0.26	0.26	0.13	0.38	0.38	0.10	0.36	0.36
Sat Flow, veh/h	1795	3582	1598	1810	1900	1610	1795	1885	1598	1795	1885	1598
Grp Volume(v), veh/h	147	1055	165	113	933	216	210	526	161	162	372	111
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1810	1900	1610	1795	1885	1598	1795	1885	1598
Q Serve(g_s), s	10.5	35.7	10.9	7.9	34.0	14.9	15.0	31.0	9.0	11.5	20.5	6.2
Cycle Q Clear(g_c), s	10.5	35.7	10.9	7.9	34.0	14.9	15.0	31.0	9.0	11.5	20.5	6.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	173	984	439	151	497	421	236	723	613	188	673	571
V/C Ratio(X)	0.85	1.07	0.38	0.75	1.88	0.51	0.89	0.73	0.26	0.86	0.55	0.19
Avail Cap(c_a), veh/h	290	984	439	292	497	421	290	723	613	290	673	571
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)	0.53	0.53	0.53	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.8	47.1	38.1	58.3	48.0	40.9	55.6	34.3	27.5	57.3	33.5	28.9
Incr Delay (d2), s/veh	2.8	43.4	0.4	2.8	402.5	1.7	21.5	6.3	1.0	9.7	3.2	0.8
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	4.7	21.1	4.2	3.6	70.9	5.9	8.0	14.9	3.5	5.6	9.7	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.6	90.5	38.6	61.1	450.5	42.6	77.0	40.6	28.5	66.9	36.7	29.6
LnGrp LOS	E	F	D	E	F	D	E	D	C	E	D	C
Approach Vol, veh/h		1367			1262			897			645	
Approach Delay, s/veh		81.0			345.8			46.9			43.1	
Approach LOS		F			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.1	52.4	16.5	40.0	17.6	55.9	14.8	41.7
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	21.0	34.0	21.0	34.0	21.0	34.0	21.0	34.0
Max Q Clear Time (g_c+I1), s	17.0	22.5	12.5	36.0	13.5	33.0	9.9	37.7
Green Ext Time (p_c), s	0.1	2.6	0.1	0.0	0.1	0.4	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	148.0
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	186	863	155	164	874	142	203	392	175	131	265	156
Future Volume (veh/h)	186	863	155	164	874	142	203	392	175	131	265	156
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1885	1885	1885	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	196	908	163	173	920	149	214	413	184	138	279	164
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	0	0	0	0	0	0	0	0	0
Cap, veh/h	249	870	387	250	877	391	238	1255	560	612	1409	628
Arrive On Green	0.07	0.24	0.24	0.07	0.24	0.24	0.13	0.35	0.35	0.17	0.39	0.39
Sat Flow, veh/h	3483	3582	1594	3510	3610	1610	1810	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	196	908	163	173	920	149	214	413	184	138	279	164
Grp Sat Flow(s),veh/h/ln	1742	1791	1594	1755	1805	1610	1810	1805	1610	1755	1805	1610
Q Serve(g_s), s	7.8	34.0	12.1	6.7	34.0	10.8	16.3	11.8	11.8	4.7	7.1	9.7
Cycle Q Clear(g_c), s	7.8	34.0	12.1	6.7	34.0	10.8	16.3	11.8	11.8	4.7	7.1	9.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	249	870	387	250	877	391	238	1255	560	612	1409	628
V/C Ratio(X)	0.79	1.04	0.42	0.69	1.05	0.38	0.90	0.33	0.33	0.23	0.20	0.26
Avail Cap(c_a), veh/h	607	870	387	612	877	391	315	1255	560	612	1409	628
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	1.00	1.00	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.9	53.0	44.7	63.5	53.0	44.2	59.8	33.6	33.6	49.7	28.2	29.0
Incr Delay (d2), s/veh	2.1	42.3	1.1	1.3	44.2	0.9	18.1	0.7	1.5	0.9	0.3	1.0
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	3.4	19.9	4.8	3.0	20.2	4.3	8.5	5.2	4.7	2.1	3.1	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.0	95.3	45.8	64.8	97.2	45.1	77.9	34.3	35.1	50.5	28.5	30.0
LnGrp LOS	E	F	D	E	F	D	E	C	D	D	C	C
Approach Vol, veh/h		1267			1242			811			581	
Approach Delay, s/veh		84.4			86.4			46.0			34.2	
Approach LOS		F			F			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.0	60.3	15.6	40.0	30.0	54.4	15.6	40.0
Change Period (Y+Rc), s	5.6	5.7	5.6	6.0	5.6	5.7	5.6	6.0
Max Green Setting (Gmax), s	24.4	34.3	24.4	34.0	24.4	34.3	24.4	34.0
Max Q Clear Time (g_c+I1), s	18.3	11.7	9.8	36.0	6.7	13.8	8.7	36.0
Green Ext Time (p_c), s	0.1	6.1	0.3	0.0	0.2	5.9	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	69.6
HCM 6th LOS	E



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	90	89	157	810	545	74
Future Volume (veh/h)	90	89	157	810	545	74
Initial Q (Qb), veh	0	0	0	0	0	0
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	1885	1885	1885	1885	1900	1900
Adj Flow Rate, veh/h	111	110	194	1000	673	91
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	1	1	1	1	0	0
Cap, veh/h	168	150	232	2817	2202	982
Arrive On Green	0.09	0.09	0.13	0.79	0.61	0.61
Sat Flow, veh/h	1795	1598	1795	3676	3705	1610
Grp Volume(v), veh/h	111	110	194	1000	673	91
Grp Sat Flow(s),veh/h/ln	1795	1598	1795	1791	1805	1610
Q Serve(g_s), s	5.1	5.7	9.0	7.0	7.6	2.0
Cycle Q Clear(g_c), s	5.1	5.7	9.0	7.0	7.6	2.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	168	150	232	2817	2202	982
V/C Ratio(X)	0.66	0.74	0.84	0.36	0.31	0.09
Avail Cap(c_a), veh/h	530	472	380	2817	2202	982
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.94	0.94
Uniform Delay (d), s/veh	37.2	37.5	36.1	2.7	7.9	6.9
Incr Delay (d2), s/veh	1.7	2.6	3.7	0.4	0.3	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	2.2	3.9	1.2	2.4	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.9	40.1	39.8	3.0	8.3	7.0
LnGrp LOS	D	D	D	A	A	A
Approach Vol, veh/h	221			1194	764	
Approach Delay, s/veh	39.5			9.0	8.1	
Approach LOS	D			A	A	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	15.0	57.2			72.1	12.9
Change Period (Y+Rc), s	4.0	5.3			5.3	4.9
Max Green Setting (Gmax), s	18.0	27.7			49.7	25.1
Max Q Clear Time (g_c+I1), s	11.0	9.6			9.0	7.7
Green Ext Time (p_c), s	0.1	5.4			10.1	0.3

Intersection Summary		
HCM 6th Ctrl Delay	11.8	
HCM 6th LOS	B	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	472	393	43	449	74	312	882	46	43	553	48
Future Volume (veh/h)	55	472	393	43	449	74	312	882	46	43	553	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
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	1900	1900	1900	1885	1885	1885	1885	1885	1885	1900	1900	1900
Adj Flow Rate, veh/h	59	502	418	46	478	79	332	938	49	46	588	51
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	1	1	1	1	1	1	0	0	0
Cap, veh/h	99	503	426	92	492	416	352	1823	795	93	1313	571
Arrive On Green	0.05	0.26	0.26	0.05	0.26	0.26	0.20	0.51	0.51	0.05	0.36	0.36
Sat Flow, veh/h	1810	1900	1610	1795	1885	1596	1795	3582	1561	1810	3610	1570
Grp Volume(v), veh/h	59	502	418	46	478	79	332	938	49	46	588	51
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1795	1885	1596	1795	1791	1561	1810	1805	1570
Q Serve(g_s), s	4.8	39.6	38.7	3.7	37.7	5.8	27.3	26.1	2.4	3.7	18.6	3.2
Cycle Q Clear(g_c), s	4.8	39.6	38.7	3.7	37.7	5.8	27.3	26.1	2.4	3.7	18.6	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	99	503	426	92	492	416	352	1823	795	93	1313	571
V/C Ratio(X)	0.59	1.00	0.98	0.50	0.97	0.19	0.94	0.51	0.06	0.50	0.45	0.09
Avail Cap(c_a), veh/h	374	503	426	311	492	416	371	1823	795	314	1313	571
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	1.00	1.00	1.00	1.00	1.00	0.56	0.56	0.56	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.3	55.1	54.8	69.3	54.9	43.1	59.4	24.5	18.7	69.3	36.3	31.4
Incr Delay (d2), s/veh	2.1	39.7	38.5	1.6	33.3	0.3	20.8	0.6	0.1	1.5	1.1	0.3
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	2.2	24.0	19.8	1.7	22.0	2.3	14.2	10.9	0.9	1.7	8.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.4	94.8	93.3	70.9	88.2	43.4	80.2	25.1	18.8	70.8	37.4	31.7
LnGrp LOS	E	F	F	E	F	D	F	C	B	E	D	C
Approach Vol, veh/h		979			603			1319			685	
Approach Delay, s/veh		92.7			81.0			38.7			39.2	
Approach LOS		F			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.4	59.9	12.2	44.4	11.7	81.6	11.7	45.0
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	4.0	5.3	4.0	5.3
Max Green Setting (Gmax), s	31.0	34.7	31.0	34.7	26.0	39.7	26.0	39.7
Max Q Clear Time (g_c+I1), s	29.3	20.6	6.8	39.7	5.7	28.1	5.7	41.6
Green Ext Time (p_c), s	0.1	4.6	0.1	0.0	0.0	6.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	60.7
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	357	176	36	322	116	147	1164	67	107	865	17
Future Volume (veh/h)	22	357	176	36	322	116	147	1164	67	107	865	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
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	1885	1885	1885	1885	1885	1885	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	24	388	191	39	350	126	160	1265	73	116	940	18
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, %	1	1	1	1	1	1	0	0	0	0	0	0
Cap, veh/h	81	434	367	107	460	390	187	1597	92	171	1636	31
Arrive On Green	0.05	0.23	0.23	0.06	0.24	0.24	0.10	0.46	0.46	0.09	0.45	0.45
Sat Flow, veh/h	1795	1885	1596	1795	1885	1598	1810	3464	200	1810	3621	69
Grp Volume(v), veh/h	24	388	191	39	350	126	160	658	680	116	469	489
Grp Sat Flow(s),veh/h/ln	1795	1885	1596	1795	1885	1598	1810	1805	1859	1810	1805	1886
Q Serve(g_s), s	1.6	24.9	13.1	2.6	21.5	8.1	10.9	38.7	38.8	7.8	24.0	24.0
Cycle Q Clear(g_c), s	1.6	24.9	13.1	2.6	21.5	8.1	10.9	38.7	38.8	7.8	24.0	24.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.11	1.00		0.04
Lane Grp Cap(c), veh/h	81	434	367	107	460	390	187	832	857	171	816	852
V/C Ratio(X)	0.30	0.89	0.52	0.37	0.76	0.32	0.85	0.79	0.79	0.68	0.57	0.57
Avail Cap(c_a), veh/h	158	593	502	158	593	502	304	832	857	232	816	852
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.79	0.79	0.79
Uniform Delay (d), s/veh	57.7	46.6	42.1	56.5	43.8	38.8	55.1	28.6	28.6	54.8	25.4	25.4
Incr Delay (d2), s/veh	0.7	11.6	0.8	0.8	4.4	0.5	6.6	7.6	7.5	1.4	2.3	2.2
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	0.7	12.7	5.1	1.2	10.3	3.2	5.2	17.4	18.0	3.5	10.3	10.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.5	58.2	42.9	57.3	48.3	39.3	61.7	36.1	36.1	56.2	27.7	27.6
LnGrp LOS	E	E	D	E	D	D	E	D	D	E	C	C
Approach Vol, veh/h		603			515			1498			1074	
Approach Delay, s/veh		53.4			46.8			38.8			30.7	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.9	62.2	9.7	36.2	15.8	63.3	11.4	34.5
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	4.0	5.7	4.0	5.7
Max Green Setting (Gmax), s	12.9	34.3	11.0	39.3	16.0	39.3	11.0	39.3
Max Q Clear Time (g_c+I1), s	10.9	26.0	3.6	23.5	9.8	40.8	4.6	26.9
Green Ext Time (p_c), s	0.1	3.5	0.0	2.2	0.1	0.0	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	40.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1755	545	0	1595	766	0	0	0	73	0	342
Future Volume (veh/h)	0	1755	545	0	1595	766	0	0	0	73	0	342
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1885	1885	0	1885	1885				1885	0	1885
Adj Flow Rate, veh/h	0	1773	551	0	1505	0				74	0	345
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	1	1	0	1	1				1	0	1
Cap, veh/h	0	3284	809	0	2864					571	0	461
Arrive On Green	0.00	0.51	0.51	0.00	0.51	0.00				0.16	0.00	0.16
Sat Flow, veh/h	0	6749	1598	0	5656	3195				3483	0	2812
Grp Volume(v), veh/h	0	1773	551	0	1505	0				74	0	345
Grp Sat Flow(s),veh/h/ln	0	1621	1598	0	1885	1598				1742	0	1406
Q Serve(g_s), s	0.0	24.5	34.3	0.0	23.6	0.0				2.4	0.0	15.4
Cycle Q Clear(g_c), s	0.0	24.5	34.3	0.0	23.6	0.0				2.4	0.0	15.4
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3284	809	0	2864					571	0	461
V/C Ratio(X)	0.00	0.54	0.68	0.00	0.53					0.13	0.00	0.75
Avail Cap(c_a), veh/h	0	3341	823	0	2913					1317	0	1063
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.92	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	22.1	24.6	0.0	21.9	0.0				47.1	0.0	52.6
Incr Delay (d2), s/veh	0.0	0.6	4.6	0.0	0.6	0.0				0.3	0.0	5.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.0	13.3	0.0	10.1	0.0				1.1	0.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.8	29.2	0.0	22.6	0.0				47.4	0.0	58.5
LnGrp LOS	A	C	C	A	C					D	A	E
Approach Vol, veh/h		2324			1505						419	
Approach Delay, s/veh		24.3			22.6						56.5	
Approach LOS		C			C						E	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	73.6	29.0	73.6
Change Period (Y+Rc), s	6.8	7.3	6.8
Max Green Setting (Gmax), s	68.0	49.9	68.0
Max Q Clear Time (g_c+I1), s	36.3	17.4	25.6
Green Ext Time (p_c), s	30.5	4.2	33.7

Intersection Summary	
HCM 6th Ctrl Delay	26.9
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1462	367	0	1822	199	520	0	987	0	0	0
Future Volume (veh/h)	0	1462	367	0	1822	199	520	0	987	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1885	1885	0	1885	1885	1885	0	1885			
Adj Flow Rate, veh/h	0	1507	0	0	1878	205	536	0	1018			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	1	1	0	1	1	1	0	1			
Cap, veh/h	0	2930		0	4346	909	1651	0	917			
Arrive On Green	0.00	0.57	0.00	0.00	0.57	0.57	0.33	0.00	0.33			
Sat Flow, veh/h	0	5316	1598	0	7993	1598	5063	0	2812			
Grp Volume(v), veh/h	0	1507	0	0	1878	205	536	0	1018			
Grp Sat Flow(s),veh/h/ln	0	1716	1598	0	1527	1598	1688	0	1406			
Q Serve(g_s), s	0.0	23.2	0.0	0.0	18.3	8.2	10.4	0.0	42.4			
Cycle Q Clear(g_c), s	0.0	23.2	0.0	0.0	18.3	8.2	10.4	0.0	42.4			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2930		0	4346	909	1651	0	917			
V/C Ratio(X)	0.00	0.51		0.00	0.43	0.23	0.32	0.00	1.11			
Avail Cap(c_a), veh/h	0	2930		0	4346	909	1651	0	917			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.94	0.00	0.00	0.54	0.54	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	17.1	0.0	0.0	16.0	13.8	33.0	0.0	43.8			
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.2	0.3	0.5	0.0	64.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	8.7	0.0	0.0	6.0	2.9	4.3	0.0	22.7			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.7	0.0	0.0	16.2	14.1	33.5	0.0	108.5			
LnGrp LOS	A	B		A	B	B	C	A	F			
Approach Vol, veh/h		1507			2083			1554				
Approach Delay, s/veh		17.7			16.0			82.6				
Approach LOS		B			B			F				

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		80.8				80.8		49.2				
Change Period (Y+Rc), s		6.8				6.8		6.8				
Max Green Setting (Gmax), s		74.0				74.0		42.4				
Max Q Clear Time (g_c+I1), s		25.2				20.3		44.4				
Green Ext Time (p_c), s		37.7				49.2		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		36.6
HCM 6th LOS		D

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	677	1428	330	319	1137	203	389	560	280	316	361	484
Future Volume (veh/h)	677	1428	330	319	1137	203	389	560	280	316	361	484
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
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	1885	1885	1885	1885	1885	1885	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	705	1488	344	332	1184	211	405	583	292	329	376	504
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	1	1	1
Cap, veh/h	562	1889	586	381	1622	503	457	950	434	380	1305	703
Arrive On Green	0.16	0.37	0.37	0.11	0.32	0.32	0.13	0.27	0.27	0.11	0.25	0.25
Sat Flow, veh/h	3483	5147	1598	3483	5147	1596	3510	3458	1579	3483	5147	2773
Grp Volume(v), veh/h	705	1488	344	332	1184	211	405	583	292	329	376	504
Grp Sat Flow(s),veh/h/ln	1742	1716	1598	1742	1716	1596	1755	1729	1579	1742	1716	1387
Q Serve(g_s), s	25.0	39.9	26.9	14.5	31.7	16.2	17.6	22.8	25.5	14.4	9.1	25.7
Cycle Q Clear(g_c), s	25.0	39.9	26.9	14.5	31.7	16.2	17.6	22.8	25.5	14.4	9.1	25.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	562	1889	586	381	1622	503	457	950	434	380	1305	703
V/C Ratio(X)	1.25	0.79	0.59	0.87	0.73	0.42	0.89	0.61	0.67	0.87	0.29	0.72
Avail Cap(c_a), veh/h	562	1889	586	562	1622	503	679	950	434	674	1305	703
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)	0.60	0.60	0.60	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.0	43.7	39.6	67.9	47.2	41.9	66.3	49.1	50.0	67.9	46.6	52.8
Incr Delay (d2), s/veh	123.5	2.1	2.6	7.1	2.9	2.6	7.0	3.0	8.1	2.4	0.6	6.2
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	20.5	16.9	10.8	6.8	13.7	6.7	8.2	10.1	10.9	6.4	3.9	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	188.5	45.8	42.2	75.0	50.2	44.5	73.3	52.0	58.1	70.3	47.1	59.0
LnGrp LOS	F	D	D	E	D	D	E	D	E	E	D	E
Approach Vol, veh/h		2537			1727			1280			1209	
Approach Delay, s/veh		84.9			54.2			60.1			58.4	
Approach LOS		F			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	54.8	21.9	48.3	22.0	62.9	25.2	45.0
Change Period (Y+Rc), s	5.0	6.0	5.0	5.7	5.0	6.0	5.0	5.7
Max Green Setting (Gmax), s	25.0	39.0	30.0	39.3	25.0	39.0	30.0	39.3
Max Q Clear Time (g_c+I1), s	27.0	33.7	16.4	27.5	16.5	41.9	19.6	27.7
Green Ext Time (p_c), s	0.0	3.2	0.5	2.8	0.4	0.0	0.6	3.8

Intersection Summary	
HCM 6th Ctrl Delay	67.6
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	187	205	0	0	0
Future Vol, veh/h	0	187	205	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	205	225	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	225	0	-	0	430	225
Stage 1	-	-	-	-	225	-
Stage 2	-	-	-	-	205	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1356	-	-	-	586	819
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	834	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1356	-	-	-	586	819
Mov Cap-2 Maneuver	-	-	-	-	586	-
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	834	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1356	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	523.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	133	886	160	62	915	31	183	25	74	19	43	108
Future Vol, veh/h	133	886	160	62	915	31	183	25	74	19	43	108
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	1	1	1	0	0	0	0	0	0	0	0	0
Mvmt Flow	141	943	170	66	973	33	195	27	79	20	46	115
Number of Lanes	0	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	724.1	508.7	37.7	26.9
HCM LOS	F	F	E	D

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	65%	11%	100%	0%	11%
Vol Thru, %	9%	75%	0%	97%	25%
Vol Right, %	26%	14%	0%	3%	64%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	282	1179	62	946	170
LT Vol	183	133	62	0	19
Through Vol	25	886	0	915	43
RT Vol	74	160	0	31	108
Lane Flow Rate	300	1254	66	1006	181
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.67	2.55	0.149	2.134	0.419
Departure Headway (Hd)	12.546	9.02	10.515	9.964	14.081
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	291	414	344	372	259
Service Time	10.546	7.02	8.215	7.664	12.081
HCM Lane V/C Ratio	1.031	3.029	0.192	2.704	0.699
HCM Control Delay	37.7	724.1	15	541.1	26.9
HCM Lane LOS	E	F	B	F	D
HCM 95th-tile Q	4.4	82	0.5	56.3	2

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	3	27	3	31	0	218	39	35	201	1
Future Vol, veh/h	1	1	3	27	3	31	0	218	39	35	201	1
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	9	9	9	0	0	0	0	0	0	1	1	1
Mvmt Flow	1	1	3	31	3	36	0	253	45	41	234	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	612	615	235	595	593	276	235	0	0	298	0	0
Stage 1	317	317	-	276	276	-	-	-	-	-	-	-
Stage 2	295	298	-	319	317	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.1	6.5	6.2	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.5	4	3.3	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	395	397	787	419	421	768	1344	-	-	1269	-	-
Stage 1	680	642	-	735	685	-	-	-	-	-	-	-
Stage 2	699	654	-	697	658	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	363	382	787	404	405	768	1344	-	-	1269	-	-
Mov Cap-2 Maneuver	363	382	-	404	405	-	-	-	-	-	-	-
Stage 1	680	618	-	735	685	-	-	-	-	-	-	-
Stage 2	663	654	-	667	634	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.7	12.8	0	1.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1344	-	-	544	532	1269	-	-
HCM Lane V/C Ratio	-	-	-	0.011	0.133	0.032	-	-
HCM Control Delay (s)	0	-	-	11.7	12.8	7.9	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.5	0.1	-	-

Intersection	
Intersection Delay, s/veh	71.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	39	375	74	32	354	15	115	197	35	17	155	49
Future Vol, veh/h	39	375	74	32	354	15	115	197	35	17	155	49
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	1	1	1
Mvmt Flow	45	431	85	37	407	17	132	226	40	20	178	56
Number of Lanes	1	2	0	1	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	3
HCM Control Delay	32.6	135.4	75.2	38.2
HCM LOS	D	F	F	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	37%	0%	100%	0%	0%	100%	0%	8%
Vol Thru, %	63%	0%	0%	100%	63%	0%	96%	70%
Vol Right, %	0%	100%	0%	0%	37%	0%	4%	22%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	312	35	39	250	199	32	369	221
LT Vol	115	0	39	0	0	32	0	17
Through Vol	197	0	0	250	125	0	354	155
RT Vol	0	35	0	0	74	0	15	49
Lane Flow Rate	359	40	45	287	229	37	424	254
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.997	0.102	0.126	0.769	0.595	0.11	1.203	0.725
Departure Headway (Hd)	10.73	9.802	10.832	10.305	10.03	10.774	10.214	11.073
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	341	368	333	353	361	335	361	328
Service Time	8.43	7.502	8.532	8.005	7.73	8.474	7.914	8.773
HCM Lane V/C Ratio	1.053	0.109	0.135	0.813	0.634	0.11	1.175	0.774
HCM Control Delay	82.1	13.6	15.1	40.2	26.4	14.8	145.9	38.2
HCM Lane LOS	F	B	C	E	D	B	F	E
HCM 95th-tile Q	11.1	0.3	0.4	6.2	3.7	0.4	17.9	5.3

Intersection	
Intersection Delay, s/veh	9.6
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	4	181	4	5	1	166	84	3	1	68	5
Future Vol, veh/h	7	4	181	4	5	1	166	84	3	1	68	5
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	2	2	2
Mvmt Flow	8	5	213	5	6	1	195	99	4	1	80	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.9	8.3	10.6	8.4
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	66%	4%	40%	1%
Vol Thru, %	33%	2%	50%	92%
Vol Right, %	1%	94%	10%	7%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	253	192	10	74
LT Vol	166	7	4	1
Through Vol	84	4	5	68
RT Vol	3	181	1	5
Lane Flow Rate	298	226	12	87
Geometry Grp	1	1	1	1
Degree of Util (X)	0.384	0.268	0.017	0.115
Departure Headway (Hd)	4.65	4.273	5.11	4.772
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	771	840	698	748
Service Time	2.691	2.303	3.161	2.821
HCM Lane V/C Ratio	0.387	0.269	0.017	0.116
HCM Control Delay	10.6	8.9	8.3	8.4
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	1.8	1.1	0.1	0.4

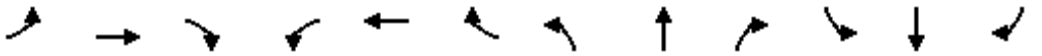
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	17	9	244	248	6
Future Vol, veh/h	5	17	9	244	248	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	0	2	2
Mvmt Flow	6	19	10	271	276	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	571	280	283	0	-	0
Stage 1	280	-	-	-	-	-
Stage 2	291	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	486	764	1291	-	-	-
Stage 1	772	-	-	-	-	-
Stage 2	763	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	482	764	1291	-	-	-
Mov Cap-2 Maneuver	482	-	-	-	-	-
Stage 1	765	-	-	-	-	-
Stage 2	763	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1291	-	674	-	-
HCM Lane V/C Ratio	0.008	-	0.036	-	-
HCM Control Delay (s)	7.8	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	585	161	52	659	128	282	122	76	110	129	36
Future Volume (veh/h)	43	585	161	52	659	128	282	122	76	110	129	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	45	616	169	55	694	135	297	128	80	116	136	38
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	81	802	358	86	427	362	319	980	830	139	594	166
Arrive On Green	0.05	0.22	0.22	0.05	0.23	0.23	0.18	0.52	0.52	0.08	0.42	0.42
Sat Flow, veh/h	1795	3582	1598	1795	1885	1598	1795	1885	1597	1795	1417	396
Grp Volume(v), veh/h	45	616	169	55	694	135	297	128	80	116	0	174
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1795	1885	1598	1795	1885	1597	1795	0	1814
Q Serve(g_s), s	3.7	24.2	13.8	4.5	34.0	10.7	24.5	5.2	3.8	9.6	0.0	9.2
Cycle Q Clear(g_c), s	3.7	24.2	13.8	4.5	34.0	10.7	24.5	5.2	3.8	9.6	0.0	9.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.22
Lane Grp Cap(c), veh/h	81	802	358	86	427	362	319	980	830	139	0	760
V/C Ratio(X)	0.56	0.77	0.47	0.64	1.62	0.37	0.93	0.13	0.10	0.84	0.00	0.23
Avail Cap(c_a), veh/h	371	812	362	371	427	362	371	980	830	371	0	760
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	70.1	54.6	50.5	70.1	58.0	49.0	60.8	18.6	18.2	68.3	0.0	28.0
Incr Delay (d2), s/veh	2.2	5.1	1.8	2.9	291.4	1.2	26.2	0.3	0.2	5.0	0.0	0.7
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	11.4	5.7	2.1	50.3	4.4	13.3	2.3	1.5	4.5	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.3	59.6	52.3	73.0	349.4	50.2	87.0	18.8	18.5	73.3	0.0	28.7
LnGrp LOS	E	E	D	E	F	D	F	B	B	E	A	C
Approach Vol, veh/h		830			884			505			290	
Approach Delay, s/veh		58.8			286.5			58.9			46.5	
Approach LOS		E			F			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.6	68.6	10.8	40.0	15.6	83.6	11.2	39.6
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0
Max Green Setting (Gmax), s	31.0	34.3	31.0	34.0	31.0	34.3	31.0	34.0
Max Q Clear Time (g_c+I1), s	26.5	11.2	5.7	36.0	11.6	7.2	6.5	26.2
Green Ext Time (p_c), s	0.2	0.8	0.0	0.0	0.1	0.8	0.0	4.0

Intersection Summary	
HCM 6th Ctrl Delay	137.6
HCM 6th LOS	F

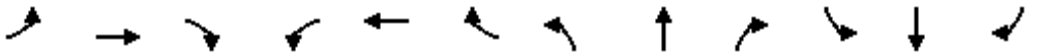
Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	3	13	5	7	15	23	426	13	9	304	40
Future Vol, veh/h	50	3	13	5	7	15	23	426	13	9	304	40
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	-	-	-	-	-	-	100	-	-	260	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	9	9	9	4	4	4	1	1	1	2	2	2
Mvmt Flow	52	3	14	5	7	16	24	444	14	9	317	42

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	846	841	317	864	876	451	359	0	0	458	0	0
Stage 1	335	335	-	499	499	-	-	-	-	-	-	-
Stage 2	511	506	-	365	377	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.14	6.54	6.24	4.11	-	-	4.12	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.536	4.036	3.336	2.209	-	-	2.218	-	-
Pot Cap-1 Maneuver	274	294	708	272	285	604	1205	-	-	1103	-	-
Stage 1	664	630	-	550	540	-	-	-	-	-	-	-
Stage 2	533	528	-	650	612	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	256	286	708	259	277	604	1205	-	-	1103	-	-
Mov Cap-2 Maneuver	256	286	-	259	277	-	-	-	-	-	-	-
Stage 1	651	625	-	539	529	-	-	-	-	-	-	-
Stage 2	502	517	-	629	607	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.9	15	0.4	0.2
HCM LOS	C	C		

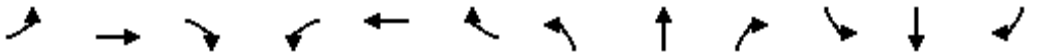
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1205	-	-	294	389	1103	-	-
HCM Lane V/C Ratio	0.02	-	-	0.234	0.072	0.008	-	-
HCM Control Delay (s)	8	-	-	20.9	15	8.3	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	0.2	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	280	114	37	240	46	163	370	62	42	247	36
Future Volume (veh/h)	30	280	114	37	240	46	163	370	62	42	247	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1900	1900	1900	1885	1885	1885	1885	1885	1885	1856	1856	1856
Adj Flow Rate, veh/h	33	308	125	41	264	51	179	407	68	46	271	40
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	1	1	1	1	1	1	3	3	3
Cap, veh/h	42	414	164	53	321	272	207	1165	987	59	995	844
Arrive On Green	0.02	0.16	0.16	0.03	0.17	0.17	0.12	0.62	0.62	0.03	0.54	0.54
Sat Flow, veh/h	1810	2522	1002	1795	1885	1598	1795	1885	1598	1767	1856	1572
Grp Volume(v), veh/h	33	219	214	41	264	51	179	407	68	46	271	40
Grp Sat Flow(s),veh/h/ln	1810	1805	1720	1795	1885	1598	1795	1885	1598	1767	1856	1572
Q Serve(g_s), s	2.2	13.8	14.3	2.7	16.2	3.3	11.8	12.6	2.0	3.1	9.5	1.5
Cycle Q Clear(g_c), s	2.2	13.8	14.3	2.7	16.2	3.3	11.8	12.6	2.0	3.1	9.5	1.5
Prop In Lane	1.00		0.58	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	42	296	282	53	321	272	207	1165	987	59	995	844
V/C Ratio(X)	0.78	0.74	0.76	0.78	0.82	0.19	0.87	0.35	0.07	0.78	0.27	0.05
Avail Cap(c_a), veh/h	271	522	497	269	545	462	269	1165	987	265	995	844
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	1.00	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	58.3	47.7	47.9	57.8	48.1	42.7	52.2	11.2	9.1	57.5	15.1	13.2
Incr Delay (d2), s/veh	11.1	5.6	6.6	8.7	4.6	0.3	16.9	0.8	0.1	7.9	0.7	0.1
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	1.1	6.5	6.5	1.3	7.8	1.3	6.1	5.0	0.7	1.5	3.9	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.4	53.3	54.5	66.5	52.6	43.0	69.1	12.0	9.3	65.4	15.8	13.3
LnGrp LOS	E	D	D	E	D	D	E	B	A	E	B	B
Approach Vol, veh/h		466			356			654			357	
Approach Delay, s/veh		55.0			52.8			27.3			21.9	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.8	69.7	6.8	25.7	8.0	79.5	7.5	25.0
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	4.0	5.3	4.0	5.3
Max Green Setting (Gmax), s	18.0	30.7	18.0	34.7	18.0	30.7	18.0	34.7
Max Q Clear Time (g_c+I1), s	13.8	11.5	4.2	18.2	5.1	14.6	4.7	16.3
Green Ext Time (p_c), s	0.1	1.6	0.0	1.2	0.0	2.6	0.0	3.4

Intersection Summary	
HCM 6th Ctrl Delay	38.3
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	163	0	15	442	829	0	0	418	195
Future Volume (veh/h)	0	0	0	163	0	15	442	829	0	0	418	195
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1856	0	1856	1885	1885	0	0	1885	1885
Adj Flow Rate, veh/h				172	0	16	465	873	0	0	440	205
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				3	0	3	1	1	0	0	1	1
Cap, veh/h				217	0	193	532	2673	0	0	1276	589
Arrive On Green				0.12	0.00	0.12	0.31	1.00	0.00	0.00	0.54	0.54
Sat Flow, veh/h				1767	0	1572	3483	3676	0	0	2474	1099
Grp Volume(v), veh/h				172	0	16	465	873	0	0	330	315
Grp Sat Flow(s),veh/h/ln				1767	0	1572	1742	1791	0	0	1791	1687
Q Serve(g_s), s				9.5	0.0	0.9	12.7	0.0	0.0	0.0	10.5	10.6
Cycle Q Clear(g_c), s				9.5	0.0	0.9	12.7	0.0	0.0	0.0	10.5	10.6
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.65
Lane Grp Cap(c), veh/h				217	0	193	532	2673	0	0	961	905
V/C Ratio(X)				0.79	0.00	0.08	0.87	0.33	0.00	0.00	0.34	0.35
Avail Cap(c_a), veh/h				422	0	376	801	2673	0	0	961	905
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.76	0.76	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				42.6	0.0	38.9	33.8	0.0	0.0	0.0	13.2	13.2
Incr Delay (d2), s/veh				12.9	0.0	0.4	3.8	0.2	0.0	0.0	1.0	1.1
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				4.8	0.0	0.4	4.6	0.1	0.0	0.0	4.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				55.5	0.0	39.3	37.6	0.2	0.0	0.0	14.2	14.3
LnGrp LOS				E	A	D	D	A	A	A	B	B
Approach Vol, veh/h					188			1338			645	
Approach Delay, s/veh					54.1			13.2			14.2	
Approach LOS					D			B			B	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		81.4			21.0	60.4		18.6				
Change Period (Y+Rc), s		6.8			* 5.7	6.8		6.3				
Max Green Setting (Gmax), s		63.0			* 23	34.3		23.9				
Max Q Clear Time (g_c+I1), s		2.0			14.7	12.6		11.5				
Green Ext Time (p_c), s		12.9			0.6	7.3		0.9				

Intersection Summary		
HCM 6th Ctrl Delay	17.1	
HCM 6th LOS	B	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	368	0	605	0	0	0	0	902	296	23	557	0
Future Volume (veh/h)	368	0	605	0	0	0	0	902	296	23	557	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870				0	1885	1885	1870	1870	0
Adj Flow Rate, veh/h	383	0	630				0	940	308	24	580	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	2				0	1	1	2	2	0
Cap, veh/h	1006	0	461				0	1311	428	52	2061	0
Arrive On Green	0.29	0.00	0.29				0.00	0.49	0.49	0.03	0.58	0.00
Sat Flow, veh/h	3456	0	1585				0	2749	866	1781	3647	0
Grp Volume(v), veh/h	383	0	630				0	633	615	24	580	0
Grp Sat Flow(s),veh/h/ln	1728	0	1585				0	1791	1729	1781	1777	0
Q Serve(g_s), s	8.8	0.0	29.1				0.0	27.7	27.9	1.3	8.2	0.0
Cycle Q Clear(g_c), s	8.8	0.0	29.1				0.0	27.7	27.9	1.3	8.2	0.0
Prop In Lane	1.00		1.00				0.00		0.50	1.00		0.00
Lane Grp Cap(c), veh/h	1006	0	461				0	884	854	52	2061	0
V/C Ratio(X)	0.38	0.00	1.37				0.00	0.72	0.72	0.46	0.28	0.00
Avail Cap(c_a), veh/h	1006	0	461				0	884	854	285	2061	0
HCM Platoon Ratio	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				0.00	1.00	1.00	0.90	0.90	0.00
Uniform Delay (d), s/veh	28.3	0.0	35.4				0.0	19.8	19.9	47.8	10.5	0.0
Incr Delay (d2), s/veh	0.5	0.0	178.1				0.0	4.9	5.2	2.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	33.6				0.0	11.5	11.3	0.6	2.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.8	0.0	213.6				0.0	24.7	25.1	49.9	10.8	0.0
LnGrp LOS	C	A	F				A	C	C	D	B	A
Approach Vol, veh/h		1013						1248			604	
Approach Delay, s/veh		143.7						24.9			12.4	
Approach LOS		F						C			B	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	8.6	56.2	35.2	64.8
Change Period (Y+Rc), s	* 5.7	6.8	6.1	6.8
Max Green Setting (Gmax), s	* 16	36.3	29.1	58.0
Max Q Clear Time (g_c+I1), s	3.3	29.9	31.1	10.2
Green Ext Time (p_c), s	0.0	5.4	0.0	7.2

Intersection Summary	
HCM 6th Ctrl Delay	64.3
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	0	107	21	0	99
Future Vol, veh/h	13	0	107	21	0	99
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	0	116	23	0	108

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	236	128	0	0	139	0
Stage 1	128	-	-	-	-	-
Stage 2	108	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	757	927	-	-	1457	-
Stage 1	903	-	-	-	-	-
Stage 2	921	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	757	927	-	-	1457	-
Mov Cap-2 Maneuver	757	-	-	-	-	-
Stage 1	903	-	-	-	-	-
Stage 2	921	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	757	1457	-
HCM Lane V/C Ratio	-	-	0.019	-	-
HCM Control Delay (s)	-	-	9.8	0	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	57	0	129	61	0	112
Future Vol, veh/h	57	0	129	61	0	112
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	62	0	140	66	0	122

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	295	173	0	0	206	0
Stage 1	173	-	-	-	-	-
Stage 2	122	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	700	876	-	-	1377	-
Stage 1	862	-	-	-	-	-
Stage 2	908	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	700	876	-	-	1377	-
Mov Cap-2 Maneuver	700	-	-	-	-	-
Stage 1	862	-	-	-	-	-
Stage 2	908	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	700	1377	-
HCM Lane V/C Ratio	-	-	0.089	-	-
HCM Control Delay (s)	-	-	10.6	0	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	186	793	898	54	0	110
Future Vol, veh/h	186	793	898	54	0	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	0	0	0	0
Mvmt Flow	202	862	976	59	0	120

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1035	0	-	0	-	518
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.115	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2095	-	-	-	-	3.3
Pot Cap-1 Maneuver	674	-	-	-	0	508
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	674	-	-	-	-	508
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2.4	0	14.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	674	-	-	-	508
HCM Lane V/C Ratio	0.3	-	-	-	0.235
HCM Control Delay (s)	12.6	-	-	-	14.3
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	1.3	-	-	-	0.9

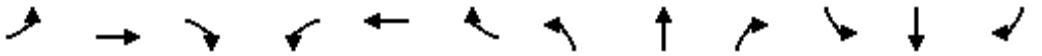
Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	13	0	32	0	0	0	19	13	0	0	4	12
Future Vol, veh/h	13	0	32	0	0	0	19	13	0	0	4	12
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	62	62	62	62	62	62	62	62	62	62	62	62
Heavy Vehicles, %	0	2	0	2	2	2	0	0	2	2	0	0
Mvmt Flow	21	0	52	0	0	0	31	21	0	0	6	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	2	0	0	52	0	0	83	70	26	81	96	2
Stage 1	-	-	-	-	-	-	68	68	-	2	2	-
Stage 2	-	-	-	-	-	-	15	2	-	79	94	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.1	6.5	6.22	7.12	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.5	4	3.318	3.518	4	3.3
Pot Cap-1 Maneuver	1634	-	-	1554	-	-	909	824	1050	907	798	1088
Stage 1	-	-	-	-	-	-	947	842	-	1021	898	-
Stage 2	-	-	-	-	-	-	1010	898	-	930	821	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1634	-	-	1554	-	-	878	813	1050	881	788	1088
Mov Cap-2 Maneuver	-	-	-	-	-	-	878	813	-	881	788	-
Stage 1	-	-	-	-	-	-	935	831	-	1008	898	-
Stage 2	-	-	-	-	-	-	985	898	-	895	810	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.1	0	9.5	8.7
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	850	1634	-	-	1554	-	-	993
HCM Lane V/C Ratio	0.061	0.013	-	-	-	-	-	0.026
HCM Control Delay (s)	9.5	7.2	0	-	0	-	-	8.7
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	157	250	99	365	168	137	779	20	58	797	79
Future Volume (veh/h)	72	157	250	99	365	168	137	779	20	58	797	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.97
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	1856	1856	1856	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	78	171	272	108	397	183	149	847	22	63	866	86
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	3	3	3	2	2	2	1	1	1
Cap, veh/h	100	591	501	131	387	179	173	2004	622	96	1796	541
Arrive On Green	0.06	0.32	0.32	0.07	0.32	0.32	0.10	0.39	0.39	0.05	0.35	0.35
Sat Flow, veh/h	1781	1870	1585	1767	1202	554	1781	5106	1585	1795	5147	1550
Grp Volume(v), veh/h	78	171	272	108	0	580	149	847	22	63	866	86
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1767	0	1756	1781	1702	1585	1795	1716	1550
Q Serve(g_s), s	5.8	9.3	19.1	8.1	0.0	43.5	11.1	16.3	1.2	4.6	17.8	5.2
Cycle Q Clear(g_c), s	5.8	9.3	19.1	8.1	0.0	43.5	11.1	16.3	1.2	4.6	17.8	5.2
Prop In Lane	1.00		1.00	1.00		0.32	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	100	591	501	131	0	566	173	2004	622	96	1796	541
V/C Ratio(X)	0.78	0.29	0.54	0.82	0.00	1.03	0.86	0.42	0.04	0.65	0.48	0.16
Avail Cap(c_a), veh/h	182	603	511	202	0	566	194	2004	622	196	1796	541
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	1.00	1.00	1.00	0.00	1.00	0.87	0.87	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.9	34.8	38.1	61.6	0.0	45.8	60.1	29.9	25.3	62.6	34.4	30.3
Incr Delay (d2), s/veh	4.9	0.3	1.3	8.5	0.0	44.4	23.5	0.6	0.1	2.8	0.9	0.6
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	2.8	4.2	7.5	3.9	0.0	25.4	6.0	6.5	0.4	2.1	7.3	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.8	35.1	39.4	70.1	0.0	90.1	83.5	30.4	25.4	65.4	35.3	30.9
LnGrp LOS	E	D	D	E	A	F	F	C	C	E	D	C
Approach Vol, veh/h		521			688			1018			1015	
Approach Delay, s/veh		42.3			87.0			38.1			36.8	
Approach LOS		D			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.4	52.8	13.8	50.0	12.5	58.7	14.6	49.2
Change Period (Y+Rc), s	5.3	5.7	6.2	6.5	5.3	5.7	4.6	6.5
Max Green Setting (Gmax), s	14.7	39.3	13.8	43.5	14.7	39.3	15.4	43.5
Max Q Clear Time (g_c+I1), s	13.1	19.8	7.8	45.5	6.6	18.3	10.1	21.1
Green Ext Time (p_c), s	0.0	11.1	0.0	0.0	0.0	10.9	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	48.7
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	406	286	305	607	222	390	916	319	252	1334	211
Future Volume (veh/h)	112	406	286	305	607	222	390	916	319	252	1334	211
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
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	1856	1856	1856	1856	1856	1856	1885	1885	1885
Adj Flow Rate, veh/h	122	441	311	332	660	241	424	996	347	274	1450	229
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	3	3	3	3	3	3	1	1	1
Cap, veh/h	189	865	386	378	1083	483	442	1929	598	324	1775	541
Arrive On Green	0.05	0.24	0.24	0.11	0.31	0.31	0.13	0.38	0.38	0.09	0.34	0.34
Sat Flow, veh/h	3456	3554	1585	3428	3526	1571	3428	5066	1571	3483	5147	1570
Grp Volume(v), veh/h	122	441	311	332	660	241	424	996	347	274	1450	229
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1714	1763	1571	1714	1689	1571	1742	1716	1570
Q Serve(g_s), s	5.0	15.5	26.8	13.8	23.1	18.2	17.8	22.0	25.4	11.2	37.3	16.2
Cycle Q Clear(g_c), s	5.0	15.5	26.8	13.8	23.1	18.2	17.8	22.0	25.4	11.2	37.3	16.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	189	865	386	378	1083	483	442	1929	598	324	1775	541
V/C Ratio(X)	0.64	0.51	0.81	0.88	0.61	0.50	0.96	0.52	0.58	0.85	0.82	0.42
Avail Cap(c_a), veh/h	462	1073	479	430	1083	483	442	1929	598	449	1775	541
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	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	0.83	0.83	0.83
Uniform Delay (d), s/veh	67.1	47.4	51.6	63.5	42.8	41.1	62.8	34.6	35.7	64.7	43.3	36.4
Incr Delay (d2), s/veh	1.4	1.1	11.3	1.7	0.1	0.1	32.1	1.0	4.1	6.6	3.6	2.0
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	2.2	7.0	11.7	6.0	9.8	7.0	9.5	8.9	10.3	5.2	15.8	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.5	48.5	62.9	65.3	42.9	41.2	94.9	35.6	39.7	71.3	46.9	38.4
LnGrp LOS	E	D	E	E	D	D	F	D	D	E	D	D
Approach Vol, veh/h		874			1233			1767			1953	
Approach Delay, s/veh		56.4			48.6			50.6			49.4	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	55.7	13.5	50.8	19.8	60.9	22.8	41.5
Change Period (Y+Rc), s	6.3	5.7	5.6	6.2	6.3	5.7	6.8	6.2
Max Green Setting (Gmax), s	18.7	39.3	19.4	43.8	18.7	39.3	18.2	43.8
Max Q Clear Time (g_c+I1), s	19.8	39.3	7.0	25.1	13.2	27.4	15.8	28.8
Green Ext Time (p_c), s	0.0	0.0	0.1	6.3	0.2	9.4	0.2	6.4

Intersection Summary	
HCM 6th Ctrl Delay	50.6
HCM 6th LOS	D

Intersection	
Intersection Delay, s/veh	457.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	132	96	43	523	380	115	269	12	166	589	8
Future Vol, veh/h	3	132	96	43	523	380	115	269	12	166	589	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	4	4	4	4	4	4	2	2	2
Mvmt Flow	3	143	104	47	568	413	125	292	13	180	640	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	50.7	671.2	118.1	492.6
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	1%	5%	22%
Vol Thru, %	68%	57%	55%	77%
Vol Right, %	3%	42%	40%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	396	231	946	763
LT Vol	115	3	43	166
Through Vol	269	132	523	589
RT Vol	12	96	380	8
Lane Flow Rate	430	251	1028	829
Geometry Grp	1	1	1	1
Degree of Util (X)	1.046	0.656	2.42	2.006
Departure Headway (Hd)	16.358	18.311	10.996	12.772
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	228	201	339	290
Service Time	14.358	16.311	8.996	10.772
HCM Lane V/C Ratio	1.886	1.249	3.032	2.859
HCM Control Delay	118.1	50.7	671.2	492.6
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	9.9	3.9	62.8	40.7



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	672	364	111	675	140	218	310	78	331	892	123
Future Volume (veh/h)	88	672	364	111	675	140	218	310	78	331	892	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	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	1885	1885	1885	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	96	730	396	121	734	152	237	337	85	360	970	134
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, %	1	1	1	3	3	3	2	2	2	2	2	2
Cap, veh/h	147	937	412	148	488	414	262	635	531	288	663	561
Arrive On Green	0.08	0.26	0.26	0.08	0.26	0.26	0.15	0.34	0.34	0.16	0.35	0.35
Sat Flow, veh/h	1795	3582	1573	1767	1856	1572	1781	1870	1564	1781	1870	1585
Grp Volume(v), veh/h	96	730	396	121	734	152	237	337	85	360	970	134
Grp Sat Flow(s),veh/h/ln	1795	1791	1573	1767	1856	1572	1781	1870	1564	1781	1870	1585
Q Serve(g_s), s	6.7	24.6	32.3	8.8	34.2	10.3	17.0	18.9	4.9	21.0	46.1	7.8
Cycle Q Clear(g_c), s	6.7	24.6	32.3	8.8	34.2	10.3	17.0	18.9	4.9	21.0	46.1	7.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	147	937	412	148	488	414	262	635	531	288	663	561
V/C Ratio(X)	0.65	0.78	0.96	0.82	1.50	0.37	0.91	0.53	0.16	1.25	1.46	0.24
Avail Cap(c_a), veh/h	290	937	412	285	488	414	288	635	531	288	663	561
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)	0.75	0.75	0.75	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.9	44.5	47.4	58.6	47.9	39.1	54.6	34.6	30.0	54.5	42.0	29.6
Incr Delay (d2), s/veh	1.4	3.5	29.2	4.2	237.1	0.9	27.3	3.2	0.6	138.4	217.1	1.0
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	3.0	10.9	15.4	4.0	47.3	3.9	9.4	8.9	1.9	20.2	60.2	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.2	48.0	76.6	62.8	285.0	40.0	81.8	37.7	30.6	192.9	259.0	30.6
LnGrp LOS	E	D	E	E	F	D	F	D	C	F	F	C
Approach Vol, veh/h		1222			1007			659			1464	
Approach Delay, s/veh		58.1			221.3			52.7			221.9	
Approach LOS		E			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.1	52.1	14.7	40.2	25.0	50.1	14.9	40.0
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	21.0	34.0	21.0	34.0	21.0	34.0	21.0	34.0
Max Q Clear Time (g_c+I1), s	19.0	48.1	8.7	36.2	23.0	20.9	10.8	34.3
Green Ext Time (p_c), s	0.1	0.0	0.1	0.0	0.0	1.8	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	150.1
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	675	210	239	555	166	117	197	146	159	597	286
Future Volume (veh/h)	110	675	210	239	555	166	117	197	146	159	597	286
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1856	1856	1856	1870	1870	1870	1796	1796	1796	1826	1826	1826
Adj Flow Rate, veh/h	120	734	228	260	603	180	127	214	159	173	649	311
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, %	3	3	3	2	2	2	7	7	7	5	5	5
Cap, veh/h	243	819	361	281	864	385	149	1360	606	419	1510	673
Arrive On Green	0.07	0.23	0.23	0.08	0.24	0.24	0.09	0.40	0.40	0.12	0.44	0.44
Sat Flow, veh/h	3428	3526	1552	3456	3554	1585	1711	3413	1522	3374	3469	1546
Grp Volume(v), veh/h	120	734	228	260	603	180	127	214	159	173	649	311
Grp Sat Flow(s),veh/h/ln	1714	1763	1552	1728	1777	1585	1711	1706	1522	1687	1735	1546
Q Serve(g_s), s	4.7	28.3	18.5	10.5	21.7	13.6	10.2	5.6	9.8	6.6	18.2	19.9
Cycle Q Clear(g_c), s	4.7	28.3	18.5	10.5	21.7	13.6	10.2	5.6	9.8	6.6	18.2	19.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	243	819	361	281	864	385	149	1360	606	419	1510	673
V/C Ratio(X)	0.49	0.90	0.63	0.92	0.70	0.47	0.85	0.16	0.26	0.41	0.43	0.46
Avail Cap(c_a), veh/h	279	856	377	281	864	385	213	1360	606	419	1510	673
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	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.6	52.1	48.4	63.9	48.3	45.2	63.0	27.0	28.3	56.6	27.5	27.9
Incr Delay (d2), s/veh	0.6	12.1	3.9	33.7	2.8	1.3	14.4	0.2	1.0	3.0	0.9	2.3
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	13.5	7.4	5.8	9.6	5.3	5.0	2.3	3.7	3.0	7.5	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.2	64.2	52.2	97.6	51.1	46.5	77.3	27.3	29.3	59.6	28.3	30.2
LnGrp LOS	E	E	D	F	D	D	E	C	C	E	C	C
Approach Vol, veh/h		1082			1043			500			1133	
Approach Delay, s/veh		61.6			61.9			40.6			33.6	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.8	66.6	15.5	40.0	23.0	61.5	17.0	38.5
Change Period (Y+Rc), s	5.6	5.7	5.6	6.0	5.6	5.7	5.6	6.0
Max Green Setting (Gmax), s	17.4	54.3	11.4	34.0	17.4	54.3	11.4	34.0
Max Q Clear Time (g_c+I1), s	12.2	21.9	6.7	23.7	8.6	11.8	12.5	30.3
Green Ext Time (p_c), s	0.1	17.0	0.1	4.2	0.2	4.1	0.0	2.3

Intersection Summary	
HCM 6th Ctrl Delay	50.5
HCM 6th LOS	D



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	83	234	283	431	908	295
Future Volume (veh/h)	83	234	283	431	908	295
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.95
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	1885	1885	1870	1870	1870	1870
Adj Flow Rate, veh/h	90	254	308	468	987	321
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	2	2	2	2
Cap, veh/h	328	292	272	2477	1767	748
Arrive On Green	0.18	0.18	0.15	0.70	0.50	0.50
Sat Flow, veh/h	1795	1598	1781	3647	3647	1504
Grp Volume(v), veh/h	90	254	308	468	987	321
Grp Sat Flow(s),veh/h/ln	1795	1598	1781	1777	1777	1504
Q Serve(g_s), s	3.7	13.1	13.0	3.9	16.4	11.6
Cycle Q Clear(g_c), s	3.7	13.1	13.0	3.9	16.4	11.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	328	292	272	2477	1767	748
V/C Ratio(X)	0.27	0.87	1.13	0.19	0.56	0.43
Avail Cap(c_a), veh/h	530	472	272	2477	1767	748
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.79	0.79
Uniform Delay (d), s/veh	29.9	33.7	36.0	4.5	14.9	13.7
Incr Delay (d2), s/veh	0.2	5.6	94.4	0.2	1.0	1.4
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	5.3	12.4	1.0	5.9	3.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.0	39.4	130.4	4.7	15.9	15.1
LnGrp LOS	C	D	F	A	B	B
Approach Vol, veh/h	344			776	1308	
Approach Delay, s/veh	36.9			54.6	15.7	
Approach LOS	D			D	B	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	17.0	47.6			64.6	20.4
Change Period (Y+Rc), s	4.0	5.3			5.3	4.9
Max Green Setting (Gmax), s	13.0	32.7			49.7	25.1
Max Q Clear Time (g_c+I1), s	15.0	18.4			5.9	15.1
Green Ext Time (p_c), s	0.0	7.9			3.9	0.4

Intersection Summary	
HCM 6th Ctrl Delay	31.1
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	399	358	37	468	233	161	442	21	115	780	136
Future Volume (veh/h)	71	399	358	37	468	233	161	442	21	115	780	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.96	1.00		0.98
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	1885	1885	1885	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	77	434	389	40	509	253	175	480	23	125	848	148
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	1	1	1	3	3	3	2	2	2
Cap, veh/h	103	487	411	87	474	396	198	1707	731	148	1616	705
Arrive On Green	0.06	0.26	0.26	0.05	0.25	0.25	0.11	0.48	0.48	0.08	0.45	0.45
Sat Flow, veh/h	1781	1870	1580	1795	1885	1575	1767	3526	1510	1781	3554	1549
Grp Volume(v), veh/h	77	434	389	40	509	253	175	480	23	125	848	148
Grp Sat Flow(s),veh/h/ln	1781	1870	1580	1795	1885	1575	1767	1763	1510	1781	1777	1549
Q Serve(g_s), s	6.4	33.5	36.2	3.3	37.7	21.5	14.6	12.2	1.2	10.4	25.6	8.6
Cycle Q Clear(g_c), s	6.4	33.5	36.2	3.3	37.7	21.5	14.6	12.2	1.2	10.4	25.6	8.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	103	487	411	87	474	396	198	1707	731	148	1616	705
V/C Ratio(X)	0.75	0.89	0.95	0.46	1.07	0.64	0.88	0.28	0.03	0.85	0.52	0.21
Avail Cap(c_a), veh/h	368	495	418	311	474	396	365	1707	731	309	1616	705
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	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.6	53.4	54.4	69.4	56.1	50.1	65.6	23.1	20.3	67.8	29.3	24.6
Incr Delay (d2), s/veh	4.1	18.3	30.6	1.4	62.4	4.0	4.7	0.4	0.1	5.1	1.2	0.7
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	3.0	17.9	17.6	1.5	25.7	8.8	6.7	5.1	0.4	4.9	10.9	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.7	71.8	85.1	70.8	118.6	54.0	70.3	23.5	20.3	72.9	30.5	25.3
LnGrp LOS	E	E	F	E	F	D	E	C	C	E	C	C
Approach Vol, veh/h		900			802			678			1121	
Approach Delay, s/veh		77.7			95.8			35.5			34.5	
Approach LOS		E			F			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.8	73.5	12.6	43.0	16.4	77.9	11.3	44.4
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	4.0	5.3	4.0	5.3
Max Green Setting (Gmax), s	16.8	34.7	31.0	34.7	26.0	39.7	26.0	39.7
Max Q Clear Time (g_c+I1), s	10.6	27.6	8.4	39.7	12.4	14.2	5.3	38.2
Green Ext Time (p_c), s	0.2	4.2	0.1	0.0	0.1	4.6	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	59.8
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	291	193	46	416	109	279	498	91	162	1060	63
Future Volume (veh/h)	16	291	193	46	416	109	279	498	91	162	1060	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.98
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	1826	1826	1826	1870	1870	1870	1856	1856	1856	1885	1885	1885
Adj Flow Rate, veh/h	17	316	210	50	452	118	303	541	99	176	1152	68
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, %	5	5	5	2	2	2	3	3	3	1	1	1
Cap, veh/h	62	433	364	117	500	418	297	1272	232	202	1283	76
Arrive On Green	0.04	0.24	0.24	0.07	0.27	0.27	0.17	0.43	0.43	0.11	0.37	0.37
Sat Flow, veh/h	1739	1826	1536	1781	1870	1562	1767	2964	540	1795	3433	202
Grp Volume(v), veh/h	17	316	210	50	452	118	303	321	319	176	601	619
Grp Sat Flow(s),veh/h/ln	1739	1826	1536	1781	1870	1562	1767	1763	1741	1795	1791	1845
Q Serve(g_s), s	1.2	20.0	15.1	3.4	29.2	7.5	21.0	15.9	16.0	12.1	39.5	39.6
Cycle Q Clear(g_c), s	1.2	20.0	15.1	3.4	29.2	7.5	21.0	15.9	16.0	12.1	39.5	39.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.31	1.00		0.11
Lane Grp Cap(c), veh/h	62	433	364	117	500	418	297	757	747	202	669	689
V/C Ratio(X)	0.27	0.73	0.58	0.43	0.90	0.28	1.02	0.42	0.43	0.87	0.90	0.90
Avail Cap(c_a), veh/h	153	574	483	157	588	491	297	757	747	230	669	689
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.68	0.68	0.68
Uniform Delay (d), s/veh	58.7	44.0	42.1	56.1	44.2	36.3	52.0	24.9	24.9	54.6	36.9	36.9
Incr Delay (d2), s/veh	0.9	2.6	1.0	0.9	16.0	0.4	57.6	1.7	1.8	17.8	12.6	12.4
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	0.5	9.1	5.7	1.5	15.2	0.0	13.8	6.7	6.7	6.3	18.8	19.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.6	46.5	43.1	57.0	60.2	36.7	109.6	26.6	26.7	72.4	49.4	49.3
LnGrp LOS	E	D	D	E	E	D	F	C	C	E	D	D
Approach Vol, veh/h		543			620			943			1396	
Approach Delay, s/veh		45.6			55.5			53.3			52.3	
Approach LOS		D			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	52.4	8.5	39.1	18.1	59.4	12.2	35.3
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	4.0	5.7	4.0	5.7
Max Green Setting (Gmax), s	21.0	34.3	11.0	39.3	16.0	39.3	11.0	39.3
Max Q Clear Time (g_c+I1), s	23.0	41.6	3.2	31.2	14.1	18.0	5.4	22.0
Green Ext Time (p_c), s	0.0	0.0	0.0	2.0	0.0	4.0	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	52.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1234	899	0	1698	848	0	0	0	78	0	787
Future Volume (veh/h)	0	1234	899	0	1698	848	0	0	0	78	0	787
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870				1885	0	1885
Adj Flow Rate, veh/h	0	1313	956	0	1715	0				83	0	837
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	0	2	2				1	0	1
Cap, veh/h	0	3959	975	0	3452					962	0	776
Arrive On Green	0.00	0.62	0.62	0.00	0.62	0.00				0.28	0.00	0.28
Sat Flow, veh/h	0	6696	1585	0	5611	3170				3483	0	2812
Grp Volume(v), veh/h	0	1313	956	0	1715	0				83	0	837
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1870	1585				1742	0	1406
Q Serve(g_s), s	0.0	12.8	76.0	0.0	22.0	0.0				2.3	0.0	35.9
Cycle Q Clear(g_c), s	0.0	12.8	76.0	0.0	22.0	0.0				2.3	0.0	35.9
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3959	975	0	3452					962	0	776
V/C Ratio(X)	0.00	0.33	0.98	0.00	0.50					0.09	0.00	1.08
Avail Cap(c_a), veh/h	0	3959	975	0	3453					962	0	776
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.88	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	12.1	24.2	0.0	13.9	0.0				34.9	0.0	47.0
Incr Delay (d2), s/veh	0.0	0.2	24.4	0.0	0.5	0.0				0.1	0.0	55.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.3	31.6	0.0	8.7	0.0				1.0	0.0	18.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	12.3	48.7	0.0	14.3	0.0				35.0	0.0	102.4
LnGrp LOS	A	B	D	A	B					C	A	F
Approach Vol, veh/h		2269			1715						920	
Approach Delay, s/veh		27.6			14.3						96.3	
Approach LOS		C			B						F	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	86.8	43.2	86.8
Change Period (Y+Rc), s	6.8	7.3	6.8
Max Green Setting (Gmax), s	80.0	35.9	80.0
Max Q Clear Time (g_c+I1), s	78.0	37.9	24.0
Green Ext Time (p_c), s	2.0	0.0	46.6

Intersection Summary	
HCM 6th Ctrl Delay	35.9
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1078	234	0	2060	93	486	0	610	0	0	0
Future Volume (veh/h)	0	1078	234	0	2060	93	486	0	610	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1885	1885	1841	0	1841			
Adj Flow Rate, veh/h	0	1172	0	0	2239	101	528	0	663			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	2	2	0	1	1	4	0	4			
Cap, veh/h	0	2985		0	4464	934	1536	0	853			
Arrive On Green	0.00	0.58	0.00	0.00	0.58	0.58	0.31	0.00	0.31			
Sat Flow, veh/h	0	5274	1585	0	7993	1598	4944	0	2745			
Grp Volume(v), veh/h	0	1172	0	0	2239	101	528	0	663			
Grp Sat Flow(s),veh/h/ln	0	1702	1585	0	1527	1598	1648	0	1373			
Q Serve(g_s), s	0.0	16.1	0.0	0.0	22.4	3.6	10.7	0.0	28.5			
Cycle Q Clear(g_c), s	0.0	16.1	0.0	0.0	22.4	3.6	10.7	0.0	28.5			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2985		0	4464	934	1536	0	853			
V/C Ratio(X)	0.00	0.39		0.00	0.50	0.11	0.34	0.00	0.78			
Avail Cap(c_a), veh/h	0	2985		0	4464	934	1536	0	853			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.96	0.00	0.00	0.54	0.54	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	14.6	0.0	0.0	15.9	12.0	34.6	0.0	40.7			
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.2	0.1	0.6	0.0	6.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	5.9	0.0	0.0	7.3	1.3	4.4	0.0	10.3			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.9	0.0	0.0	16.1	12.1	35.2	0.0	47.6			
LnGrp LOS	A	B		A	B	B	D	A	D			
Approach Vol, veh/h		1172			2340			1191				
Approach Delay, s/veh		14.9			15.9			42.1				
Approach LOS		B			B			D				

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		82.8				82.8		47.2				
Change Period (Y+Rc), s		6.8				6.8		6.8				
Max Green Setting (Gmax), s		76.0				76.0		40.4				
Max Q Clear Time (g_c+I1), s		18.1				24.4		30.5				
Green Ext Time (p_c), s		32.6				49.6		6.5				

Intersection Summary		
HCM 6th Ctrl Delay		22.3
HCM 6th LOS		C

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	389	936	364	196	1112	185	380	451	158	203	470	661
Future Volume (veh/h)	389	936	364	196	1112	185	380	451	158	203	470	661
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	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	1856	1856	1856	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	418	1006	391	211	1196	199	409	485	170	218	505	711
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	1	1	1
Cap, veh/h	464	1974	613	290	1726	536	460	1113	376	315	1305	713
Arrive On Green	0.14	0.39	0.39	0.08	0.34	0.34	0.13	0.30	0.30	0.09	0.25	0.25
Sat Flow, veh/h	3428	5066	1572	3456	5106	1585	3456	3757	1269	3483	5147	2812
Grp Volume(v), veh/h	418	1006	391	211	1196	199	409	438	217	218	505	711
Grp Sat Flow(s),veh/h/ln	1714	1689	1572	1728	1702	1585	1728	1702	1621	1742	1716	1406
Q Serve(g_s), s	18.6	23.4	31.3	9.2	31.4	14.7	18.0	16.1	16.9	9.4	12.6	39.2
Cycle Q Clear(g_c), s	18.6	23.4	31.3	9.2	31.4	14.7	18.0	16.1	16.9	9.4	12.6	39.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.78	1.00		1.00
Lane Grp Cap(c), veh/h	464	1974	613	290	1726	536	460	1008	480	315	1305	713
V/C Ratio(X)	0.90	0.51	0.64	0.73	0.69	0.37	0.89	0.43	0.45	0.69	0.39	1.00
Avail Cap(c_a), veh/h	553	1974	613	557	1726	536	669	1008	480	674	1305	713
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)	0.85	0.85	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.0	36.0	38.4	69.3	44.3	38.8	66.1	44.0	44.3	68.4	47.9	57.8
Incr Delay (d2), s/veh	12.8	0.8	4.3	1.3	2.3	2.0	7.8	1.4	3.1	1.0	0.9	33.1
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	8.8	9.6	12.5	4.1	13.3	6.0	8.3	6.9	7.1	4.2	5.4	16.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	78.8	36.8	42.7	70.6	46.7	40.8	73.9	45.4	47.4	69.4	48.7	90.9
LnGrp LOS	E	D	D	E	D	D	E	D	D	E	D	F
Approach Vol, veh/h		1815			1606			1064			1434	
Approach Delay, s/veh		47.8			49.1			56.8			72.8	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.0	58.4	19.0	51.6	18.0	66.4	25.6	45.0
Change Period (Y+Rc), s	5.0	6.0	5.0	5.7	5.0	6.0	5.0	5.7
Max Green Setting (Gmax), s	25.0	39.0	30.0	39.3	25.0	39.0	30.0	39.3
Max Q Clear Time (g_c+I1), s	20.6	33.4	11.4	18.9	11.2	33.3	20.0	41.2
Green Ext Time (p_c), s	0.4	3.3	0.3	2.3	0.3	3.5	0.6	0.0

Intersection Summary	
HCM 6th Ctrl Delay	55.8
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	270	512	0	2	0
Future Vol, veh/h	0	270	512	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	0	0
Mvmt Flow	0	293	557	0	2	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	557	0	-	0	850	557
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	293	-
Critical Hdwy	4.14	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.236	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1004	-	-	-	334	534
Stage 1	-	-	-	-	578	-
Stage 2	-	-	-	-	762	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1004	-	-	-	334	534
Mov Cap-2 Maneuver	-	-	-	-	334	-
Stage 1	-	-	-	-	578	-
Stage 2	-	-	-	-	762	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	15.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1004	-	-	-	334
HCM Lane V/C Ratio	-	-	-	-	0.007
HCM Control Delay (s)	0	-	-	-	15.8
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Intersection Delay, s/veh	693.8
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	199	728	204	37	618	91	115	82	40	310	397	413
Future Vol, veh/h	199	728	204	37	618	91	115	82	40	310	397	413
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	3	3	3	1	1	1	10	10	10	12	12	12
Mvmt Flow	203	743	208	38	631	93	117	84	41	316	405	421
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	847.6	438.6	79.6	838.4
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	49%	18%	5%	28%
Vol Thru, %	35%	64%	83%	35%
Vol Right, %	17%	18%	12%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	237	1131	746	1120
LT Vol	115	199	37	310
Through Vol	82	728	618	397
RT Vol	40	204	91	413
Lane Flow Rate	242	1154	761	1143
Geometry Grp	1	1	1	1
Degree of Util (X)	0.656	2.783	1.831	2.775
Departure Headway (Hd)	30.997	16.797	20.644	14.527
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	121	231	183	263
Service Time	28.997	14.797	18.644	12.527
HCM Lane V/C Ratio	2	4.996	4.158	4.346
HCM Control Delay	79.6	847.6	438.6	838.4
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	3.4	52.1	23.3	59.3

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	4	1	48	6	42	3	93	15	16	440	0
Future Vol, veh/h	6	4	1	48	6	42	3	93	15	16	440	0
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	10	10	10	7	7	7
Mvmt Flow	7	4	1	52	7	46	3	101	16	17	478	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	654	635	478	630	627	109	478	0	0	117	0	0
Stage 1	512	512	-	115	115	-	-	-	-	-	-	-
Stage 2	142	123	-	515	512	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.2	-	-	4.17	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.29	-	-	2.263	-	-
Pot Cap-1 Maneuver	383	399	591	397	403	950	1044	-	-	1441	-	-
Stage 1	548	540	-	895	804	-	-	-	-	-	-	-
Stage 2	866	798	-	546	540	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	355	391	591	387	395	950	1044	-	-	1441	-	-
Mov Cap-2 Maneuver	355	391	-	387	395	-	-	-	-	-	-	-
Stage 1	546	531	-	892	802	-	-	-	-	-	-	-
Stage 2	815	796	-	532	531	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.7	13.6	0.2	0.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1044	-	-	382	523	1441	-	-
HCM Lane V/C Ratio	0.003	-	-	0.031	0.2	0.012	-	-
HCM Control Delay (s)	8.5	0	-	14.7	13.6	7.5	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.7	0	-	-

Intersection	
Intersection Delay, s/veh	130.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	328	162	52	462	19	152	77	20	43	361	63
Future Vol, veh/h	18	328	162	52	462	19	152	77	20	43	361	63
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	1	1	1	10	10	10	7	7	7
Mvmt Flow	19	345	171	55	486	20	160	81	21	45	380	66
Number of Lanes	1	2	0	1	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	3
HCM Control Delay	34.4	196.3	41	207.5
HCM LOS	D	F	E	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	66%	0%	100%	0%	0%	100%	0%	9%
Vol Thru, %	34%	0%	0%	100%	40%	0%	96%	77%
Vol Right, %	0%	100%	0%	0%	60%	0%	4%	13%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	229	20	18	219	271	52	481	467
LT Vol	152	0	18	0	0	52	0	43
Through Vol	77	0	0	219	109	0	462	361
RT Vol	0	20	0	0	162	0	19	63
Lane Flow Rate	241	21	19	230	286	55	506	492
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.724	0.057	0.053	0.616	0.731	0.157	1.375	1.355
Departure Headway (Hd)	12.865	11.76	11.989	11.455	11.009	11.481	10.915	10.863
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	284	307	301	318	331	314	339	339
Service Time	10.565	9.46	9.689	9.155	8.709	9.181	8.615	8.563
HCM Lane V/C Ratio	0.849	0.068	0.063	0.723	0.864	0.175	1.493	1.451
HCM Control Delay	43.2	15.2	15.4	30.9	38.5	16.3	215.8	207.5
HCM Lane LOS	E	C	C	D	E	C	F	F
HCM 95th-tile Q	5.1	0.2	0.2	3.8	5.5	0.5	22.9	22.3

Intersection	
Intersection Delay, s/veh	27.3
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	1	250	4	9	0	497	86	1	0	84	17
Future Vol, veh/h	11	1	250	4	9	0	497	86	1	0	84	17
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
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	3	3	3
Mvmt Flow	12	1	272	4	10	0	540	93	1	0	91	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.4	9.8	37.4	9.8
HCM LOS	B	A	E	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	85%	4%	31%	0%
Vol Thru, %	15%	0%	69%	83%
Vol Right, %	0%	95%	0%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	584	262	13	101
LT Vol	497	11	4	0
Through Vol	86	1	9	84
RT Vol	1	250	0	17
Lane Flow Rate	635	285	14	110
Geometry Grp	1	1	1	1
Degree of Util (X)	0.905	0.426	0.026	0.171
Departure Headway (Hd)	5.134	5.389	6.587	5.623
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	705	666	541	637
Service Time	3.161	3.434	4.653	3.669
HCM Lane V/C Ratio	0.901	0.428	0.026	0.173
HCM Control Delay	37.4	12.4	9.8	9.8
HCM Lane LOS	E	B	A	A
HCM 95th-tile Q	11.8	2.1	0.1	0.6

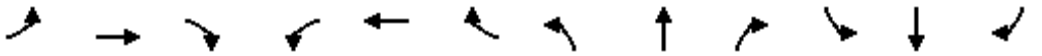
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	8	9	565	331	7
Future Vol, veh/h	7	8	9	565	331	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	7	2	2	3	3
Mvmt Flow	8	9	10	614	360	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	998	364	368	0	-	0
Stage 1	364	-	-	-	-	-
Stage 2	634	-	-	-	-	-
Critical Hdwy	6.47	6.27	4.12	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	2.218	-	-	-
Pot Cap-1 Maneuver	265	670	1191	-	-	-
Stage 1	692	-	-	-	-	-
Stage 2	519	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	262	670	1191	-	-	-
Mov Cap-2 Maneuver	262	-	-	-	-	-
Stage 1	683	-	-	-	-	-
Stage 2	519	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.7	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1191	-	388	-	-
HCM Lane V/C Ratio	0.008	-	0.042	-	-
HCM Control Delay (s)	8	0	14.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	681	282	75	461	386	201	100	40	342	518	32
Future Volume (veh/h)	53	681	282	75	461	386	201	100	40	342	518	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	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	1841	1841	1841
Adj Flow Rate, veh/h	55	709	294	78	480	402	209	104	42	356	540	33
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	4	4	4
Cap, veh/h	85	785	343	98	426	361	232	722	612	362	794	49
Arrive On Green	0.05	0.22	0.22	0.05	0.23	0.23	0.13	0.39	0.39	0.21	0.46	0.46
Sat Flow, veh/h	1781	3554	1551	1781	1870	1585	1781	1870	1585	1753	1717	105
Grp Volume(v), veh/h	55	709	294	78	480	402	209	104	42	356	0	573
Grp Sat Flow(s),veh/h/ln	1781	1777	1551	1781	1870	1585	1781	1870	1585	1753	0	1822
Q Serve(g_s), s	4.5	29.1	27.3	6.5	34.2	34.2	17.3	5.4	2.5	30.3	0.0	37.0
Cycle Q Clear(g_c), s	4.5	29.1	27.3	6.5	34.2	34.2	17.3	5.4	2.5	30.3	0.0	37.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	85	785	343	98	426	361	232	722	612	362	0	843
V/C Ratio(X)	0.64	0.90	0.86	0.80	1.13	1.11	0.90	0.14	0.07	0.98	0.00	0.68
Avail Cap(c_a), veh/h	368	806	351	368	426	361	368	722	612	362	0	843
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	70.1	56.9	56.2	70.1	57.9	57.9	64.3	29.9	29.0	59.2	0.0	31.6
Incr Delay (d2), s/veh	3.0	13.9	19.6	5.5	82.6	81.4	11.5	0.4	0.2	42.4	0.0	4.4
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	2.1	14.4	12.4	3.1	25.5	21.7	8.5	2.5	1.0	17.4	0.0	16.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.2	70.7	75.7	75.6	140.5	139.3	75.7	30.3	29.2	101.6	0.0	36.0
LnGrp LOS	E	E	E	E	F	F	E	C	C	F	A	D
Approach Vol, veh/h		1058			960			355			929	
Approach Delay, s/veh		72.2			134.7			56.9			61.1	
Approach LOS		E			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.5	75.1	11.2	40.2	35.0	63.6	12.2	39.1
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0
Max Green Setting (Gmax), s	31.0	34.3	31.0	34.0	31.0	34.3	31.0	34.0
Max Q Clear Time (g_c+I1), s	19.3	39.0	6.5	36.2	32.3	7.4	8.5	31.1
Green Ext Time (p_c), s	0.2	0.0	0.1	0.0	0.0	0.6	0.1	2.0

Intersection Summary	
HCM 6th Ctrl Delay	85.6
HCM 6th LOS	F

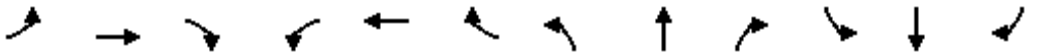
Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	10	20	30	8	43	7	195	19	135	762	54
Future Vol, veh/h	26	10	20	30	8	43	7	195	19	135	762	54
Conflicting Peds, #/hr	2	0	0	0	0	2	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	-	-	-	-	-	-	100	-	-	260	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	3	3	3	1	1	1
Mvmt Flow	28	11	22	33	9	47	8	212	21	147	828	59

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1391	1371	828	1407	1420	225	887	0	0	233	0	0
Stage 1	1122	1122	-	239	239	-	-	-	-	-	-	-
Stage 2	269	249	-	1168	1181	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.13	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.227	-	-	2.209	-	-
Pot Cap-1 Maneuver	121	147	374	118	138	819	759	-	-	1340	-	-
Stage 1	252	284	-	769	711	-	-	-	-	-	-	-
Stage 2	741	704	-	238	266	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	98	129	374	95	121	817	759	-	-	1340	-	-
Mov Cap-2 Maneuver	98	129	-	95	121	-	-	-	-	-	-	-
Stage 1	249	253	-	761	703	-	-	-	-	-	-	-
Stage 2	681	696	-	191	237	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	48.6	40.6	0.3	1.1
HCM LOS	E	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	759	-	-	141	186	1340	-	-
HCM Lane V/C Ratio	0.01	-	-	0.432	0.473	0.11	-	-
HCM Control Delay (s)	9.8	-	-	48.6	40.6	8	-	-
HCM Lane LOS	A	-	-	E	E	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.9	2.3	0.4	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	271	106	96	308	38	156	150	66	93	632	80
Future Volume (veh/h)	21	271	106	96	308	38	156	150	66	93	632	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	23	295	115	104	335	41	170	163	72	101	687	87
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	28	416	158	129	417	351	197	1014	859	126	939	795
Arrive On Green	0.02	0.17	0.17	0.07	0.22	0.22	0.11	0.54	0.54	0.07	0.50	0.50
Sat Flow, veh/h	1795	2514	954	1795	1885	1587	1795	1885	1598	1795	1885	1598
Grp Volume(v), veh/h	23	208	202	104	335	41	170	163	72	101	687	87
Grp Sat Flow(s),veh/h/ln	1795	1791	1677	1795	1885	1587	1795	1885	1598	1795	1885	1598
Q Serve(g_s), s	1.5	13.2	13.7	6.8	20.2	2.5	11.2	5.3	2.6	6.7	34.5	3.5
Cycle Q Clear(g_c), s	1.5	13.2	13.7	6.8	20.2	2.5	11.2	5.3	2.6	6.7	34.5	3.5
Prop In Lane	1.00		0.57	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	28	296	277	129	417	351	197	1014	859	126	939	795
V/C Ratio(X)	0.81	0.70	0.73	0.81	0.80	0.12	0.86	0.16	0.08	0.80	0.73	0.11
Avail Cap(c_a), veh/h	239	518	485	239	545	459	239	1014	859	239	939	795
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	1.00	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	58.9	47.3	47.5	54.9	44.2	37.3	52.5	14.0	13.4	55.0	23.8	16.0
Incr Delay (d2), s/veh	18.0	4.7	5.7	4.4	6.1	0.1	20.1	0.3	0.2	4.5	5.0	0.3
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	0.8	6.1	6.0	3.2	9.8	1.0	6.0	2.2	0.9	3.1	15.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.9	52.0	53.2	59.3	50.3	37.5	72.6	14.4	13.6	59.4	28.8	16.3
LnGrp LOS	E	D	D	E	D	D	E	B	B	E	C	B
Approach Vol, veh/h		433			480			405			875	
Approach Delay, s/veh		53.9			51.2			38.7			31.1	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.2	65.0	5.9	31.9	12.4	69.8	12.6	25.1
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	4.0	5.3	4.0	5.3
Max Green Setting (Gmax), s	16.0	34.7	16.0	34.7	16.0	34.7	16.0	34.7
Max Q Clear Time (g_c+I1), s	13.2	36.5	3.5	22.2	8.7	7.3	8.8	15.7
Green Ext Time (p_c), s	0.1	0.0	0.0	1.3	0.1	1.2	0.1	3.2

Intersection Summary	
HCM 6th Ctrl Delay	41.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	137	0	33	539	454	0	0	449	533
Future Volume (veh/h)	0	0	0	137	0	33	539	454	0	0	449	533
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1885	0	1885	1885	1885	0	0	1885	1885
Adj Flow Rate, veh/h				140	0	34	550	463	0	0	458	544
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				1	0	1	1	1	0	0	1	1
Cap, veh/h				186	0	166	618	2741	0	0	951	848
Arrive On Green				0.10	0.00	0.10	0.30	1.00	0.00	0.00	0.53	0.53
Sat Flow, veh/h				1795	0	1598	3483	3676	0	0	1885	1598
Grp Volume(v), veh/h				140	0	34	550	463	0	0	458	544
Grp Sat Flow(s),veh/h/ln				1795	0	1598	1742	1791	0	0	1791	1598
Q Serve(g_s), s				7.6	0.0	1.9	15.1	0.0	0.0	0.0	16.1	24.2
Cycle Q Clear(g_c), s				7.6	0.0	1.9	15.1	0.0	0.0	0.0	16.1	24.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				186	0	166	618	2741	0	0	951	848
V/C Ratio(X)				0.75	0.00	0.21	0.89	0.17	0.00	0.00	0.48	0.64
Avail Cap(c_a), veh/h				429	0	382	801	2741	0	0	951	848
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.91	0.91	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				43.6	0.0	41.0	34.3	0.0	0.0	0.0	14.8	16.7
Incr Delay (d2), s/veh				12.2	0.0	1.3	7.9	0.1	0.0	0.0	1.7	3.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.9	0.0	0.8	5.9	0.0	0.0	0.0	6.3	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				55.7	0.0	42.3	42.1	0.1	0.0	0.0	16.5	20.4
LnGrp LOS				E	A	D	D	A	A	A	B	C
Approach Vol, veh/h					174			1013			1002	
Approach Delay, s/veh					53.1			22.9			18.6	
Approach LOS					D			C			B	

Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	83.3		23.4	59.9		16.7
Change Period (Y+Rc), s	6.8		* 5.7	6.8		6.3
Max Green Setting (Gmax), s	63.0		* 23	34.3		23.9
Max Q Clear Time (g_c+I1), s	2.0		17.1	26.2		9.6
Green Ext Time (p_c), s	5.6		0.6	5.6		0.9

Intersection Summary	
HCM 6th Ctrl Delay	23.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



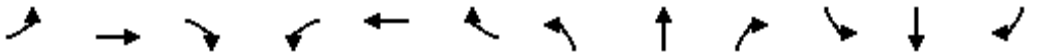
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	0	384	0	0	0	0	843	101	15	571	0
Future Volume (veh/h)	150	0	384	0	0	0	0	843	101	15	571	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	0	1856				0	1885	1885	1870	1870	0
Adj Flow Rate, veh/h	158	0	404				0	887	106	16	601	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	0	3				0	1	1	2	2	0
Cap, veh/h	954	0	438				0	1652	197	38	2106	0
Arrive On Green	0.28	0.00	0.28				0.00	0.51	0.51	0.03	0.79	0.00
Sat Flow, veh/h	3428	0	1572				0	3308	384	1781	3647	0
Grp Volume(v), veh/h	158	0	404				0	494	499	16	601	0
Grp Sat Flow(s),veh/h/ln	1714	0	1572				0	1791	1806	1781	1777	0
Q Serve(g_s), s	3.5	0.0	24.9				0.0	18.5	18.5	0.9	4.6	0.0
Cycle Q Clear(g_c), s	3.5	0.0	24.9				0.0	18.5	18.5	0.9	4.6	0.0
Prop In Lane	1.00		1.00				0.00		0.21	1.00		0.00
Lane Grp Cap(c), veh/h	954	0	438				0	921	929	38	2106	0
V/C Ratio(X)	0.17	0.00	0.92				0.00	0.54	0.54	0.42	0.29	0.00
Avail Cap(c_a), veh/h	998	0	458				0	921	929	285	2106	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.33	1.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.79	0.79	0.00
Uniform Delay (d), s/veh	27.3	0.0	35.0				0.0	16.3	16.3	48.0	4.8	0.0
Incr Delay (d2), s/veh	0.2	0.0	25.0				0.0	2.2	2.2	2.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	12.2				0.0	7.4	7.4	0.4	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.5	0.0	60.0				0.0	18.5	18.5	50.1	5.1	0.0
LnGrp LOS	C	A	E				A	B	B	D	A	A
Approach Vol, veh/h		562						993			617	
Approach Delay, s/veh		50.9						18.5			6.2	
Approach LOS		D						B			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	7.9	58.2	33.9	66.1
Change Period (Y+Rc), s	* 5.7	6.8	6.1	6.8
Max Green Setting (Gmax), s	* 16	36.3	29.1	58.0
Max Q Clear Time (g_c+I1), s	12.9	20.5	26.9	6.6
Green Ext Time (p_c), s	0.0	9.9	0.9	7.6

Intersection Summary	
HCM 6th Ctrl Delay	23.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	121	134	128	142	50	179	764	180	114	665	13
Future Volume (veh/h)	13	121	134	128	142	50	179	764	180	114	665	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
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	1900	1900	1900	1885	1885	1885	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	14	132	146	139	154	54	195	830	196	124	723	14
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, %	0	0	0	1	1	1	0	0	0	1	1	1
Cap, veh/h	44	216	183	163	225	79	197	2848	884	148	2689	815
Arrive On Green	0.02	0.11	0.11	0.09	0.17	0.17	0.11	0.55	0.55	0.08	0.52	0.52
Sat Flow, veh/h	1810	1900	1610	1795	1333	468	1810	5187	1610	1795	5147	1560
Grp Volume(v), veh/h	14	132	146	139	0	208	195	830	196	124	723	14
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1795	0	1801	1810	1729	1610	1795	1716	1560
Q Serve(g_s), s	1.0	8.9	11.9	10.3	0.0	14.7	14.5	11.6	8.4	9.2	10.5	0.6
Cycle Q Clear(g_c), s	1.0	8.9	11.9	10.3	0.0	14.7	14.5	11.6	8.4	9.2	10.5	0.6
Prop In Lane	1.00		1.00	1.00		0.26	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	44	216	183	163	0	304	197	2848	884	148	2689	815
V/C Ratio(X)	0.32	0.61	0.80	0.85	0.00	0.68	0.99	0.29	0.22	0.84	0.27	0.02
Avail Cap(c_a), veh/h	185	612	519	205	0	580	197	2848	884	196	2689	815
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	1.00	1.00	1.00	0.00	1.00	0.44	0.44	0.44	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.8	57.0	58.3	60.5	0.0	52.7	60.1	16.3	15.6	61.1	17.9	15.5
Incr Delay (d2), s/veh	1.5	3.3	9.1	19.9	0.0	6.0	39.6	0.1	0.3	16.8	0.2	0.0
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	0.5	4.4	5.3	5.5	0.0	7.1	8.6	4.3	3.1	4.8	4.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.3	60.3	67.4	80.3	0.0	58.7	99.7	16.5	15.9	77.8	18.1	15.6
LnGrp LOS	E	E	E	F	A	E	F	B	B	E	B	B
Approach Vol, veh/h		292			347			1221			861	
Approach Delay, s/veh		64.1			67.4			29.7			26.7	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.0	76.2	9.5	29.3	16.4	79.8	16.9	21.9
Change Period (Y+Rc), s	5.3	5.7	6.2	6.5	5.3	5.7	4.6	6.5
Max Green Setting (Gmax), s	14.7	39.3	13.8	43.5	14.7	39.3	15.4	43.5
Max Q Clear Time (g_c+I1), s	16.5	12.5	3.0	16.7	11.2	13.6	12.3	13.9
Green Ext Time (p_c), s	0.0	10.6	0.0	2.2	0.0	13.8	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	37.2
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	265	676	387	353	596	297	293	1451	488	308	1051	207
Future Volume (veh/h)	265	676	387	353	596	297	293	1451	488	308	1051	207
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	282	719	412	376	634	316	312	1544	519	328	1118	220
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	1	1	1
Cap, veh/h	333	1048	467	421	1169	521	361	1605	498	376	1618	495
Arrive On Green	0.09	0.29	0.29	0.12	0.32	0.32	0.10	0.31	0.31	0.11	0.31	0.31
Sat Flow, veh/h	3510	3610	1610	3510	3610	1609	3510	5187	1609	3483	5147	1574
Grp Volume(v), veh/h	282	719	412	376	634	316	312	1544	519	328	1118	220
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1609	1755	1729	1609	1742	1716	1574
Q Serve(g_s), s	11.5	25.6	35.4	15.3	20.9	24.0	12.7	42.4	44.9	13.4	27.6	16.1
Cycle Q Clear(g_c), s	11.5	25.6	35.4	15.3	20.9	24.0	12.7	42.4	44.9	13.4	27.6	16.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	333	1048	467	421	1169	521	361	1605	498	376	1618	495
V/C Ratio(X)	0.85	0.69	0.88	0.89	0.54	0.61	0.86	0.96	1.04	0.87	0.69	0.44
Avail Cap(c_a), veh/h	470	1090	486	441	1169	521	453	1605	498	449	1618	495
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	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	64.6	45.6	49.1	62.9	40.2	41.3	64.0	49.2	50.1	63.7	43.5	39.6
Incr Delay (d2), s/veh	7.2	2.5	18.2	2.2	0.1	0.2	11.4	15.1	52.0	12.4	2.3	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	5.4	11.7	16.3	6.8	9.0	9.4	6.1	19.9	24.8	6.5	11.7	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.8	48.1	67.2	65.1	40.3	41.5	75.4	64.4	102.0	76.1	45.8	42.3
LnGrp LOS	E	D	E	E	D	D	E	E	F	E	D	D
Approach Vol, veh/h		1413			1326			2375			1666	
Approach Delay, s/veh		58.4			47.6			74.0			51.3	
Approach LOS		E			D			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.2	51.3	19.3	53.1	22.0	50.6	24.2	48.3
Change Period (Y+Rc), s	6.3	5.7	5.6	6.2	6.3	5.7	6.8	6.2
Max Green Setting (Gmax), s	14.9	39.3	19.4	43.8	18.7	39.3	18.2	43.8
Max Q Clear Time (g_c+I1), s	14.7	29.6	13.5	26.0	15.4	46.9	17.3	37.4
Green Ext Time (p_c), s	0.2	7.9	0.3	6.4	0.2	0.0	0.1	4.7

Intersection Summary	
HCM 6th Ctrl Delay	60.0
HCM 6th LOS	E

Intersection	
Intersection Delay, s/veh	253.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	370	101	18	216	160	149	430	28	203	254	3
Future Vol, veh/h	7	370	101	18	216	160	149	430	28	203	254	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	1	1	1	0	0	0	1	1	1	1	1	1
Mvmt Flow	8	402	110	20	235	174	162	467	30	221	276	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	222.3	131.1	386.4	215.1
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	1%	5%	44%
Vol Thru, %	71%	77%	55%	55%
Vol Right, %	5%	21%	41%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	607	478	394	460
LT Vol	149	7	18	203
Through Vol	430	370	216	254
RT Vol	28	101	160	3
Lane Flow Rate	660	520	428	500
Geometry Grp	1	1	1	1
Degree of Util (X)	1.766	1.37	1.114	1.347
Departure Headway (Hd)	12.302	13.219	14.225	13.783
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	303	281	261	270
Service Time	10.302	11.219	12.225	11.783
HCM Lane V/C Ratio	2.178	1.851	1.64	1.852
HCM Control Delay	386.4	222.3	131.1	215.1
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	33.8	19.7	12.2	18.5



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	933	218	80	854	211	313	681	108	159	504	108
Future Volume (veh/h)	144	933	218	80	854	211	313	681	108	159	504	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1885	1885	1885	1900	1900	1900	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	155	1003	234	86	918	227	337	732	116	171	542	116
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	0	0	0	1	1	1	1	1	1
Cap, veh/h	181	1008	450	146	497	421	290	705	598	197	608	515
Arrive On Green	0.10	0.28	0.28	0.08	0.26	0.26	0.16	0.37	0.37	0.11	0.32	0.32
Sat Flow, veh/h	1795	3582	1598	1810	1900	1610	1795	1885	1598	1795	1885	1598
Grp Volume(v), veh/h	155	1003	234	86	918	227	337	732	116	171	542	116
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1810	1900	1610	1795	1885	1598	1795	1885	1598
Q Serve(g_s), s	11.0	36.3	16.0	6.0	34.0	15.8	21.0	48.6	6.4	12.2	35.6	6.9
Cycle Q Clear(g_c), s	11.0	36.3	16.0	6.0	34.0	15.8	21.0	48.6	6.4	12.2	35.6	6.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	181	1008	450	146	497	421	290	705	598	197	608	515
V/C Ratio(X)	0.86	0.99	0.52	0.59	1.85	0.54	1.16	1.04	0.19	0.87	0.89	0.23
Avail Cap(c_a), veh/h	290	1008	450	292	497	421	290	705	598	290	608	515
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)	0.54	0.54	0.54	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.5	46.6	39.3	57.7	48.0	41.3	54.5	40.7	27.5	56.9	41.9	32.2
Incr Delay (d2), s/veh	4.3	19.5	0.8	1.4	389.1	2.0	104.1	44.1	0.7	12.2	17.9	1.0
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	5.1	18.2	6.2	2.7	69.1	6.3	17.6	30.1	2.5	6.1	18.9	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.8	66.1	40.1	59.1	437.1	43.3	158.6	84.8	28.2	69.1	59.8	33.2
LnGrp LOS	E	E	D	E	F	D	F	F	C	E	E	C
Approach Vol, veh/h		1392			1231			1185			829	
Approach Delay, s/veh		61.3			338.0			100.3			58.0	
Approach LOS		E			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	47.9	17.1	40.0	18.3	54.6	14.5	42.6
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	21.0	34.0	21.0	34.0	21.0	34.0	21.0	34.0
Max Q Clear Time (g_c+I1), s	23.0	37.6	13.0	36.0	14.2	50.6	8.0	38.3
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.1	0.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	144.1
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	763	163	234	833	147	222	676	277	136	273	161
Future Volume (veh/h)	191	763	163	234	833	147	222	676	277	136	273	161
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1885	1885	1885	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	201	803	172	246	877	155	234	712	292	143	287	169
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	0	0	0	0	0	0	0	0	0
Cap, veh/h	254	859	382	300	912	407	258	1215	542	612	1330	593
Arrive On Green	0.07	0.24	0.24	0.09	0.25	0.25	0.14	0.34	0.34	0.17	0.37	0.37
Sat Flow, veh/h	3483	3582	1594	3510	3610	1610	1810	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	201	803	172	246	877	155	234	712	292	143	287	169
Grp Sat Flow(s),veh/h/ln	1742	1791	1594	1755	1805	1610	1810	1805	1610	1755	1805	1610
Q Serve(g_s), s	7.9	30.7	12.9	9.6	33.6	11.1	17.8	22.8	20.6	4.9	7.6	10.4
Cycle Q Clear(g_c), s	7.9	30.7	12.9	9.6	33.6	11.1	17.8	22.8	20.6	4.9	7.6	10.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	254	859	382	300	912	407	258	1215	542	612	1330	593
V/C Ratio(X)	0.79	0.93	0.45	0.82	0.96	0.38	0.91	0.59	0.54	0.23	0.22	0.28
Avail Cap(c_a), veh/h	607	870	387	612	912	407	315	1215	542	612	1330	593
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	1.00	1.00	1.00	1.00	1.00	0.87	0.87	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.8	52.1	45.3	62.9	51.7	43.3	59.1	38.4	37.6	49.8	30.3	31.2
Incr Delay (d2), s/veh	2.1	17.0	1.2	2.1	21.2	0.9	20.8	1.8	3.3	0.9	0.4	1.2
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	3.5	15.4	5.1	4.3	17.3	4.4	9.5	10.2	8.3	2.2	3.3	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.9	69.1	46.6	65.1	72.9	44.1	79.9	40.2	40.9	50.6	30.7	32.4
LnGrp LOS	E	E	D	E	E	D	E	D	D	D	C	C
Approach Vol, veh/h		1176			1278			1238			599	
Approach Delay, s/veh		65.3			67.9			47.9			36.0	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.6	57.3	15.8	41.4	30.0	52.8	17.6	39.6
Change Period (Y+Rc), s	5.6	5.7	5.6	6.0	5.6	5.7	5.6	6.0
Max Green Setting (Gmax), s	24.4	34.3	24.4	34.0	24.4	34.3	24.4	34.0
Max Q Clear Time (g_c+I1), s	9.9	12.4	9.9	35.6	6.9	24.8	11.6	32.7
Green Ext Time (p_c), s	0.1	6.2	0.3	0.0	0.2	6.0	0.3	0.8

Intersection Summary	
HCM 6th Ctrl Delay	56.9
HCM 6th LOS	E



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	154	108	165	1110	581	73
Future Volume (veh/h)	154	108	165	1110	581	73
Initial Q (Qb), veh	0	0	0	0	0	0
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	1885	1885	1885	1885	1900	1900
Adj Flow Rate, veh/h	167	117	179	1207	632	79
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	0	0
Cap, veh/h	212	189	169	2729	2241	1000
Arrive On Green	0.12	0.12	0.09	0.76	0.62	0.62
Sat Flow, veh/h	1795	1598	1795	3676	3705	1610
Grp Volume(v), veh/h	167	117	179	1207	632	79
Grp Sat Flow(s),veh/h/ln	1795	1598	1795	1791	1805	1610
Q Serve(g_s), s	7.7	5.9	8.0	10.3	6.8	1.7
Cycle Q Clear(g_c), s	7.7	5.9	8.0	10.3	6.8	1.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	212	189	169	2729	2241	1000
V/C Ratio(X)	0.79	0.62	1.06	0.44	0.28	0.08
Avail Cap(c_a), veh/h	530	472	169	2729	2241	1000
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.90	0.90
Uniform Delay (d), s/veh	36.4	35.7	38.5	3.6	7.4	6.4
Incr Delay (d2), s/veh	2.5	1.2	85.8	0.5	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	2.3	7.4	2.1	2.2	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.9	36.9	124.3	4.2	7.7	6.6
LnGrp LOS	D	D	F	A	A	A
Approach Vol, veh/h	284			1386	711	
Approach Delay, s/veh	38.1			19.7	7.6	
Approach LOS	D			B	A	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	12.0	58.1			70.1	14.9
Change Period (Y+Rc), s	4.0	5.3			5.3	4.9
Max Green Setting (Gmax), s	8.0	37.7			49.7	25.1
Max Q Clear Time (g_c+I1), s	10.0	8.8			12.3	9.7
Green Ext Time (p_c), s	0.0	5.8			13.0	0.4

Intersection Summary		
HCM 6th Ctrl Delay	18.3	
HCM 6th LOS	B	

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	590	413	33	469	351	328	833	48	110	535	50
Future Volume (veh/h)	101	590	413	33	469	351	328	833	48	110	535	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
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	1900	1900	1900	1885	1885	1885	1885	1885	1885	1900	1900	1900
Adj Flow Rate, veh/h	107	628	439	35	499	373	349	886	51	117	569	53
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	1	1	1	1	1	1	0	0	0
Cap, veh/h	130	503	426	83	451	382	368	1748	762	140	1300	565
Arrive On Green	0.07	0.26	0.26	0.05	0.24	0.24	0.21	0.49	0.49	0.08	0.36	0.36
Sat Flow, veh/h	1810	1900	1610	1795	1885	1596	1795	3582	1561	1810	3610	1570
Grp Volume(v), veh/h	107	628	439	35	499	373	349	886	51	117	569	53
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1795	1885	1596	1795	1791	1561	1810	1805	1570
Q Serve(g_s), s	8.8	39.7	39.7	2.8	35.9	34.8	28.8	25.2	2.6	9.6	18.0	3.4
Cycle Q Clear(g_c), s	8.8	39.7	39.7	2.8	35.9	34.8	28.8	25.2	2.6	9.6	18.0	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	130	503	426	83	451	382	368	1748	762	140	1300	565
V/C Ratio(X)	0.83	1.25	1.03	0.42	1.11	0.98	0.95	0.51	0.07	0.84	0.44	0.09
Avail Cap(c_a), veh/h	374	503	426	311	451	382	371	1748	762	314	1300	565
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	1.00	1.00	1.00	1.00	1.00	0.44	0.44	0.44	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.7	55.2	55.1	69.6	57.1	56.7	58.8	26.1	20.3	68.3	36.5	31.8
Incr Delay (d2), s/veh	5.0	127.7	51.5	1.3	74.7	40.1	19.1	0.5	0.1	5.0	1.1	0.3
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	4.2	36.3	21.8	1.3	26.0	17.9	14.7	10.6	1.0	4.6	8.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.7	182.9	106.7	70.9	131.8	96.7	77.9	26.6	20.4	73.3	37.5	32.1
LnGrp LOS	E	F	F	E	F	F	E	C	C	E	D	C
Approach Vol, veh/h		1174			907			1286			739	
Approach Delay, s/veh		144.4			115.0			40.3			42.8	
Approach LOS		F			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.8	59.3	14.7	41.2	15.6	78.5	10.9	45.0
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	4.0	5.3	4.0	5.3
Max Green Setting (Gmax), s	10.8	34.7	31.0	34.7	26.0	39.7	26.0	39.7
Max Q Clear Time (g_c+I1), s	10.8	20.0	10.8	37.9	11.6	27.2	4.8	41.7
Green Ext Time (p_c), s	0.0	4.5	0.1	0.0	0.1	6.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	87.0
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	400	185	38	336	122	261	1130	90	125	831	32
Future Volume (veh/h)	23	400	185	38	336	122	261	1130	90	125	831	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
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	1885	1885	1885	1885	1885	1885	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	25	435	201	41	365	133	284	1228	98	136	903	35
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, %	1	1	1	1	1	1	0	0	0	0	0	0
Cap, veh/h	83	479	405	109	506	429	304	1471	117	172	1282	50
Arrive On Green	0.05	0.25	0.25	0.06	0.27	0.27	0.17	0.44	0.44	0.10	0.36	0.36
Sat Flow, veh/h	1795	1885	1596	1795	1885	1598	1810	3381	269	1810	3539	137
Grp Volume(v), veh/h	25	435	201	41	365	133	284	655	671	136	461	477
Grp Sat Flow(s),veh/h/ln	1795	1885	1596	1795	1885	1598	1810	1805	1845	1810	1805	1871
Q Serve(g_s), s	1.7	28.0	13.4	2.7	22.0	8.3	19.4	40.2	40.4	9.2	27.3	27.3
Cycle Q Clear(g_c), s	1.7	28.0	13.4	2.7	22.0	8.3	19.4	40.2	40.4	9.2	27.3	27.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.15	1.00		0.07
Lane Grp Cap(c), veh/h	83	479	405	109	506	429	304	785	803	172	654	678
V/C Ratio(X)	0.30	0.91	0.50	0.38	0.72	0.31	0.93	0.83	0.84	0.79	0.70	0.70
Avail Cap(c_a), veh/h	158	593	502	158	593	502	304	785	803	232	654	678
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.76	0.76	0.76
Uniform Delay (d), s/veh	57.6	45.2	39.8	56.4	41.5	36.5	51.3	31.3	31.4	55.3	34.1	34.1
Incr Delay (d2), s/veh	0.7	15.0	0.6	0.8	3.7	0.4	34.3	10.1	10.1	6.7	4.8	4.6
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	0.8	14.6	5.2	1.2	10.4	3.2	11.4	18.7	19.2	4.4	12.4	12.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.4	60.2	40.4	57.2	45.2	37.0	85.6	41.4	41.5	62.0	39.0	38.8
LnGrp LOS	E	E	D	E	D	D	F	D	D	E	D	D
Approach Vol, veh/h		661			539			1610			1074	
Approach Delay, s/veh		54.1			44.1			49.2			41.8	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	51.0	9.8	39.2	15.9	60.1	11.6	37.4
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	4.0	5.7	4.0	5.7
Max Green Setting (Gmax), s	11.0	34.3	11.0	39.3	16.0	39.3	11.0	39.3
Max Q Clear Time (g_c+I1), s	11.4	29.3	3.7	24.0	11.2	42.4	4.7	30.0
Green Ext Time (p_c), s	0.0	2.4	0.0	2.3	0.1	0.0	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	47.3
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1846	609	0	2287	772	0	0	0	77	0	406
Future Volume (veh/h)	0	1846	609	0	2287	772	0	0	0	77	0	406
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1885	1885	0	1885	1885				1885	0	1885
Adj Flow Rate, veh/h	0	1865	615	0	2553	0				78	0	410
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	1	1	0	1	1				1	0	1
Cap, veh/h	0	3321	818	0	3862					664	0	536
Arrive On Green	0.00	0.51	0.51	0.00	0.51	0.00				0.19	0.00	0.19
Sat Flow, veh/h	0	6749	1598	0	7541	1598				3483	0	2812
Grp Volume(v), veh/h	0	1865	615	0	2553	0				78	0	410
Grp Sat Flow(s),veh/h/ln	0	1621	1598	0	1885	1598				1742	0	1406
Q Serve(g_s), s	0.0	26.0	40.3	0.0	33.0	0.0				2.4	0.0	18.2
Cycle Q Clear(g_c), s	0.0	26.0	40.3	0.0	33.0	0.0				2.4	0.0	18.2
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3321	818	0	3862					664	0	536
V/C Ratio(X)	0.00	0.56	0.75	0.00	0.66					0.12	0.00	0.77
Avail Cap(c_a), veh/h	0	3341	823	0	3885					1317	0	1063
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.84	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	22.1	25.5	0.0	23.8	0.0				44.2	0.0	50.6
Incr Delay (d2), s/veh	0.0	0.7	6.3	0.0	0.8	0.0				0.2	0.0	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.5	15.8	0.0	14.0	0.0				1.1	0.0	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.7	31.8	0.0	24.5	0.0				44.4	0.0	56.2
LnGrp LOS	A	C	C	A	C					D	A	E
Approach Vol, veh/h		2480			2553						488	
Approach Delay, s/veh		25.0			24.5						54.3	
Approach LOS		C			C						D	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	74.4	32.5	74.4
Change Period (Y+Rc), s	6.8	7.3	6.8
Max Green Setting (Gmax), s	68.0	49.9	68.0
Max Q Clear Time (g_c+I1), s	42.3	20.2	35.0
Green Ext Time (p_c), s	25.1	4.9	32.6

Intersection Summary	
HCM 6th Ctrl Delay	27.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1526	397	0	2271	214	788	0	958	0	0	0
Future Volume (veh/h)	0	1526	397	0	2271	214	788	0	958	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1885	1885	0	1885	1885	1885	0	1885			
Adj Flow Rate, veh/h	0	1573	0	0	2341	221	812	0	988			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	1	1	0	1	1	1	0	1			
Cap, veh/h	0	2930		0	4346	909	1651	0	917			
Arrive On Green	0.00	0.57	0.00	0.00	0.57	0.57	0.33	0.00	0.33			
Sat Flow, veh/h	0	5316	1598	0	7993	1598	5063	0	2812			
Grp Volume(v), veh/h	0	1573	0	0	2341	221	812	0	988			
Grp Sat Flow(s),veh/h/ln	0	1716	1598	0	1527	1598	1688	0	1406			
Q Serve(g_s), s	0.0	24.7	0.0	0.0	24.8	9.0	16.7	0.0	42.4			
Cycle Q Clear(g_c), s	0.0	24.7	0.0	0.0	24.8	9.0	16.7	0.0	42.4			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2930		0	4346	909	1651	0	917			
V/C Ratio(X)	0.00	0.54		0.00	0.54	0.24	0.49	0.00	1.08			
Avail Cap(c_a), veh/h	0	2930		0	4346	909	1651	0	917			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.92	0.00	0.00	0.16	0.16	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	17.4	0.0	0.0	17.4	14.0	35.2	0.0	43.8			
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.1	0.1	1.0	0.0	52.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	9.2	0.0	0.0	8.1	3.1	7.0	0.0	21.2			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.0	0.0	0.0	17.5	14.1	36.2	0.0	96.6			
LnGrp LOS	A	B		A	B	B	D	A	F			
Approach Vol, veh/h		1573			2562			1800				
Approach Delay, s/veh		18.0			17.2			69.4				
Approach LOS		B			B			E				
Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		80.8				80.8		49.2				
Change Period (Y+Rc), s		6.8				6.8		6.8				
Max Green Setting (Gmax), s		74.0				74.0		42.4				
Max Q Clear Time (g_c+I1), s		26.7				26.8		44.4				
Green Ext Time (p_c), s		38.1				46.2		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			33.2									
HCM 6th LOS			C									

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	635	1499	349	326	1423	208	609	603	320	329	372	453
Future Volume (veh/h)	635	1499	349	326	1423	208	609	603	320	329	372	453
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
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	1885	1885	1885	1885	1885	1885	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	661	1561	364	340	1482	217	634	628	333	343	388	472
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	1	1	1
Cap, veh/h	562	1560	484	389	1305	405	673	1148	525	394	1305	703
Arrive On Green	0.16	0.30	0.30	0.11	0.25	0.25	0.19	0.33	0.33	0.11	0.25	0.25
Sat Flow, veh/h	3483	5147	1598	3483	5147	1596	3510	3458	1581	3483	5147	2773
Grp Volume(v), veh/h	661	1561	364	340	1482	217	634	628	333	343	388	472
Grp Sat Flow(s),veh/h/ln	1742	1716	1598	1742	1716	1596	1755	1729	1581	1742	1716	1387
Q Serve(g_s), s	25.0	47.0	31.9	14.9	39.3	18.2	27.6	23.0	27.6	15.0	9.4	23.7
Cycle Q Clear(g_c), s	25.0	47.0	31.9	14.9	39.3	18.2	27.6	23.0	27.6	15.0	9.4	23.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	562	1560	484	389	1305	405	673	1148	525	394	1305	703
V/C Ratio(X)	1.18	1.00	0.75	0.87	1.14	0.54	0.94	0.55	0.63	0.87	0.30	0.67
Avail Cap(c_a), veh/h	562	1560	484	562	1305	405	679	1148	525	674	1305	703
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)	0.60	0.60	0.60	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.0	54.0	48.7	67.8	57.8	50.0	61.8	42.3	43.8	67.6	46.7	52.0
Incr Delay (d2), s/veh	90.7	17.7	6.4	7.7	70.9	5.0	21.2	1.9	5.7	2.8	0.6	5.1
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	18.0	22.3	13.3	6.9	25.2	7.7	14.1	10.0	11.5	6.7	4.1	8.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	155.7	71.7	55.1	75.5	128.8	55.0	83.0	44.1	49.5	70.5	47.3	57.1
LnGrp LOS	F	F	E	E	F	D	F	D	D	E	D	E
Approach Vol, veh/h		2586			2039			1595			1203	
Approach Delay, s/veh		90.9			112.1			60.7			57.7	
Approach LOS		F			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	45.3	22.5	57.2	22.3	53.0	34.7	45.0
Change Period (Y+Rc), s	5.0	6.0	5.0	5.7	5.0	6.0	5.0	5.7
Max Green Setting (Gmax), s	25.0	39.0	30.0	39.3	25.0	39.0	30.0	39.3
Max Q Clear Time (g_c+I1), s	27.0	41.3	17.0	29.6	16.9	49.0	29.6	25.7
Green Ext Time (p_c), s	0.0	0.0	0.5	2.8	0.4	0.0	0.1	4.1

Intersection Summary	
HCM 6th Ctrl Delay	84.8
HCM 6th LOS	F

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	236	234	0	0	0
Future Vol, veh/h	0	236	234	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	257	254	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	254	0	-	0	511	254
Stage 1	-	-	-	-	254	-
Stage 2	-	-	-	-	257	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1323	-	-	-	526	790
Stage 1	-	-	-	-	793	-
Stage 2	-	-	-	-	791	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1323	-	-	-	526	790
Mov Cap-2 Maneuver	-	-	-	-	526	-
Stage 1	-	-	-	-	793	-
Stage 2	-	-	-	-	791	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1323	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	949.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	353	772	168	43	866	309	192	286	40	153	157	341
Future Vol, veh/h	353	772	168	43	866	309	192	286	40	153	157	341
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	1	1	1	0	0	0	0	0	0	0	0	0
Mvmt Flow	376	821	179	46	921	329	204	304	43	163	167	363
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	1260.1	1145.2	337.3	454.8
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	37%	27%	4%	24%
Vol Thru, %	55%	60%	71%	24%
Vol Right, %	8%	13%	25%	52%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	518	1293	1218	651
LT Vol	192	353	43	153
Through Vol	286	772	866	157
RT Vol	40	168	309	341
Lane Flow Rate	551	1376	1296	693
Geometry Grp	1	1	1	1
Degree of Util (X)	1.473	3.665	3.402	1.795
Departure Headway (Hd)	37.557	24.747	25.855	32.165
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	105	165	155	125
Service Time	35.557	22.747	23.855	30.165
HCM Lane V/C Ratio	5.248	8.339	8.361	5.544
HCM Control Delay	337.3	1260.1	1145.2	454.8
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	10.6	52.3	45.7	15.9

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	2	1	3	28	3	37	0	336	41	37	189	1
Future Vol, veh/h	2	1	3	28	3	37	0	336	41	37	189	1
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	9	9	9	0	0	0	0	0	0	1	1	1
Mvmt Flow	2	1	3	30	3	40	0	365	45	40	205	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	695	696	206	676	674	388	206	0	0	410	0	0
Stage 1	286	286	-	388	388	-	-	-	-	-	-	-
Stage 2	409	410	-	288	286	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.1	6.5	6.2	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.5	4	3.3	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	348	357	817	370	379	665	1377	-	-	1154	-	-
Stage 1	706	662	-	640	612	-	-	-	-	-	-	-
Stage 2	606	584	-	724	679	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	315	343	817	357	364	665	1377	-	-	1154	-	-
Mov Cap-2 Maneuver	315	343	-	357	364	-	-	-	-	-	-	-
Stage 1	706	636	-	640	612	-	-	-	-	-	-	-
Stage 2	566	584	-	692	653	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.9	13.9	0	1.3
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1377	-	-	464	478	1154	-	-
HCM Lane V/C Ratio	-	-	-	0.014	0.155	0.035	-	-
HCM Control Delay (s)	0	-	-	12.9	13.9	8.2	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.5	0.1	-	-

Intersection	
Intersection Delay, s/veh	178.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	494	140	50	483	28	227	259	54	20	157	29
Future Vol, veh/h	54	494	140	50	483	28	227	259	54	20	157	29
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
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	1	1	1
Mvmt Flow	59	537	152	54	525	30	247	282	59	22	171	32
Number of Lanes	1	2	0	1	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	3
HCM Control Delay	65.5	283.3	265.1	42.2
HCM LOS	F	F	F	E

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	47%	0%	100%	0%	0%	100%	0%	10%
Vol Thru, %	53%	0%	0%	100%	54%	0%	95%	76%
Vol Right, %	0%	100%	0%	0%	46%	0%	5%	14%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	486	54	54	329	305	50	511	206
LT Vol	227	0	54	0	0	50	0	20
Through Vol	259	0	0	329	165	0	483	157
RT Vol	0	54	0	0	140	0	28	29
Lane Flow Rate	528	59	59	358	331	54	555	224
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	1.551	0.157	0.166	0.965	0.863	0.164	1.591	0.687
Departure Headway (Hd)	12.001	11.012	12.698	12.161	11.816	12.422	11.842	13.847
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	306	328	285	301	311	291	311	264
Service Time	9.701	8.712	10.398	9.861	9.516	10.122	9.542	11.547
HCM Lane V/C Ratio	1.725	0.18	0.207	1.189	1.064	0.186	1.785	0.848
HCM Control Delay	292.8	15.8	17.9	80.1	58.1	17.5	309.3	42.2
HCM Lane LOS	F	C	C	F	F	C	F	E
HCM 95th-tile Q	27.1	0.5	0.6	9.7	7.7	0.6	28.8	4.5

Intersection	
Intersection Delay, s/veh	10.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	4	233	4	5	1	199	90	3	1	71	5
Future Vol, veh/h	8	4	233	4	5	1	199	90	3	1	71	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	2	2	2
Mvmt Flow	9	4	253	4	5	1	216	98	3	1	77	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.4	8.4	11.2	8.6
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	68%	3%	40%	1%
Vol Thru, %	31%	2%	50%	92%
Vol Right, %	1%	95%	10%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	292	245	10	77
LT Vol	199	8	4	1
Through Vol	90	4	5	71
RT Vol	3	233	1	5
Lane Flow Rate	317	266	11	84
Geometry Grp	1	1	1	1
Degree of Util (X)	0.418	0.32	0.016	0.114
Departure Headway (Hd)	4.746	4.321	5.221	4.901
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	755	831	681	726
Service Time	2.798	2.358	3.285	2.964
HCM Lane V/C Ratio	0.42	0.32	0.016	0.116
HCM Control Delay	11.2	9.4	8.4	8.6
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	2.1	1.4	0	0.4

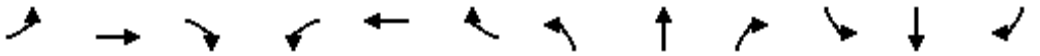
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	6	9	286	300	2
Future Vol, veh/h	3	6	9	286	300	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	2	2
Mvmt Flow	3	7	10	311	326	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	658	327	328	0	-	0
Stage 1	327	-	-	-	-	-
Stage 2	331	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	432	719	1243	-	-	-
Stage 1	735	-	-	-	-	-
Stage 2	732	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	428	719	1243	-	-	-
Mov Cap-2 Maneuver	428	-	-	-	-	-
Stage 1	728	-	-	-	-	-
Stage 2	732	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1243	-	586	-	-
HCM Lane V/C Ratio	0.008	-	0.017	-	-
HCM Control Delay (s)	7.9	0	11.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	598	169	72	665	282	279	370	108	155	230	38
Future Volume (veh/h)	54	598	169	72	665	282	279	370	108	155	230	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	57	629	178	76	700	297	294	389	114	163	242	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	87	794	354	96	427	362	316	923	782	186	659	109
Arrive On Green	0.05	0.22	0.22	0.05	0.23	0.23	0.18	0.49	0.49	0.10	0.42	0.42
Sat Flow, veh/h	1795	3582	1598	1795	1885	1598	1795	1885	1597	1795	1577	261
Grp Volume(v), veh/h	57	629	178	76	700	297	294	389	114	163	0	282
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1795	1885	1598	1795	1885	1597	1795	0	1838
Q Serve(g_s), s	4.7	24.9	14.6	6.3	34.0	26.5	24.2	19.9	5.9	13.4	0.0	15.8
Cycle Q Clear(g_c), s	4.7	24.9	14.6	6.3	34.0	26.5	24.2	19.9	5.9	13.4	0.0	15.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	87	794	354	96	427	362	316	923	782	186	0	768
V/C Ratio(X)	0.66	0.79	0.50	0.79	1.64	0.82	0.93	0.42	0.15	0.87	0.00	0.37
Avail Cap(c_a), veh/h	371	812	362	371	427	362	371	923	782	371	0	768
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	70.1	55.1	51.1	70.2	58.0	55.1	60.9	24.6	21.0	66.2	0.0	30.0
Incr Delay (d2), s/veh	3.1	5.9	2.1	5.5	297.6	15.0	25.8	1.4	0.4	5.0	0.0	1.4
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	2.2	11.7	6.0	3.0	51.0	12.0	13.1	9.0	2.3	6.3	0.0	7.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.3	61.0	53.2	75.7	355.6	70.1	86.7	26.0	21.4	71.2	0.0	31.4
LnGrp LOS	E	E	D	E	F	E	F	C	C	E	A	C
Approach Vol, veh/h		864			1073			797			445	
Approach Delay, s/veh		60.2			256.8			47.7			46.0	
Approach LOS		E			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.4	68.3	11.3	40.0	19.6	79.2	12.0	39.3
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0
Max Green Setting (Gmax), s	31.0	34.3	31.0	34.0	31.0	34.3	31.0	34.0
Max Q Clear Time (g_c+I1), s	26.2	17.8	6.7	36.0	15.4	21.9	8.3	26.9
Green Ext Time (p_c), s	0.2	1.3	0.1	0.0	0.2	2.0	0.1	3.8

Intersection Summary	
HCM 6th Ctrl Delay	121.4
HCM 6th LOS	F

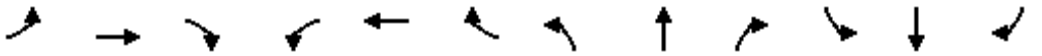
Intersection	
Int Delay, s/veh	9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	3	14	18	28	105	24	666	22	23	411	42
Future Vol, veh/h	53	3	14	18	28	105	24	666	22	23	411	42
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	-	-	-	-	-	-	100	-	-	260	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	9	9	9	4	4	4	1	1	1	2	2	2
Mvmt Flow	55	3	15	19	29	109	25	694	23	24	428	44

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1301	1243	428	1263	1276	706	472	0	0	717	0	0
Stage 1	476	476	-	756	756	-	-	-	-	-	-	-
Stage 2	825	767	-	507	520	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.14	6.54	6.24	4.11	-	-	4.12	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.536	4.036	3.336	2.209	-	-	2.218	-	-
Pot Cap-1 Maneuver	133	169	612	145	165	432	1095	-	-	884	-	-
Stage 1	557	545	-	397	413	-	-	-	-	-	-	-
Stage 2	357	401	-	544	529	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	82	161	612	134	157	432	1095	-	-	884	-	-
Mov Cap-2 Maneuver	82	161	-	134	157	-	-	-	-	-	-	-
Stage 1	544	530	-	388	404	-	-	-	-	-	-	-
Stage 2	242	392	-	514	515	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	100.5	34.9	0.3	0.4
HCM LOS	F	D		

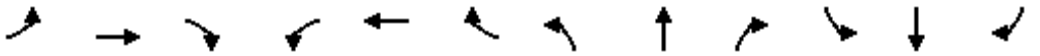
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1095	-	-	102	272	884	-	-
HCM Lane V/C Ratio	0.023	-	-	0.715	0.578	0.027	-	-
HCM Control Delay (s)	8.4	-	-	100.5	34.9	9.2	-	-
HCM Lane LOS	A	-	-	F	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	3.7	3.3	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	348	142	57	369	102	166	504	65	58	323	61
Future Volume (veh/h)	73	348	142	57	369	102	166	504	65	58	323	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1900	1900	1900	1885	1885	1885	1885	1885	1885	1856	1856	1856
Adj Flow Rate, veh/h	79	378	154	62	401	111	180	548	71	63	351	66
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, %	0	0	0	1	1	1	1	1	1	3	3	3
Cap, veh/h	101	619	249	80	443	376	208	958	812	81	813	689
Arrive On Green	0.06	0.25	0.25	0.04	0.24	0.24	0.12	0.51	0.51	0.05	0.44	0.44
Sat Flow, veh/h	1810	2514	1010	1795	1885	1598	1795	1885	1598	1767	1856	1572
Grp Volume(v), veh/h	79	270	262	62	401	111	180	548	71	63	351	66
Grp Sat Flow(s),veh/h/ln	1810	1805	1718	1795	1885	1598	1795	1885	1598	1767	1856	1572
Q Serve(g_s), s	5.2	15.9	16.3	4.1	24.8	6.9	11.8	24.2	2.7	4.2	15.7	3.0
Cycle Q Clear(g_c), s	5.2	15.9	16.3	4.1	24.8	6.9	11.8	24.2	2.7	4.2	15.7	3.0
Prop In Lane	1.00		0.59	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	101	445	423	80	443	376	208	958	812	81	813	689
V/C Ratio(X)	0.78	0.61	0.62	0.77	0.90	0.30	0.87	0.57	0.09	0.78	0.43	0.10
Avail Cap(c_a), veh/h	271	522	497	269	545	462	269	958	812	265	813	689
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	1.00	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	55.9	40.1	40.2	56.7	44.6	37.7	52.2	20.5	15.2	56.6	23.3	19.8
Incr Delay (d2), s/veh	4.9	2.3	2.6	5.8	15.9	0.4	17.1	2.5	0.2	5.9	1.7	0.3
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	2.4	7.1	7.0	1.9	13.1	2.7	6.2	10.6	1.0	2.0	6.9	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.8	42.3	42.8	62.5	60.5	38.1	69.3	23.0	15.4	62.5	25.0	20.0
LnGrp LOS	E	D	D	E	E	D	E	C	B	E	C	C
Approach Vol, veh/h		611			574			799			480	
Approach Delay, s/veh		44.9			56.4			32.7			29.3	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.9	57.9	10.7	33.5	9.5	66.3	9.4	34.9
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	4.0	5.3	4.0	5.3
Max Green Setting (Gmax), s	18.0	30.7	18.0	34.7	18.0	30.7	18.0	34.7
Max Q Clear Time (g_c+I1), s	13.8	17.7	7.2	26.8	6.2	26.2	6.1	18.3
Green Ext Time (p_c), s	0.1	1.9	0.1	1.4	0.0	1.6	0.0	4.1

Intersection Summary	
HCM 6th Ctrl Delay	40.6
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	171	0	18	464	832	0	0	488	240
Future Volume (veh/h)	0	0	0	171	0	18	464	832	0	0	488	240
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1856	0	1856	1885	1885	0	0	1885	1885
Adj Flow Rate, veh/h				180	0	19	488	876	0	0	514	253
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				3	0	3	1	1	0	0	1	1
Cap, veh/h				226	0	201	554	2655	0	0	1223	600
Arrive On Green				0.13	0.00	0.13	0.32	1.00	0.00	0.00	0.53	0.53
Sat Flow, veh/h				1767	0	1572	3483	3676	0	0	2423	1142
Grp Volume(v), veh/h				180	0	19	488	876	0	0	395	372
Grp Sat Flow(s),veh/h/ln				1767	0	1572	1742	1791	0	0	1791	1680
Q Serve(g_s), s				9.9	0.0	1.1	13.3	0.0	0.0	0.0	13.4	13.5
Cycle Q Clear(g_c), s				9.9	0.0	1.1	13.3	0.0	0.0	0.0	13.4	13.5
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.68
Lane Grp Cap(c), veh/h				226	0	201	554	2655	0	0	940	882
V/C Ratio(X)				0.80	0.00	0.09	0.88	0.33	0.00	0.00	0.42	0.42
Avail Cap(c_a), veh/h				422	0	376	801	2655	0	0	940	882
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.70	0.70	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				42.3	0.0	38.5	33.2	0.0	0.0	0.0	14.5	14.5
Incr Delay (d2), s/veh				12.7	0.0	0.4	4.4	0.2	0.0	0.0	1.4	1.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.0	0.0	0.4	4.7	0.1	0.0	0.0	5.2	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				55.0	0.0	38.9	37.6	0.2	0.0	0.0	15.8	16.0
LnGrp LOS				E	A	D	D	A	A	A	B	B
Approach Vol, veh/h					199			1364			767	
Approach Delay, s/veh					53.5			13.6			15.9	
Approach LOS					D			B			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	80.9		21.6	59.3		19.1						
Change Period (Y+Rc), s	6.8		* 5.7	6.8		6.3						
Max Green Setting (Gmax), s	63.0		* 23	34.3		23.9						
Max Q Clear Time (g_c+I1), s	2.0		15.3	15.5		11.9						
Green Ext Time (p_c), s	12.9		0.6	8.1		0.9						

Intersection Summary		
HCM 6th Ctrl Delay	17.8	
HCM 6th LOS	B	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	353	0	635	0	0	0	0	943	311	29	629	0
Future Volume (veh/h)	353	0	635	0	0	0	0	943	311	29	629	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870				0	1885	1885	1870	1870	0
Adj Flow Rate, veh/h	368	0	661				0	982	324	30	655	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	2				0	1	1	2	2	0
Cap, veh/h	1006	0	461				0	1296	425	60	2061	0
Arrive On Green	0.29	0.00	0.29				0.00	0.49	0.49	0.05	0.77	0.00
Sat Flow, veh/h	3456	0	1585				0	2745	869	1781	3647	0
Grp Volume(v), veh/h	368	0	661				0	661	645	30	655	0
Grp Sat Flow(s),veh/h/ln	1728	0	1585				0	1791	1729	1781	1777	0
Q Serve(g_s), s	8.5	0.0	29.1				0.0	29.9	30.4	1.6	5.6	0.0
Cycle Q Clear(g_c), s	8.5	0.0	29.1				0.0	29.9	30.4	1.6	5.6	0.0
Prop In Lane	1.00		1.00				0.00		0.50	1.00		0.00
Lane Grp Cap(c), veh/h	1006	0	461				0	876	846	60	2061	0
V/C Ratio(X)	0.37	0.00	1.43				0.00	0.76	0.76	0.50	0.32	0.00
Avail Cap(c_a), veh/h	1006	0	461				0	876	846	285	2061	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.33	1.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.85	0.85	0.00
Uniform Delay (d), s/veh	28.1	0.0	35.4				0.0	20.7	20.8	46.9	5.4	0.0
Incr Delay (d2), s/veh	0.5	0.0	207.0				0.0	6.0	6.4	2.0	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.5	0.0	37.3				0.0	12.6	12.4	0.7	1.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.6	0.0	242.5				0.0	26.7	27.3	48.9	5.8	0.0
LnGrp LOS	C	A	F				A	C	C	D	A	A
Approach Vol, veh/h		1029						1306			685	
Approach Delay, s/veh		166.0						27.0			7.7	
Approach LOS		F						C			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	9.1	55.7	35.2	64.8
Change Period (Y+Rc), s	* 5.7	6.8	6.1	6.8
Max Green Setting (Gmax), s	* 16	36.3	29.1	58.0
Max Q Clear Time (g_c+I1), s	13.6	32.4	31.1	7.6
Green Ext Time (p_c), s	0.0	3.5	0.0	8.5

Intersection Summary	
HCM 6th Ctrl Delay	70.0
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	965	1218	0	0	0
Future Vol, veh/h	0	965	1218	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	0	0	0	0
Mvmt Flow	0	1049	1324	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1324	0	-	0	-	1324
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.11	-	-	-	-	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.209	-	-	-	-	3.3
Pot Cap-1 Maneuver	525	-	-	-	0	193
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	525	-	-	-	-	193
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	525	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

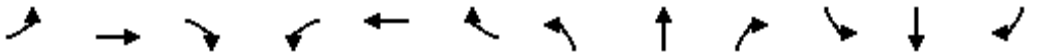
Intersection	
Int Delay, s/veh	7.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	0	0	0	0	13
Future Vol, veh/h	14	0	0	0	0	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	92	92	92	92	92	92
Heavy Vehicles, %	0	2	2	2	2	0
Mvmt Flow	15	0	0	0	0	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1	0	-	0	31	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	30	-
Critical Hdwy	4.1	-	-	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.2	-	-	-	3.518	3.3
Pot Cap-1 Maneuver	1635	-	-	-	983	1090
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	993	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1635	-	-	-	974	1090
Mov Cap-2 Maneuver	-	-	-	-	974	-
Stage 1	-	-	-	-	1013	-
Stage 2	-	-	-	-	993	-

Approach	EB	WB	SB
HCM Control Delay, s	7.2	0	8.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1635	-	-	-	1090
HCM Lane V/C Ratio	0.009	-	-	-	0.013
HCM Control Delay (s)	7.2	0	-	-	8.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	157	250	99	365	171	137	811	20	59	808	79
Future Volume (veh/h)	72	157	250	99	365	171	137	811	20	59	808	79
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.97
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	1856	1856	1856	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	78	171	272	108	397	186	149	882	22	64	878	86
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	3	3	3	2	2	2	1	1	1
Cap, veh/h	100	591	501	131	385	180	173	2003	622	97	1796	541
Arrive On Green	0.06	0.32	0.32	0.07	0.32	0.32	0.10	0.39	0.39	0.05	0.35	0.35
Sat Flow, veh/h	1781	1870	1585	1767	1195	560	1781	5106	1585	1795	5147	1550
Grp Volume(v), veh/h	78	171	272	108	0	583	149	882	22	64	878	86
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1767	0	1755	1781	1702	1585	1795	1716	1550
Q Serve(g_s), s	5.8	9.3	19.1	8.1	0.0	43.5	11.1	17.1	1.2	4.7	18.1	5.2
Cycle Q Clear(g_c), s	5.8	9.3	19.1	8.1	0.0	43.5	11.1	17.1	1.2	4.7	18.1	5.2
Prop In Lane	1.00		1.00	1.00		0.32	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	100	591	501	131	0	565	173	2003	622	97	1796	541
V/C Ratio(X)	0.78	0.29	0.54	0.82	0.00	1.03	0.86	0.44	0.04	0.66	0.49	0.16
Avail Cap(c_a), veh/h	182	603	511	202	0	565	194	2003	622	196	1796	541
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	1.00	1.00	1.00	0.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.9	34.8	38.1	61.6	0.0	45.8	60.1	30.1	25.3	62.7	34.5	30.3
Incr Delay (d2), s/veh	4.9	0.3	1.3	8.5	0.0	46.1	23.1	0.6	0.1	2.9	1.0	0.6
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	2.8	4.2	7.5	3.9	0.0	25.6	6.0	6.9	0.4	2.2	7.4	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.8	35.1	39.4	70.1	0.0	91.8	83.1	30.7	25.4	65.5	35.4	30.9
LnGrp LOS	E	D	D	E	A	F	F	C	C	E	D	C
Approach Vol, veh/h		521			691			1053			1028	
Approach Delay, s/veh		42.3			88.4			38.0			36.9	
Approach LOS		D			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.4	52.8	13.8	50.0	12.6	58.7	14.6	49.2
Change Period (Y+Rc), s	5.3	5.7	6.2	6.5	5.3	5.7	4.6	6.5
Max Green Setting (Gmax), s	14.7	39.3	13.8	43.5	14.7	39.3	15.4	43.5
Max Q Clear Time (g_c+I1), s	13.1	20.1	7.8	45.5	6.7	19.1	10.1	21.1
Green Ext Time (p_c), s	0.0	11.1	0.0	0.0	0.0	11.0	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	48.9
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	419	286	311	645	254	390	916	321	263	1334	211
Future Volume (veh/h)	112	419	286	311	645	254	390	916	321	263	1334	211
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
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	1856	1856	1856	1856	1856	1856	1885	1885	1885
Adj Flow Rate, veh/h	122	455	311	338	701	276	424	996	349	286	1450	229
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	3	3	3	3	3	3	1	1	1
Cap, veh/h	189	868	387	384	1092	487	442	1900	589	335	1762	537
Arrive On Green	0.05	0.24	0.24	0.11	0.31	0.31	0.13	0.38	0.38	0.10	0.34	0.34
Sat Flow, veh/h	3456	3554	1585	3428	3526	1571	3428	5066	1571	3483	5147	1569
Grp Volume(v), veh/h	122	455	311	338	701	276	424	996	349	286	1450	229
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1714	1763	1571	1714	1689	1571	1742	1716	1569
Q Serve(g_s), s	5.0	16.1	26.8	14.1	24.8	21.3	17.8	22.2	25.9	11.7	37.4	16.3
Cycle Q Clear(g_c), s	5.0	16.1	26.8	14.1	24.8	21.3	17.8	22.2	25.9	11.7	37.4	16.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	189	868	387	384	1092	487	442	1900	589	335	1762	537
V/C Ratio(X)	0.64	0.52	0.80	0.88	0.64	0.57	0.96	0.52	0.59	0.85	0.82	0.43
Avail Cap(c_a), veh/h	462	1073	479	430	1092	487	442	1900	589	449	1762	537
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	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	0.83	0.83	0.83
Uniform Delay (d), s/veh	67.1	47.5	51.5	63.4	43.1	41.9	62.8	35.2	36.4	64.5	43.6	36.7
Incr Delay (d2), s/veh	1.4	1.2	11.1	1.8	0.1	0.2	32.1	1.0	4.3	7.7	3.8	2.0
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	2.2	7.2	11.7	6.1	10.5	8.2	9.5	9.0	10.5	5.4	15.9	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.5	48.7	62.6	65.2	43.3	42.1	94.9	36.3	40.7	72.2	47.4	38.8
LnGrp LOS	E	D	E	E	D	D	F	D	D	E	D	D
Approach Vol, veh/h		888			1315			1769			1965	
Approach Delay, s/veh		56.3			48.7			51.2			50.0	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	55.4	13.5	51.1	20.3	60.1	23.0	41.6
Change Period (Y+Rc), s	6.3	5.7	5.6	6.2	6.3	5.7	6.8	6.2
Max Green Setting (Gmax), s	18.7	39.3	19.4	43.8	18.7	39.3	18.2	43.8
Max Q Clear Time (g_c+I1), s	19.8	39.4	7.0	26.8	13.7	27.9	16.1	28.8
Green Ext Time (p_c), s	0.0	0.0	0.1	6.6	0.2	9.1	0.2	6.5

Intersection Summary	
HCM 6th Ctrl Delay	51.0
HCM 6th LOS	D

Intersection	
Intersection Delay, s/veh	460.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	133	96	43	526	380	115	269	12	166	589	8
Future Vol, veh/h	3	133	96	43	526	380	115	269	12	166	589	8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	3	3	3	4	4	4	4	4	4	2	2	2
Mvmt Flow	3	145	104	47	572	413	125	292	13	180	640	9
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	51.1	676.2	118.6	493.6
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	29%	1%	5%	22%
Vol Thru, %	68%	57%	55%	77%
Vol Right, %	3%	41%	40%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	396	232	949	763
LT Vol	115	3	43	166
Through Vol	269	133	526	589
RT Vol	12	96	380	8
Lane Flow Rate	430	252	1032	829
Geometry Grp	1	1	1	1
Degree of Util (X)	1.047	0.659	2.431	2.008
Departure Headway (Hd)	16.423	18.374	11.016	12.814
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	224	199	340	290
Service Time	14.423	16.374	9.016	10.814
HCM Lane V/C Ratio	1.92	1.266	3.035	2.859
HCM Control Delay	118.6	51.1	676.2	493.6
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	9.9	3.9	63.2	40.6



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	699	364	152	754	140	218	310	92	331	892	123
Future Volume (veh/h)	88	699	364	152	754	140	218	310	92	331	892	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	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	1885	1885	1885	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	96	760	396	165	820	152	237	337	100	360	970	134
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, %	1	1	1	3	3	3	2	2	2	2	2	2
Cap, veh/h	147	937	412	191	533	452	262	590	493	288	617	523
Arrive On Green	0.08	0.26	0.26	0.11	0.29	0.29	0.15	0.32	0.32	0.16	0.33	0.33
Sat Flow, veh/h	1795	3582	1573	1767	1856	1572	1781	1870	1564	1781	1870	1585
Grp Volume(v), veh/h	96	760	396	165	820	152	237	337	100	360	970	134
Grp Sat Flow(s),veh/h/ln	1795	1791	1573	1767	1856	1572	1781	1870	1564	1781	1870	1585
Q Serve(g_s), s	6.7	25.9	32.3	11.9	37.4	9.9	17.0	19.6	6.1	21.0	42.9	8.0
Cycle Q Clear(g_c), s	6.7	25.9	32.3	11.9	37.4	9.9	17.0	19.6	6.1	21.0	42.9	8.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	147	937	412	191	533	452	262	590	493	288	617	523
V/C Ratio(X)	0.65	0.81	0.96	0.87	1.54	0.34	0.91	0.57	0.20	1.25	1.57	0.26
Avail Cap(c_a), veh/h	290	937	412	285	533	452	288	590	493	288	617	523
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)	0.75	0.75	0.75	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.9	45.0	47.4	57.1	46.3	36.5	54.6	37.2	32.6	54.5	43.6	31.9
Incr Delay (d2), s/veh	1.4	4.4	29.2	11.5	251.3	0.7	27.3	4.0	0.9	138.4	265.1	1.2
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	3.0	11.6	15.4	5.8	53.6	3.8	9.4	9.4	2.4	20.2	64.5	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.2	49.4	76.6	68.5	297.6	37.3	81.8	41.2	33.5	192.9	308.6	33.1
LnGrp LOS	E	D	E	E	F	D	F	D	C	F	F	C
Approach Vol, veh/h		1252			1137			674			1464	
Approach Delay, s/veh		58.7			229.5			54.3			255.0	
Approach LOS		E			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.1	48.9	14.7	43.4	25.0	47.0	18.0	40.0
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	21.0	34.0	21.0	34.0	21.0	34.0	21.0	34.0
Max Q Clear Time (g_c+I1), s	19.0	44.9	8.7	39.4	23.0	21.6	13.9	34.3
Green Ext Time (p_c), s	0.1	0.0	0.1	0.0	0.0	1.8	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	164.4
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	716	210	317	675	166	117	197	173	159	597	286
Future Volume (veh/h)	110	716	210	317	675	166	117	197	173	159	597	286
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1856	1856	1856	1870	1870	1870	1796	1796	1796	1826	1826	1826
Adj Flow Rate, veh/h	120	778	228	345	734	180	127	214	188	173	649	311
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, %	3	3	3	2	2	2	7	7	7	5	5	5
Cap, veh/h	243	841	370	281	886	395	149	1338	597	419	1489	664
Arrive On Green	0.07	0.24	0.24	0.08	0.25	0.25	0.09	0.39	0.39	0.12	0.43	0.43
Sat Flow, veh/h	3428	3526	1552	3456	3554	1585	1711	3413	1522	3374	3469	1546
Grp Volume(v), veh/h	120	778	228	345	734	180	127	214	188	173	649	311
Grp Sat Flow(s),veh/h/ln	1714	1763	1552	1728	1777	1585	1711	1706	1522	1687	1735	1546
Q Serve(g_s), s	4.7	30.2	18.4	11.4	27.4	13.5	10.2	5.7	12.0	6.6	18.4	20.1
Cycle Q Clear(g_c), s	4.7	30.2	18.4	11.4	27.4	13.5	10.2	5.7	12.0	6.6	18.4	20.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	243	841	370	281	886	395	149	1338	597	419	1489	664
V/C Ratio(X)	0.49	0.93	0.62	1.23	0.83	0.46	0.85	0.16	0.31	0.41	0.44	0.47
Avail Cap(c_a), veh/h	279	856	377	281	886	395	213	1338	597	419	1489	664
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	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.6	52.1	47.6	64.3	49.7	44.5	63.0	27.6	29.5	56.6	28.1	28.6
Incr Delay (d2), s/veh	0.6	15.8	3.5	129.1	6.9	1.2	14.4	0.3	1.4	3.0	0.9	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	14.7	7.3	9.9	12.6	5.3	5.0	2.3	4.5	3.0	7.6	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.2	67.8	51.1	193.4	56.6	45.7	77.3	27.8	30.9	59.6	29.0	30.9
LnGrp LOS	E	E	D	F	E	D	E	C	C	E	C	C
Approach Vol, veh/h		1126			1259			529			1133	
Approach Delay, s/veh		64.0			92.5			40.8			34.2	
Approach LOS		E			F			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.8	65.8	15.5	40.9	23.0	60.6	17.0	39.4
Change Period (Y+Rc), s	5.6	5.7	5.6	6.0	5.6	5.7	5.6	6.0
Max Green Setting (Gmax), s	17.4	54.3	11.4	34.0	17.4	54.3	11.4	34.0
Max Q Clear Time (g_c+I1), s	12.2	22.1	6.7	29.4	8.6	14.0	13.4	32.2
Green Ext Time (p_c), s	0.1	17.0	0.1	2.6	0.2	4.4	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	61.5
HCM 6th LOS	E



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	85	234	283	456	980	301
Future Volume (veh/h)	85	234	283	456	980	301
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			0.95
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	1885	1885	1870	1870	1870	1870
Adj Flow Rate, veh/h	92	254	308	496	1065	327
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	2	2	2	2
Cap, veh/h	329	293	251	2476	1807	765
Arrive On Green	0.18	0.18	0.14	0.70	0.51	0.51
Sat Flow, veh/h	1795	1598	1781	3647	3647	1505
Grp Volume(v), veh/h	92	254	308	496	1065	327
Grp Sat Flow(s),veh/h/ln	1795	1598	1781	1777	1777	1505
Q Serve(g_s), s	3.7	13.1	12.0	4.2	17.9	11.6
Cycle Q Clear(g_c), s	3.7	13.1	12.0	4.2	17.9	11.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	329	293	251	2476	1807	765
V/C Ratio(X)	0.28	0.87	1.22	0.20	0.59	0.43
Avail Cap(c_a), veh/h	594	528	251	2476	1807	765
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.67	0.67
Uniform Delay (d), s/veh	29.9	33.7	36.5	4.5	14.7	13.1
Incr Delay (d2), s/veh	0.2	3.1	131.2	0.2	1.0	1.2
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	5.1	14.1	1.1	6.3	3.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	30.0	36.8	167.7	4.7	15.6	14.3
LnGrp LOS	C	D	F	A	B	B
Approach Vol, veh/h	346			804	1392	
Approach Delay, s/veh	35.0			67.2	15.3	
Approach LOS	C			E	B	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	16.0	48.5			64.5	20.5
Change Period (Y+Rc), s	4.0	5.3			5.3	4.9
Max Green Setting (Gmax), s	12.0	30.7			46.7	28.1
Max Q Clear Time (g_c+I1), s	14.0	19.9			6.2	15.1
Green Ext Time (p_c), s	0.0	6.9			4.2	0.5

Intersection Summary		
HCM 6th Ctrl Delay	34.4	
HCM 6th LOS	C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	400	358	69	471	233	161	467	21	115	852	136
Future Volume (veh/h)	71	400	358	69	471	233	161	467	21	115	852	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.96	1.00		0.98
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	1885	1885	1885	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	77	435	389	75	512	253	175	508	23	125	926	148
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	1	1	1	3	3	3	2	2	2
Cap, veh/h	103	481	406	103	484	405	198	1689	723	147	1597	696
Arrive On Green	0.06	0.26	0.26	0.06	0.26	0.26	0.11	0.48	0.48	0.08	0.45	0.45
Sat Flow, veh/h	1781	1870	1580	1795	1885	1575	1767	3526	1509	1781	3554	1549
Grp Volume(v), veh/h	77	435	389	75	512	253	175	508	23	125	926	148
Grp Sat Flow(s),veh/h/ln	1781	1870	1580	1795	1885	1575	1767	1763	1509	1781	1777	1549
Q Serve(g_s), s	6.4	33.8	36.4	6.2	38.5	21.3	14.6	13.2	1.2	10.4	29.1	8.7
Cycle Q Clear(g_c), s	6.4	33.8	36.4	6.2	38.5	21.3	14.6	13.2	1.2	10.4	29.1	8.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	103	481	406	103	484	405	198	1689	723	147	1597	696
V/C Ratio(X)	0.75	0.90	0.96	0.73	1.06	0.62	0.88	0.30	0.03	0.85	0.58	0.21
Avail Cap(c_a), veh/h	392	483	408	323	484	405	412	1689	723	202	1597	696
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	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.6	53.9	54.9	69.5	55.7	49.3	65.6	23.8	20.7	67.9	30.8	25.1
Incr Delay (d2), s/veh	4.1	20.7	33.9	3.6	56.7	3.5	4.6	0.4	0.1	16.7	1.5	0.7
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	3.0	18.3	18.0	2.9	25.5	8.7	6.7	5.5	0.4	5.3	12.5	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.7	74.6	88.8	73.2	112.4	52.9	70.2	24.2	20.8	84.6	32.3	25.8
LnGrp LOS	E	E	F	E	F	D	E	C	C	F	C	C
Approach Vol, veh/h		901			840			706			1199	
Approach Delay, s/veh		80.7			91.0			35.5			37.0	
Approach LOS		F			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.8	72.7	12.6	43.8	16.4	77.1	12.6	43.9
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	4.0	5.3	4.0	5.3
Max Green Setting (Gmax), s	15.8	30.7	33.0	32.7	17.0	48.7	27.0	38.7
Max Q Clear Time (g_c+I1), s	10.6	31.1	8.4	40.5	12.4	15.2	8.2	38.4
Green Ext Time (p_c), s	0.2	0.0	0.1	0.0	0.1	5.3	0.1	0.2

Intersection Summary	
HCM 6th Ctrl Delay	59.9
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	292	193	46	419	109	279	523	91	162	1164	63
Future Volume (veh/h)	16	292	193	46	419	109	279	523	91	162	1164	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.97	1.00		0.98
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	1826	1826	1826	1870	1870	1870	1856	1856	1856	1885	1885	1885
Adj Flow Rate, veh/h	17	317	210	50	455	118	303	568	99	176	1265	68
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, %	5	5	5	2	2	2	3	3	3	1	1	1
Cap, veh/h	62	435	366	117	502	419	297	1280	222	202	1287	69
Arrive On Green	0.04	0.24	0.24	0.07	0.27	0.27	0.17	0.43	0.43	0.11	0.37	0.37
Sat Flow, veh/h	1739	1826	1536	1781	1870	1562	1767	2989	519	1795	3453	185
Grp Volume(v), veh/h	17	317	210	50	455	118	303	334	333	176	655	678
Grp Sat Flow(s),veh/h/ln	1739	1826	1536	1781	1870	1562	1767	1763	1745	1795	1791	1848
Q Serve(g_s), s	1.2	20.0	15.1	3.4	29.4	7.5	21.0	16.7	16.8	12.1	45.2	45.4
Cycle Q Clear(g_c), s	1.2	20.0	15.1	3.4	29.4	7.5	21.0	16.7	16.8	12.1	45.2	45.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.30	1.00		0.10
Lane Grp Cap(c), veh/h	62	435	366	117	502	419	297	755	747	202	667	689
V/C Ratio(X)	0.27	0.73	0.57	0.43	0.91	0.28	1.02	0.44	0.45	0.87	0.98	0.98
Avail Cap(c_a), veh/h	153	574	483	157	588	491	297	755	747	230	667	689
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.60	0.60	0.60
Uniform Delay (d), s/veh	58.7	43.9	42.0	56.1	44.2	36.2	52.0	25.2	25.3	54.6	38.8	38.8
Incr Delay (d2), s/veh	0.9	2.6	1.0	0.9	16.3	0.4	57.6	1.9	1.9	16.1	22.9	23.1
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	0.5	9.1	5.7	1.5	15.4	0.0	13.8	7.1	7.1	6.2	23.1	23.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.6	46.5	43.0	57.0	60.5	36.6	109.6	27.1	27.2	70.7	61.7	61.9
LnGrp LOS	E	D	D	E	E	D	F	C	C	E	E	E
Approach Vol, veh/h		544			623			970			1509	
Approach Delay, s/veh		45.5			55.7			52.9			62.8	
Approach LOS		D			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	52.3	8.5	39.3	18.1	59.2	12.2	35.5
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	4.0	5.7	4.0	5.7
Max Green Setting (Gmax), s	21.0	34.3	11.0	39.3	16.0	39.3	11.0	39.3
Max Q Clear Time (g_c+I1), s	23.0	47.4	3.2	31.4	14.1	18.8	5.4	22.0
Green Ext Time (p_c), s	0.0	0.0	0.0	2.0	0.0	4.1	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	56.4
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1236	899	0	1704	933	0	0	0	78	0	787
Future Volume (veh/h)	0	1236	899	0	1704	933	0	0	0	78	0	787
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1870	1870				1885	0	1885
Adj Flow Rate, veh/h	0	1315	956	0	1792	0				83	0	837
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	0	2	2				1	0	1
Cap, veh/h	0	4016	989	0	3502					930	0	751
Arrive On Green	0.00	0.62	0.62	0.00	0.62	0.00				0.27	0.00	0.27
Sat Flow, veh/h	0	6696	1585	0	5611	3170				3483	0	2812
Grp Volume(v), veh/h	0	1315	956	0	1792	0				83	0	837
Grp Sat Flow(s),veh/h/ln	0	1609	1585	0	1870	1585				1742	0	1406
Q Serve(g_s), s	0.0	12.5	74.2	0.0	22.9	0.0				2.3	0.0	34.7
Cycle Q Clear(g_c), s	0.0	12.5	74.2	0.0	22.9	0.0				2.3	0.0	34.7
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	4016	989	0	3502					930	0	751
V/C Ratio(X)	0.00	0.33	0.97	0.00	0.51					0.09	0.00	1.12
Avail Cap(c_a), veh/h	0	4019	990	0	3505					930	0	751
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.86	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	11.5	23.1	0.0	13.5	0.0				35.8	0.0	47.7
Incr Delay (d2), s/veh	0.0	0.2	21.5	0.0	0.5	0.0				0.1	0.0	69.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.2	30.1	0.0	8.9	0.0				1.0	0.0	19.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	11.8	44.7	0.0	13.9	0.0				35.9	0.0	116.9
LnGrp LOS	A	B	D	A	B					D	A	F
Approach Vol, veh/h		2271			1792						920	
Approach Delay, s/veh		25.6			13.9						109.6	
Approach LOS		C			B						F	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	87.9	42.0	87.9
Change Period (Y+Rc), s	6.8	7.3	6.8
Max Green Setting (Gmax), s	81.2	34.7	81.2
Max Q Clear Time (g_c+I1), s	76.2	36.7	24.9
Green Ext Time (p_c), s	4.9	0.0	48.3

Intersection Summary	
HCM 6th Ctrl Delay	36.9
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1080	234	0	2151	93	486	0	629	0	0	0
Future Volume (veh/h)	0	1080	234	0	2151	93	486	0	629	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1870	1870	0	1885	1885	1841	0	1841			
Adj Flow Rate, veh/h	0	1174	0	0	2338	101	528	0	684			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	2	2	0	1	1	4	0	4			
Cap, veh/h	0	2985		0	4464	934	1536	0	853			
Arrive On Green	0.00	0.58	0.00	0.00	0.58	0.58	0.31	0.00	0.31			
Sat Flow, veh/h	0	5274	1585	0	7993	1598	4944	0	2745			
Grp Volume(v), veh/h	0	1174	0	0	2338	101	528	0	684			
Grp Sat Flow(s),veh/h/ln	0	1702	1585	0	1527	1598	1648	0	1373			
Q Serve(g_s), s	0.0	16.1	0.0	0.0	23.8	3.6	10.7	0.0	29.7			
Cycle Q Clear(g_c), s	0.0	16.1	0.0	0.0	23.8	3.6	10.7	0.0	29.7			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2985		0	4464	934	1536	0	853			
V/C Ratio(X)	0.00	0.39		0.00	0.52	0.11	0.34	0.00	0.80			
Avail Cap(c_a), veh/h	0	2985		0	4464	934	1536	0	853			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.96	0.00	0.00	0.50	0.50	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	14.6	0.0	0.0	16.2	12.0	34.6	0.0	41.1			
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.2	0.1	0.6	0.0	7.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	5.9	0.0	0.0	7.8	1.3	4.4	0.0	10.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.9	0.0	0.0	16.4	12.1	35.2	0.0	49.0			
LnGrp LOS	A	B		A	B	B	D	A	D			
Approach Vol, veh/h		1174			2439			1212				
Approach Delay, s/veh		14.9			16.2			43.0				
Approach LOS		B			B			D				

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		82.8				82.8		47.2				
Change Period (Y+Rc), s		6.8				6.8		6.8				
Max Green Setting (Gmax), s		76.0				76.0		40.4				
Max Q Clear Time (g_c+I1), s		18.1				25.8		31.7				
Green Ext Time (p_c), s		32.7				48.7		5.9				

Intersection Summary	
HCM 6th Ctrl Delay	22.6
HCM 6th LOS	C

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	410	936	364	196	1112	186	380	454	158	206	479	752
Future Volume (veh/h)	410	936	364	196	1112	186	380	454	158	206	479	752
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	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	1856	1856	1856	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	441	1006	391	211	1196	200	409	488	170	222	515	809
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	1	1	1
Cap, veh/h	486	1974	613	290	1694	526	460	1115	374	315	1305	713
Arrive On Green	0.14	0.39	0.39	0.08	0.33	0.33	0.13	0.30	0.30	0.09	0.25	0.25
Sat Flow, veh/h	3428	5066	1572	3456	5106	1585	3456	3763	1263	3483	5147	2812
Grp Volume(v), veh/h	441	1006	391	211	1196	200	409	440	218	222	515	809
Grp Sat Flow(s),veh/h/ln	1714	1689	1572	1728	1702	1585	1728	1702	1622	1742	1716	1406
Q Serve(g_s), s	19.6	23.4	31.3	9.2	31.7	15.0	18.0	16.2	17.0	9.6	12.9	39.3
Cycle Q Clear(g_c), s	19.6	23.4	31.3	9.2	31.7	15.0	18.0	16.2	17.0	9.6	12.9	39.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.78	1.00		1.00
Lane Grp Cap(c), veh/h	486	1974	613	290	1694	526	460	1008	481	315	1305	713
V/C Ratio(X)	0.91	0.51	0.64	0.73	0.71	0.38	0.89	0.44	0.45	0.71	0.39	1.13
Avail Cap(c_a), veh/h	553	1974	613	557	1694	526	669	1008	481	674	1305	713
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)	0.84	0.84	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.5	36.0	38.4	69.3	45.2	39.6	66.1	44.1	44.4	68.5	48.0	57.8
Incr Delay (d2), s/veh	14.3	0.8	4.2	1.3	2.5	2.1	7.8	1.4	3.1	1.1	0.9	77.3
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	9.4	9.6	12.5	4.1	13.5	6.1	8.3	6.9	7.2	4.3	5.6	21.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.8	36.8	42.7	70.6	47.7	41.7	73.9	45.5	47.4	69.6	48.9	135.2
LnGrp LOS	E	D	D	E	D	D	E	D	D	E	D	F
Approach Vol, veh/h		1838			1607			1067			1546	
Approach Delay, s/veh		48.4			50.0			56.8			97.0	
Approach LOS		D			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.0	57.4	19.0	51.6	18.0	66.4	25.6	45.0
Change Period (Y+Rc), s	5.0	6.0	5.0	5.7	5.0	6.0	5.0	5.7
Max Green Setting (Gmax), s	25.0	39.0	30.0	39.3	25.0	39.0	30.0	39.3
Max Q Clear Time (g_c+I1), s	21.6	33.7	11.6	19.0	11.2	33.3	20.0	41.3
Green Ext Time (p_c), s	0.3	3.2	0.3	2.3	0.3	3.5	0.6	0.0

Intersection Summary	
HCM 6th Ctrl Delay	62.7
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	271	515	0	2	0
Future Vol, veh/h	0	271	515	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	4	4	4	4	0	0
Mvmt Flow	0	295	560	0	2	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	560	0	-	0	855	560
Stage 1	-	-	-	-	560	-
Stage 2	-	-	-	-	295	-
Critical Hdwy	4.14	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.236	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1001	-	-	-	331	532
Stage 1	-	-	-	-	576	-
Stage 2	-	-	-	-	760	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1001	-	-	-	331	532
Mov Cap-2 Maneuver	-	-	-	-	331	-
Stage 1	-	-	-	-	576	-
Stage 2	-	-	-	-	760	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	15.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1001	-	-	-	331
HCM Lane V/C Ratio	-	-	-	-	0.007
HCM Control Delay (s)	0	-	-	-	15.9
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Intersection Delay, s/veh	806.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	222	774	204	69	750	99	115	86	51	332	441	479
Future Vol, veh/h	222	774	204	69	750	99	115	86	51	332	441	479
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles, %	3	3	3	1	1	1	10	10	10	12	12	12
Mvmt Flow	227	790	208	70	765	101	117	88	52	339	450	489
Number of Lanes	0	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	959.9	535.8	98	1001
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	46%	18%	100%	0%	27%
Vol Thru, %	34%	65%	0%	88%	35%
Vol Right, %	20%	17%	0%	12%	38%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	252	1200	69	849	1252
LT Vol	115	222	69	0	332
Through Vol	86	774	0	750	441
RT Vol	51	204	0	99	479
Lane Flow Rate	257	1224	70	866	1278
Geometry Grp	2	5	7	7	2
Degree of Util (X)	0.695	3.023	0.186	2.144	3.133
Departure Headway (Hd)	36.549	18.98	22.296	21.649	15.679
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	103	208	163	182	243
Service Time	34.549	16.98	19.996	19.349	13.679
HCM Lane V/C Ratio	2.495	5.885	0.429	4.758	5.259
HCM Control Delay	98	959.9	30	576.9	1001
HCM Lane LOS	F	F	D	F	F
HCM 95th-tile Q	3.5	52.1	0.7	28.5	65.3

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	4	1	48	6	42	3	108	15	16	516	0
Future Vol, veh/h	6	4	1	48	6	42	3	108	15	16	516	0
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	10	10	10	7	7	7
Mvmt Flow	7	4	1	52	7	46	3	117	16	17	561	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	753	734	561	729	726	125	561	0	0	133	0	0
Stage 1	595	595	-	131	131	-	-	-	-	-	-	-
Stage 2	158	139	-	598	595	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.2	-	-	4.17	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.29	-	-	2.263	-	-
Pot Cap-1 Maneuver	329	350	531	341	354	931	971	-	-	1421	-	-
Stage 1	494	496	-	877	792	-	-	-	-	-	-	-
Stage 2	849	785	-	492	496	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	304	343	531	332	347	931	971	-	-	1421	-	-
Mov Cap-2 Maneuver	304	343	-	332	347	-	-	-	-	-	-	-
Stage 1	493	488	-	874	790	-	-	-	-	-	-	-
Stage 2	798	783	-	478	488	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.3	15	0.2	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	971	-	-	331	464	1421	-	-
HCM Lane V/C Ratio	0.003	-	-	0.036	0.225	0.012	-	-
HCM Control Delay (s)	8.7	0	-	16.3	15	7.6	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.9	0	-	-

Intersection	
Intersection Delay, s/veh	165.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	328	162	52	462	19	152	92	20	43	405	95
Future Vol, veh/h	18	328	162	52	462	19	152	92	20	43	405	95
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	1	1	1	10	10	10	7	7	7
Mvmt Flow	19	345	171	55	486	20	160	97	21	45	426	100
Number of Lanes	1	2	0	1	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	3
HCM Control Delay	36.6	204	48.4	304.8
HCM LOS	E	F	E	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	62%	0%	100%	0%	0%	100%	0%	8%
Vol Thru, %	38%	0%	0%	100%	40%	0%	96%	75%
Vol Right, %	0%	100%	0%	0%	60%	0%	4%	17%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	244	20	18	219	271	52	481	543
LT Vol	152	0	18	0	0	52	0	43
Through Vol	92	0	0	219	109	0	462	405
RT Vol	0	20	0	0	162	0	19	95
Lane Flow Rate	257	21	19	230	286	55	506	572
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	0.778	0.057	0.054	0.621	0.737	0.158	1.39	1.587
Departure Headway (Hd)	13.466	12.376	12.672	12.135	11.686	12.142	11.572	10.996
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	272	291	284	299	311	297	319	337
Service Time	11.166	10.076	10.372	9.835	9.386	9.842	9.272	8.696
HCM Lane V/C Ratio	0.945	0.072	0.067	0.769	0.92	0.185	1.586	1.697
HCM Control Delay	51.1	15.8	16.1	32.8	41.1	17.1	224.2	304.8
HCM Lane LOS	F	C	C	D	E	C	F	F
HCM 95th-tile Q	5.9	0.2	0.2	3.9	5.5	0.6	22.4	30.4

Intersection	
Intersection Delay, s/veh	27.9
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	1	251	4	9	0	500	86	1	0	84	17
Future Vol, veh/h	11	1	251	4	9	0	500	86	1	0	84	17
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
Heavy Vehicles, %	4	4	4	4	4	4	2	2	2	3	3	3
Mvmt Flow	12	1	273	4	10	0	543	93	1	0	91	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	12.5	9.9	38.3	9.9
HCM LOS	B	A	E	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	85%	4%	31%	0%
Vol Thru, %	15%	0%	69%	83%
Vol Right, %	0%	95%	0%	17%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	587	263	13	101
LT Vol	500	11	4	0
Through Vol	86	1	9	84
RT Vol	1	251	0	17
Lane Flow Rate	638	286	14	110
Geometry Grp	1	1	1	1
Degree of Util (X)	0.911	0.429	0.026	0.172
Departure Headway (Hd)	5.141	5.4	6.604	5.635
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	708	666	540	636
Service Time	3.169	3.447	4.672	3.683
HCM Lane V/C Ratio	0.901	0.429	0.026	0.173
HCM Control Delay	38.3	12.5	9.9	9.9
HCM Lane LOS	E	B	A	A
HCM 95th-tile Q	12	2.2	0.1	0.6

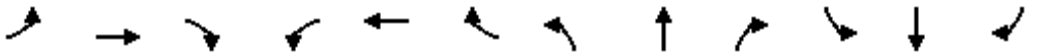
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	24	9	565	331	8
Future Vol, veh/h	10	24	9	565	331	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	7	2	2	3	3
Mvmt Flow	11	26	10	614	360	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	999	365	369	0	-	0
Stage 1	365	-	-	-	-	-
Stage 2	634	-	-	-	-	-
Critical Hdwy	6.47	6.27	4.12	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	2.218	-	-	-
Pot Cap-1 Maneuver	264	669	1190	-	-	-
Stage 1	691	-	-	-	-	-
Stage 2	519	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	261	669	1190	-	-	-
Mov Cap-2 Maneuver	261	-	-	-	-	-
Stage 1	682	-	-	-	-	-
Stage 2	519	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1190	-	458	-	-
HCM Lane V/C Ratio	0.008	-	0.081	-	-
HCM Control Delay (s)	8.1	0	13.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	703	282	75	469	386	217	100	40	342	534	32
Future Volume (veh/h)	53	703	282	75	469	386	217	100	40	342	534	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	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	1841	1841	1841
Adj Flow Rate, veh/h	55	732	294	78	489	402	226	104	42	356	556	33
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	4	4	4
Cap, veh/h	85	794	347	98	431	365	249	717	608	362	775	46
Arrive On Green	0.05	0.22	0.22	0.05	0.23	0.23	0.14	0.38	0.38	0.21	0.45	0.45
Sat Flow, veh/h	1781	3554	1551	1781	1870	1585	1781	1870	1585	1753	1720	102
Grp Volume(v), veh/h	55	732	294	78	489	402	226	104	42	356	0	589
Grp Sat Flow(s),veh/h/ln	1781	1777	1551	1781	1870	1585	1781	1870	1585	1753	0	1822
Q Serve(g_s), s	4.5	30.2	27.2	6.5	34.6	34.6	18.8	5.4	2.5	30.3	0.0	39.4
Cycle Q Clear(g_c), s	4.5	30.2	27.2	6.5	34.6	34.6	18.8	5.4	2.5	30.3	0.0	39.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	85	794	347	98	431	365	249	717	608	362	0	821
V/C Ratio(X)	0.64	0.92	0.85	0.80	1.13	1.10	0.91	0.14	0.07	0.98	0.00	0.72
Avail Cap(c_a), veh/h	368	806	351	368	431	365	368	717	608	362	0	821
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	70.1	57.0	55.8	70.1	57.7	57.7	63.6	30.2	29.3	59.2	0.0	33.5
Incr Delay (d2), s/veh	3.0	16.3	18.4	5.5	85.5	77.0	15.1	0.4	0.2	42.4	0.0	5.3
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	2.1	15.2	12.3	3.1	26.1	21.4	9.4	2.5	1.0	17.4	0.0	18.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.2	73.2	74.2	75.6	143.2	134.7	78.7	30.6	29.5	101.6	0.0	38.8
LnGrp LOS	E	E	E	E	F	F	E	C	C	F	A	D
Approach Vol, veh/h		1081			969			372			945	
Approach Delay, s/veh		73.5			134.2			59.7			62.5	
Approach LOS		E			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	73.3	11.2	40.6	35.0	63.2	12.2	39.5
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0
Max Green Setting (Gmax), s	31.0	34.3	31.0	34.0	31.0	34.3	31.0	34.0
Max Q Clear Time (g_c+I1), s	20.8	41.4	6.5	36.6	32.3	7.4	8.5	32.2
Green Ext Time (p_c), s	0.2	0.0	0.1	0.0	0.0	0.6	0.1	1.3

Intersection Summary	
HCM 6th Ctrl Delay	86.3
HCM 6th LOS	F

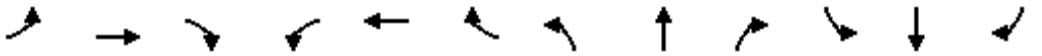
Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	10	20	30	8	43	7	211	19	135	778	54
Future Vol, veh/h	26	10	20	30	8	43	7	211	19	135	778	54
Conflicting Peds, #/hr	2	0	0	0	0	2	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	-	-	-	-	-	-	100	-	-	260	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	3	3	3	1	1	1
Mvmt Flow	28	11	22	33	9	47	8	229	21	147	846	59

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1426	1406	846	1442	1455	242	905	0	0	250	0	0
Stage 1	1140	1140	-	256	256	-	-	-	-	-	-	-
Stage 2	286	266	-	1186	1199	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.13	-	-	4.11	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.227	-	-	2.209	-	-
Pot Cap-1 Maneuver	114	140	365	111	131	802	747	-	-	1321	-	-
Stage 1	247	278	-	753	699	-	-	-	-	-	-	-
Stage 2	726	692	-	232	261	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	92	123	365	88	115	800	747	-	-	1321	-	-
Mov Cap-2 Maneuver	92	123	-	88	115	-	-	-	-	-	-	-
Stage 1	244	247	-	745	691	-	-	-	-	-	-	-
Stage 2	666	684	-	185	232	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	52.5	45.2	0.3	1.1
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	747	-	-	134	174	1321	-	-
HCM Lane V/C Ratio	0.01	-	-	0.454	0.506	0.111	-	-
HCM Control Delay (s)	9.9	-	-	52.5	45.2	8.1	-	-
HCM Lane LOS	A	-	-	F	E	A	-	-
HCM 95th %tile Q(veh)	0	-	-	2	2.5	0.4	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	271	106	96	308	39	156	165	66	96	645	80
Future Volume (veh/h)	21	271	106	96	308	39	156	165	66	96	645	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.99	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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	23	295	115	104	335	42	170	179	72	104	701	87
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, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	28	416	158	129	417	351	197	1010	856	129	939	795
Arrive On Green	0.02	0.17	0.17	0.07	0.22	0.22	0.11	0.54	0.54	0.07	0.50	0.50
Sat Flow, veh/h	1795	2514	954	1795	1885	1587	1795	1885	1598	1795	1885	1598
Grp Volume(v), veh/h	23	208	202	104	335	42	170	179	72	104	701	87
Grp Sat Flow(s),veh/h/ln	1795	1791	1677	1795	1885	1587	1795	1885	1598	1795	1885	1598
Q Serve(g_s), s	1.5	13.2	13.7	6.8	20.2	2.5	11.2	5.8	2.6	6.8	35.7	3.5
Cycle Q Clear(g_c), s	1.5	13.2	13.7	6.8	20.2	2.5	11.2	5.8	2.6	6.8	35.7	3.5
Prop In Lane	1.00		0.57	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	28	296	277	129	417	351	197	1010	856	129	939	795
V/C Ratio(X)	0.81	0.70	0.73	0.81	0.80	0.12	0.86	0.18	0.08	0.81	0.75	0.11
Avail Cap(c_a), veh/h	239	518	485	239	545	459	239	1010	856	239	939	795
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	1.00	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	58.9	47.3	47.5	54.9	44.2	37.4	52.5	14.3	13.5	54.9	24.1	16.0
Incr Delay (d2), s/veh	18.0	4.7	5.7	4.4	6.1	0.1	20.1	0.4	0.2	4.4	5.4	0.3
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	0.8	6.1	6.0	3.2	9.8	1.0	6.0	2.5	0.9	3.2	15.9	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.9	52.0	53.2	59.3	50.3	37.5	72.6	14.7	13.7	59.3	29.5	16.3
LnGrp LOS	E	D	D	E	D	D	E	B	B	E	C	B
Approach Vol, veh/h		433			481			421			892	
Approach Delay, s/veh		53.9			51.1			37.9			31.7	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.2	65.0	5.9	31.9	12.6	69.6	12.6	25.1
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	4.0	5.3	4.0	5.3
Max Green Setting (Gmax), s	16.0	34.7	16.0	34.7	16.0	34.7	16.0	34.7
Max Q Clear Time (g_c+I1), s	13.2	37.7	3.5	22.2	8.8	7.8	8.8	15.7
Green Ext Time (p_c), s	0.1	0.0	0.0	1.3	0.1	1.3	0.1	3.2

Intersection Summary	
HCM 6th Ctrl Delay	41.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	137	0	33	539	469	0	0	462	533
Future Volume (veh/h)	0	0	0	137	0	33	539	469	0	0	462	533
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1885	0	1885	1885	1885	0	0	1885	1885
Adj Flow Rate, veh/h				140	0	34	550	479	0	0	471	544
Peak Hour Factor				0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %				1	0	1	1	1	0	0	1	1
Cap, veh/h				186	0	166	614	2741	0	0	952	850
Arrive On Green				0.10	0.00	0.10	0.29	1.00	0.00	0.00	0.53	0.53
Sat Flow, veh/h				1795	0	1598	3483	3676	0	0	1885	1598
Grp Volume(v), veh/h				140	0	34	550	479	0	0	471	544
Grp Sat Flow(s),veh/h/ln				1795	0	1598	1742	1791	0	0	1791	1598
Q Serve(g_s), s				7.6	0.0	1.9	15.1	0.0	0.0	0.0	16.7	24.2
Cycle Q Clear(g_c), s				7.6	0.0	1.9	15.1	0.0	0.0	0.0	16.7	24.2
Prop In Lane				1.00		1.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				186	0	166	614	2741	0	0	952	850
V/C Ratio(X)				0.75	0.00	0.21	0.90	0.17	0.00	0.00	0.49	0.64
Avail Cap(c_a), veh/h				429	0	382	742	2741	0	0	952	850
HCM Platoon Ratio				1.00	1.00	1.00	1.67	1.67	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.91	0.91	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				43.6	0.0	41.0	34.4	0.0	0.0	0.0	14.9	16.6
Incr Delay (d2), s/veh				12.2	0.0	1.3	9.9	0.1	0.0	0.0	1.8	3.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.9	0.0	0.8	6.1	0.0	0.0	0.0	6.5	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				55.7	0.0	42.3	44.2	0.1	0.0	0.0	16.7	20.3
LnGrp LOS				E	A	D	D	A	A	A	B	C
Approach Vol, veh/h					174			1029			1015	
Approach Delay, s/veh					53.1			23.7			18.6	
Approach LOS					D			C			B	

Timer - Assigned Phs	2		5	6		8
Phs Duration (G+Y+Rc), s	83.3		23.3	60.0		16.7
Change Period (Y+Rc), s	6.8		* 5.7	6.8		6.3
Max Green Setting (Gmax), s	63.0		* 21	36.0		23.9
Max Q Clear Time (g_c+I1), s	2.0		17.1	26.2		9.6
Green Ext Time (p_c), s	5.8		0.5	6.7		0.9

Intersection Summary	
HCM 6th Ctrl Delay	23.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	0	384	0	0	0	0	847	101	15	584	0
Future Volume (veh/h)	161	0	384	0	0	0	0	847	101	15	584	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	0	1856				0	1885	1885	1870	1870	0
Adj Flow Rate, veh/h	169	0	404				0	892	106	16	615	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	0	3				0	1	1	2	2	0
Cap, veh/h	945	0	433				0	1662	198	38	2116	0
Arrive On Green	0.28	0.00	0.28				0.00	0.52	0.52	0.03	0.79	0.00
Sat Flow, veh/h	3428	0	1572				0	3310	382	1781	3647	0
Grp Volume(v), veh/h	169	0	404				0	497	501	16	615	0
Grp Sat Flow(s),veh/h/ln	1714	0	1572				0	1791	1807	1781	1777	0
Q Serve(g_s), s	3.8	0.0	25.0				0.0	18.5	18.5	0.9	4.7	0.0
Cycle Q Clear(g_c), s	3.8	0.0	25.0				0.0	18.5	18.5	0.9	4.7	0.0
Prop In Lane	1.00		1.00				0.00		0.21	1.00		0.00
Lane Grp Cap(c), veh/h	945	0	433				0	926	934	38	2116	0
V/C Ratio(X)	0.18	0.00	0.93				0.00	0.54	0.54	0.42	0.29	0.00
Avail Cap(c_a), veh/h	967	0	443				0	926	934	285	2116	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.33	1.33	1.00
Upstream Filter(I)	1.00	0.00	1.00				0.00	1.00	1.00	0.78	0.78	0.00
Uniform Delay (d), s/veh	27.6	0.0	35.3				0.0	16.1	16.1	48.0	4.7	0.0
Incr Delay (d2), s/veh	0.2	0.0	27.3				0.0	2.2	2.2	2.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	12.5				0.0	7.4	7.4	0.4	1.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	27.8	0.0	62.6				0.0	18.4	18.4	50.0	5.0	0.0
LnGrp LOS	C	A	E				A	B	B	D	A	A
Approach Vol, veh/h		573						998			631	
Approach Delay, s/veh		52.4						18.4			6.1	
Approach LOS		D						B			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	7.9	58.5	33.7	66.3
Change Period (Y+Rc), s	* 5.7	6.8	6.1	6.8
Max Green Setting (Gmax), s	* 16	37.2	28.2	58.9
Max Q Clear Time (g_c+I1), s	2.9	20.5	27.0	6.7
Green Ext Time (p_c), s	0.0	10.4	0.5	7.9

Intersection Summary	
HCM 6th Ctrl Delay	23.7
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	0	382	7	0	1148
Future Vol, veh/h	19	0	382	7	0	1148
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	9	9	12	12
Mvmt Flow	21	0	415	8	0	1248

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1667	419	0	0	423	0
Stage 1	419	-	-	-	-	-
Stage 2	1248	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.22	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.308	-
Pot Cap-1 Maneuver	107	638	-	-	1085	-
Stage 1	668	-	-	-	-	-
Stage 2	273	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	107	638	-	-	1085	-
Mov Cap-2 Maneuver	107	-	-	-	-	-
Stage 1	668	-	-	-	-	-
Stage 2	273	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	46.5	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	107	1085	-
HCM Lane V/C Ratio	-	-	0.193	-	-
HCM Control Delay (s)	-	-	46.5	0	-
HCM Lane LOS	-	-	E	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0	-

Intersection	
Int Delay, s/veh	7.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	85	0	388	19	0	1167
Future Vol, veh/h	85	0	388	19	0	1167
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	9	9	12	12
Mvmt Flow	92	0	422	21	0	1268

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1701	433	0	0	443	0
Stage 1	433	-	-	-	-	-
Stage 2	1268	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.22	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.308	-
Pot Cap-1 Maneuver	102	627	-	-	1066	-
Stage 1	658	-	-	-	-	-
Stage 2	267	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	102	627	-	-	1066	-
Mov Cap-2 Maneuver	102	-	-	-	-	-
Stage 1	658	-	-	-	-	-
Stage 2	267	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	140.9	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	102	1066	-
HCM Lane V/C Ratio	-	-	0.906	-	-
HCM Control Delay (s)	-	-	140.9	0	-
HCM Lane LOS	-	-	F	A	-
HCM 95th %tile Q(veh)	-	-	5.3	0	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	57	1100	754	16	0	164
Future Vol, veh/h	57	1100	754	16	0	164
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	1	1	0	0
Mvmt Flow	62	1196	820	17	0	178

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	837	0	-	0	-	419
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.13	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.219	-	-	-	-	3.3
Pot Cap-1 Maneuver	795	-	-	-	0	589
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	795	-	-	-	-	589
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	13.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	795	-	-	-	589
HCM Lane V/C Ratio	0.078	-	-	-	0.303
HCM Control Delay (s)	9.9	-	-	-	13.7
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	1.3

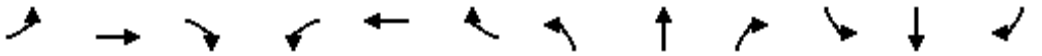
Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	16	0	10	0	0	0	28	19	0	0	1	16
Future Vol, veh/h	16	0	10	0	0	0	28	19	0	0	1	16
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	7	2	7	2	2	2	0	0	2	2	7	7
Mvmt Flow	17	0	11	0	0	0	30	21	0	0	1	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	11	0	0	50	41	6	51	46	1
Stage 1	-	-	-	-	-	-	40	40	-	1	1	-
Stage 2	-	-	-	-	-	-	10	1	-	50	45	-
Critical Hdwy	4.17	-	-	4.12	-	-	7.1	6.5	6.22	7.12	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.57	-
Follow-up Hdwy	2.263	-	-	2.218	-	-	3.5	4	3.318	3.518	4.063	3.363
Pot Cap-1 Maneuver	1589	-	-	1608	-	-	955	855	1077	948	836	1069
Stage 1	-	-	-	-	-	-	980	866	-	1022	885	-
Stage 2	-	-	-	-	-	-	1016	899	-	963	848	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1589	-	-	1608	-	-	931	846	1077	922	827	1069
Mov Cap-2 Maneuver	-	-	-	-	-	-	931	846	-	922	827	-
Stage 1	-	-	-	-	-	-	969	856	-	1011	885	-
Stage 2	-	-	-	-	-	-	998	899	-	929	839	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.5	0	9.3	8.5
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	895	1589	-	-	1608	-	-	1051
HCM Lane V/C Ratio	0.057	0.011	-	-	-	-	-	0.018
HCM Control Delay (s)	9.3	7.3	0	-	0	-	-	8.5
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.1



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	121	134	128	142	52	179	785	180	118	701	13
Future Volume (veh/h)	13	121	134	128	142	52	179	785	180	118	701	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
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	1900	1900	1900	1885	1885	1885	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	14	132	146	139	154	57	195	853	196	128	762	14
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, %	0	0	0	1	1	1	0	0	0	1	1	1
Cap, veh/h	44	216	183	163	221	82	184	2836	881	152	2727	827
Arrive On Green	0.02	0.11	0.11	0.09	0.17	0.17	0.10	0.55	0.55	0.08	0.53	0.53
Sat Flow, veh/h	1810	1900	1610	1795	1312	486	1810	5187	1610	1795	5147	1560
Grp Volume(v), veh/h	14	132	146	139	0	211	195	853	196	128	762	14
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1795	0	1798	1810	1729	1610	1795	1716	1560
Q Serve(g_s), s	1.0	8.9	11.9	10.3	0.0	14.9	13.7	12.0	8.5	9.5	11.0	0.6
Cycle Q Clear(g_c), s	1.0	8.9	11.9	10.3	0.0	14.9	13.7	12.0	8.5	9.5	11.0	0.6
Prop In Lane	1.00		1.00	1.00		0.27	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	44	216	183	163	0	303	184	2836	881	152	2727	827
V/C Ratio(X)	0.32	0.61	0.80	0.85	0.00	0.70	1.06	0.30	0.22	0.84	0.28	0.02
Avail Cap(c_a), veh/h	185	612	519	205	0	579	184	2836	881	182	2727	827
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	1.00	1.00	1.00	0.00	1.00	0.37	0.37	0.37	1.00	1.00	1.00
Uniform Delay (d), s/veh	64.8	57.0	58.3	60.5	0.0	52.8	60.7	16.6	15.8	60.9	17.5	15.0
Incr Delay (d2), s/veh	1.5	3.3	9.1	19.9	0.0	6.3	57.8	0.1	0.2	21.9	0.3	0.0
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	0.5	4.4	5.3	5.5	0.0	7.2	9.1	4.5	3.1	5.1	4.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.3	60.3	67.4	80.3	0.0	59.1	118.5	16.7	16.0	82.8	17.8	15.1
LnGrp LOS	E	E	E	F	A	E	F	B	B	F	B	B
Approach Vol, veh/h		292			350			1244			904	
Approach Delay, s/veh		64.1			67.6			32.5			26.9	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	77.2	9.5	29.3	16.7	79.5	16.9	21.9
Change Period (Y+Rc), s	5.3	5.7	6.2	6.5	5.3	5.7	4.6	6.5
Max Green Setting (Gmax), s	13.7	40.3	13.8	43.5	13.7	40.3	15.4	43.5
Max Q Clear Time (g_c+I1), s	15.7	13.0	3.0	16.9	11.5	14.0	12.3	13.9
Green Ext Time (p_c), s	0.0	11.3	0.0	2.3	0.0	14.3	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	38.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	265	719	387	357	621	318	293	1451	495	344	1051	207
Future Volume (veh/h)	265	719	387	357	621	318	293	1451	495	344	1051	207
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	282	765	412	380	661	338	312	1544	527	366	1118	220
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	1	1	1
Cap, veh/h	333	1051	469	425	1175	524	361	1542	478	412	1609	492
Arrive On Green	0.09	0.29	0.29	0.12	0.33	0.33	0.10	0.30	0.30	0.12	0.31	0.31
Sat Flow, veh/h	3510	3610	1610	3510	3610	1609	3510	5187	1609	3483	5147	1574
Grp Volume(v), veh/h	282	765	412	380	661	338	312	1544	527	366	1118	220
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1609	1755	1729	1609	1742	1716	1574
Q Serve(g_s), s	11.5	27.6	35.3	15.5	21.9	26.0	12.7	43.1	43.1	15.0	27.7	16.2
Cycle Q Clear(g_c), s	11.5	27.6	35.3	15.5	21.9	26.0	12.7	43.1	43.1	15.0	27.7	16.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	333	1051	469	425	1175	524	361	1542	478	412	1609	492
V/C Ratio(X)	0.85	0.73	0.88	0.89	0.56	0.65	0.86	1.00	1.10	0.89	0.69	0.45
Avail Cap(c_a), veh/h	470	1090	486	441	1175	524	453	1542	478	449	1609	492
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	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	64.6	46.2	49.0	62.8	40.4	41.7	64.0	51.0	51.0	63.0	43.8	39.8
Incr Delay (d2), s/veh	7.2	3.2	17.9	2.3	0.1	0.3	11.4	23.3	72.0	16.0	2.3	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	5.4	12.7	16.3	6.9	9.5	10.2	6.1	21.3	26.5	7.4	11.7	6.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.8	49.4	66.8	65.1	40.4	42.0	75.4	74.2	122.9	79.0	46.1	42.5
LnGrp LOS	E	D	E	E	D	D	E	F	F	E	D	D
Approach Vol, veh/h		1459			1379			2383			1704	
Approach Delay, s/veh		58.7			47.6			85.2			52.7	
Approach LOS		E			D			F			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.2	51.0	19.3	53.4	23.5	48.8	24.3	48.4
Change Period (Y+Rc), s	6.3	5.7	5.6	6.2	6.3	5.7	6.8	6.2
Max Green Setting (Gmax), s	14.9	39.3	19.4	43.8	18.7	39.3	18.2	43.8
Max Q Clear Time (g_c+I1), s	14.7	29.7	13.5	28.0	17.0	45.1	17.5	37.3
Green Ext Time (p_c), s	0.2	7.9	0.3	6.3	0.1	0.0	0.1	4.9

Intersection Summary	
HCM 6th Ctrl Delay	64.1
HCM 6th LOS	E

Intersection	
Intersection Delay, s/veh	254.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	374	101	18	218	160	149	430	28	203	254	3
Future Vol, veh/h	7	374	101	18	218	160	149	430	28	203	254	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	1	1	1	0	0	0	1	1	1	1	1	1
Mvmt Flow	8	407	110	20	237	174	162	467	30	221	276	3
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	226.8	133.3	386.5	215.3
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	1%	5%	44%
Vol Thru, %	71%	78%	55%	55%
Vol Right, %	5%	21%	40%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	607	482	396	460
LT Vol	149	7	18	203
Through Vol	430	374	218	254
RT Vol	28	101	160	3
Lane Flow Rate	660	524	430	500
Geometry Grp	1	1	1	1
Degree of Util (X)	1.766	1.381	1.12	1.347
Departure Headway (Hd)	12.358	13.246	14.275	13.85
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	303	278	258	265
Service Time	10.358	11.246	12.275	11.85
HCM Lane V/C Ratio	2.178	1.885	1.667	1.887
HCM Control Delay	386.5	226.8	133.3	215.3
HCM Lane LOS	F	F	F	F
HCM 95th-tile Q	33.6	20	12.4	18.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	1022	218	108	907	211	313	681	154	159	504	108
Future Volume (veh/h)	144	1022	218	108	907	211	313	681	154	159	504	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1885	1885	1885	1900	1900	1900	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	155	1099	234	116	975	227	337	732	166	171	542	116
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	0	0	0	1	1	1	1	1	1
Cap, veh/h	181	999	446	151	497	421	290	705	598	197	608	515
Arrive On Green	0.10	0.28	0.28	0.08	0.26	0.26	0.16	0.37	0.37	0.11	0.32	0.32
Sat Flow, veh/h	1795	3582	1598	1810	1900	1610	1795	1885	1598	1795	1885	1598
Grp Volume(v), veh/h	155	1099	234	116	975	227	337	732	166	171	542	116
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1810	1900	1610	1795	1885	1598	1795	1885	1598
Q Serve(g_s), s	11.0	36.3	16.1	8.2	34.0	15.8	21.0	48.6	9.4	12.2	35.6	6.9
Cycle Q Clear(g_c), s	11.0	36.3	16.1	8.2	34.0	15.8	21.0	48.6	9.4	12.2	35.6	6.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	181	999	446	151	497	421	290	705	598	197	608	515
V/C Ratio(X)	0.86	1.10	0.52	0.77	1.96	0.54	1.16	1.04	0.28	0.87	0.89	0.23
Avail Cap(c_a), veh/h	290	999	446	292	497	421	290	705	598	290	608	515
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)	0.49	0.49	0.49	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.5	46.9	39.6	58.4	48.0	41.3	54.5	40.7	28.4	56.9	41.9	32.2
Incr Delay (d2), s/veh	3.9	53.1	0.8	3.1	440.2	2.0	104.1	44.1	1.2	12.2	17.9	1.0
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	5.1	22.8	6.2	3.8	76.2	6.3	17.6	30.1	3.7	6.1	18.9	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.5	100.0	40.4	61.5	488.2	43.3	158.6	84.8	29.6	69.1	59.8	33.2
LnGrp LOS	E	F	D	E	F	D	F	F	C	E	E	C
Approach Vol, veh/h		1488			1318			1235			829	
Approach Delay, s/veh		86.6			374.0			97.5			58.0	
Approach LOS		F			F			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	47.9	17.1	40.0	18.3	54.6	14.8	42.3
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	21.0	34.0	21.0	34.0	21.0	34.0	21.0	34.0
Max Q Clear Time (g_c+I1), s	23.0	37.6	13.0	36.0	14.2	50.6	10.2	38.3
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.1	0.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	162.3
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	899	163	287	914	147	222	676	366	136	273	161
Future Volume (veh/h)	191	899	163	287	914	147	222	676	366	136	273	161
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1885	1885	1885	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	201	946	172	302	962	155	234	712	385	143	287	169
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	0	0	0	0	0	0	0	0	0
Cap, veh/h	254	870	387	357	980	437	258	1147	511	612	1261	562
Arrive On Green	0.07	0.24	0.24	0.10	0.27	0.27	0.14	0.32	0.32	0.17	0.35	0.35
Sat Flow, veh/h	3483	3582	1594	3510	3610	1610	1810	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	201	946	172	302	962	155	234	712	385	143	287	169
Grp Sat Flow(s),veh/h/ln	1742	1791	1594	1755	1805	1610	1810	1805	1610	1755	1805	1610
Q Serve(g_s), s	7.9	34.0	12.8	11.8	37.0	10.9	17.8	23.5	30.0	4.9	7.9	10.7
Cycle Q Clear(g_c), s	7.9	34.0	12.8	11.8	37.0	10.9	17.8	23.5	30.0	4.9	7.9	10.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	254	870	387	357	980	437	258	1147	511	612	1261	562
V/C Ratio(X)	0.79	1.09	0.44	0.85	0.98	0.35	0.91	0.62	0.75	0.23	0.23	0.30
Avail Cap(c_a), veh/h	607	870	387	612	980	437	315	1147	511	612	1261	562
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	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.8	53.0	45.0	61.8	50.6	41.1	59.1	40.6	42.8	49.8	32.2	33.1
Incr Delay (d2), s/veh	2.1	57.1	1.2	2.2	24.2	0.7	20.4	2.2	8.5	0.9	0.4	1.4
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	3.5	21.6	5.1	5.2	19.4	4.3	9.5	10.5	12.7	2.2	3.5	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.9	110.1	46.2	64.0	74.9	41.8	79.5	42.8	51.3	50.6	32.6	34.5
LnGrp LOS	E	F	D	E	E	D	E	D	D	D	C	C
Approach Vol, veh/h		1319			1419			1331			599	
Approach Delay, s/veh		95.0			68.9			51.7			37.4	
Approach LOS		F			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.6	54.6	15.8	44.0	30.0	50.2	19.8	40.0
Change Period (Y+Rc), s	5.6	5.7	5.6	6.0	5.6	5.7	5.6	6.0
Max Green Setting (Gmax), s	24.4	34.3	24.4	34.0	24.4	34.3	24.4	34.0
Max Q Clear Time (g_c+I1), s	19.8	12.7	9.9	39.0	6.9	32.0	13.8	36.0
Green Ext Time (p_c), s	0.1	6.2	0.3	0.0	0.2	1.8	0.4	0.0

Intersection Summary	
HCM 6th Ctrl Delay	67.4
HCM 6th LOS	E



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	161	108	165	1192	630	77
Future Volume (veh/h)	161	108	165	1192	630	77
Initial Q (Qb), veh	0	0	0	0	0	0
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	1885	1885	1885	1885	1900	1900
Adj Flow Rate, veh/h	175	117	179	1296	685	84
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	1	0	0
Cap, veh/h	220	196	148	2713	2267	1011
Arrive On Green	0.12	0.12	0.08	0.76	0.63	0.63
Sat Flow, veh/h	1795	1598	1795	3676	3705	1610
Grp Volume(v), veh/h	175	117	179	1296	685	84
Grp Sat Flow(s),veh/h/ln	1795	1598	1795	1791	1805	1610
Q Serve(g_s), s	8.1	5.9	7.0	11.7	7.4	1.7
Cycle Q Clear(g_c), s	8.1	5.9	7.0	11.7	7.4	1.7
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	220	196	148	2713	2267	1011
V/C Ratio(X)	0.80	0.60	1.21	0.48	0.30	0.08
Avail Cap(c_a), veh/h	530	472	148	2713	2267	1011
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.88	0.88
Uniform Delay (d), s/veh	36.3	35.3	39.0	3.9	7.3	6.2
Incr Delay (d2), s/veh	2.5	1.1	141.6	0.6	0.3	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	2.2	8.7	2.4	2.3	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	38.7	36.4	180.6	4.5	7.6	6.3
LnGrp LOS	D	D	F	A	A	A
Approach Vol, veh/h	292			1475	769	
Approach Delay, s/veh	37.8			25.9	7.4	
Approach LOS	D			C	A	

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	11.0	58.7			69.7	15.3
Change Period (Y+Rc), s	4.0	5.3			5.3	4.9
Max Green Setting (Gmax), s	7.0	38.7			49.7	25.1
Max Q Clear Time (g_c+I1), s	9.0	9.4			13.7	10.1
Green Ext Time (p_c), s	0.0	6.4			14.2	0.4

Intersection Summary	
HCM 6th Ctrl Delay	21.7
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	594	413	54	471	351	328	915	48	110	584	50
Future Volume (veh/h)	101	594	413	54	471	351	328	915	48	110	584	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
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	1900	1900	1900	1885	1885	1885	1885	1885	1885	1900	1900	1900
Adj Flow Rate, veh/h	107	632	439	57	501	373	349	973	51	117	621	53
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	1	1	1	1	1	1	0	0	0
Cap, veh/h	130	503	426	98	467	395	311	1718	749	140	1385	602
Arrive On Green	0.07	0.26	0.26	0.05	0.25	0.25	0.17	0.48	0.48	0.08	0.38	0.38
Sat Flow, veh/h	1810	1900	1610	1795	1885	1596	1795	3582	1561	1810	3610	1570
Grp Volume(v), veh/h	107	632	439	57	501	373	349	973	51	117	621	53
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1795	1885	1596	1795	1791	1561	1810	1805	1570
Q Serve(g_s), s	8.8	39.7	39.7	4.7	37.1	34.4	26.0	29.1	2.6	9.6	19.2	3.2
Cycle Q Clear(g_c), s	8.8	39.7	39.7	4.7	37.1	34.4	26.0	29.1	2.6	9.6	19.2	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	130	503	426	98	467	395	311	1718	749	140	1385	602
V/C Ratio(X)	0.83	1.26	1.03	0.58	1.07	0.94	1.12	0.57	0.07	0.84	0.45	0.09
Avail Cap(c_a), veh/h	374	503	426	311	467	395	311	1718	749	314	1385	602
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	1.00	1.00	1.00	1.00	1.00	0.32	0.32	0.32	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.7	55.1	55.1	69.3	56.4	55.4	62.0	27.9	21.0	68.3	34.4	29.5
Incr Delay (d2), s/veh	5.0	131.0	51.5	2.0	62.8	31.6	68.3	0.4	0.1	5.0	1.1	0.3
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	4.2	36.8	21.8	2.2	25.4	17.0	17.5	12.2	1.0	4.6	8.5	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.7	186.2	106.7	71.3	119.3	87.0	130.3	28.3	21.0	73.3	35.5	29.8
LnGrp LOS	E	F	F	E	F	F	F	C	C	E	D	C
Approach Vol, veh/h		1178			931			1373			791	
Approach Delay, s/veh		146.3			103.4			54.0			40.7	
Approach LOS		F			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	62.8	14.7	42.4	15.6	77.3	12.2	45.0
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	4.0	5.3	4.0	5.3
Max Green Setting (Gmax), s	26.0	39.7	31.0	34.7	26.0	39.7	26.0	39.7
Max Q Clear Time (g_c+I1), s	28.0	21.2	10.8	39.1	11.6	31.1	6.7	41.7
Green Ext Time (p_c), s	0.0	5.6	0.1	0.0	0.1	5.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	87.7
HCM 6th LOS	F



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	404	185	38	338	122	261	1212	90	125	901	32
Future Volume (veh/h)	23	404	185	38	338	122	261	1212	90	125	901	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
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	1885	1885	1885	1885	1885	1885	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	25	439	201	41	367	133	284	1317	98	136	979	35
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, %	1	1	1	1	1	1	0	0	0	0	0	0
Cap, veh/h	83	482	408	109	509	432	304	1473	109	172	1279	46
Arrive On Green	0.05	0.26	0.26	0.06	0.27	0.27	0.17	0.43	0.43	0.10	0.36	0.36
Sat Flow, veh/h	1795	1885	1596	1795	1885	1598	1810	3401	252	1810	3552	127
Grp Volume(v), veh/h	25	439	201	41	367	133	284	697	718	136	498	516
Grp Sat Flow(s),veh/h/ln	1795	1885	1596	1795	1885	1598	1810	1805	1848	1810	1805	1874
Q Serve(g_s), s	1.7	28.2	13.4	2.7	22.1	8.3	19.4	44.6	45.0	9.2	30.4	30.4
Cycle Q Clear(g_c), s	1.7	28.2	13.4	2.7	22.1	8.3	19.4	44.6	45.0	9.2	30.4	30.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.14	1.00		0.07
Lane Grp Cap(c), veh/h	83	482	408	109	509	432	304	782	800	172	650	675
V/C Ratio(X)	0.30	0.91	0.49	0.38	0.72	0.31	0.93	0.89	0.90	0.79	0.77	0.77
Avail Cap(c_a), veh/h	158	593	502	158	593	502	304	782	800	232	650	675
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.76	0.76	0.76
Uniform Delay (d), s/veh	57.6	45.1	39.6	56.4	41.3	36.3	51.3	32.7	32.8	55.3	35.3	35.3
Incr Delay (d2), s/veh	0.7	15.3	0.6	0.8	3.7	0.4	34.3	14.6	14.8	6.7	6.5	6.2
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	0.8	14.8	5.2	1.2	10.5	3.2	11.4	21.5	22.2	4.4	14.0	14.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.4	60.4	40.2	57.2	45.0	36.7	85.6	47.3	47.7	62.0	41.8	41.6
LnGrp LOS	E	E	D	E	D	D	F	D	D	E	D	D
Approach Vol, veh/h		665			541			1699			1150	
Approach Delay, s/veh		54.2			43.9			53.9			44.1	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	50.7	9.8	39.5	15.9	59.8	11.6	37.7
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	4.0	5.7	4.0	5.7
Max Green Setting (Gmax), s	11.0	34.3	11.0	39.3	16.0	39.3	11.0	39.3
Max Q Clear Time (g_c+I1), s	11.4	32.4	3.7	24.1	11.2	47.0	4.7	30.2
Green Ext Time (p_c), s	0.0	1.1	0.0	2.3	0.1	0.0	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	49.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1853	609	0	2291	829	0	0	0	77	0	406
Future Volume (veh/h)	0	1853	609	0	2291	829	0	0	0	77	0	406
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1885	1885	0	1885	1885				1885	0	1885
Adj Flow Rate, veh/h	0	1872	615	0	2624	0				78	0	410
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99				0.99	0.99	0.99
Percent Heavy Veh, %	0	1	1	0	1	1				1	0	1
Cap, veh/h	0	3326	819	0	3868					664	0	536
Arrive On Green	0.00	0.51	0.51	0.00	0.51	0.00				0.19	0.00	0.19
Sat Flow, veh/h	0	6749	1598	0	7541	1598				3483	0	2812
Grp Volume(v), veh/h	0	1872	615	0	2624	0				78	0	410
Grp Sat Flow(s),veh/h/ln	0	1621	1598	0	1885	1598				1742	0	1406
Q Serve(g_s), s	0.0	26.1	40.2	0.0	34.3	0.0				2.4	0.0	18.2
Cycle Q Clear(g_c), s	0.0	26.1	40.2	0.0	34.3	0.0				2.4	0.0	18.2
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	3326	819	0	3868					664	0	536
V/C Ratio(X)	0.00	0.56	0.75	0.00	0.68					0.12	0.00	0.77
Avail Cap(c_a), veh/h	0	3341	823	0	3885					1317	0	1063
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.00	0.83	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	22.0	25.5	0.0	24.0	0.0				44.2	0.0	50.6
Incr Delay (d2), s/veh	0.0	0.7	6.3	0.0	0.8	0.0				0.2	0.0	5.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.5	15.7	0.0	14.6	0.0				1.1	0.0	6.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	22.7	31.7	0.0	24.8	0.0				44.4	0.0	56.2
LnGrp LOS	A	C	C	A	C					D	A	E
Approach Vol, veh/h		2487			2624						488	
Approach Delay, s/veh		24.9			24.8						54.3	
Approach LOS		C			C						D	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	74.5	32.5	74.5
Change Period (Y+Rc), s	6.8	7.3	6.8
Max Green Setting (Gmax), s	68.0	49.9	68.0
Max Q Clear Time (g_c+I1), s	42.2	20.2	36.3
Green Ext Time (p_c), s	25.2	4.9	31.4

Intersection Summary	
HCM 6th Ctrl Delay	27.4
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1533	397	0	2332	214	788	0	1019	0	0	0
Future Volume (veh/h)	0	1533	397	0	2332	214	788	0	1019	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	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			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	0	1885	1885	0	1885	1885	1885	0	1885			
Adj Flow Rate, veh/h	0	1580	0	0	2404	221	812	0	1051			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97			
Percent Heavy Veh, %	0	1	1	0	1	1	1	0	1			
Cap, veh/h	0	2930		0	4346	909	1651	0	917			
Arrive On Green	0.00	0.57	0.00	0.00	0.57	0.57	0.33	0.00	0.33			
Sat Flow, veh/h	0	5316	1598	0	7993	1598	5063	0	2812			
Grp Volume(v), veh/h	0	1580	0	0	2404	221	812	0	1051			
Grp Sat Flow(s),veh/h/ln	0	1716	1598	0	1527	1598	1688	0	1406			
Q Serve(g_s), s	0.0	24.8	0.0	0.0	25.7	9.0	16.7	0.0	42.4			
Cycle Q Clear(g_c), s	0.0	24.8	0.0	0.0	25.7	9.0	16.7	0.0	42.4			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	2930		0	4346	909	1651	0	917			
V/C Ratio(X)	0.00	0.54		0.00	0.55	0.24	0.49	0.00	1.15			
Avail Cap(c_a), veh/h	0	2930		0	4346	909	1651	0	917			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	0.92	0.00	0.00	0.17	0.17	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	17.4	0.0	0.0	17.6	14.0	35.2	0.0	43.8			
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.1	0.1	1.0	0.0	78.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	9.3	0.0	0.0	8.4	3.1	7.0	0.0	24.4			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	18.1	0.0	0.0	17.7	14.1	36.2	0.0	122.4			
LnGrp LOS	A	B		A	B	B	D	A	F			
Approach Vol, veh/h		1580			2625			1863				
Approach Delay, s/veh		18.1			17.4			84.8				
Approach LOS		B			B			F				

Timer - Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		80.8				80.8		49.2				
Change Period (Y+Rc), s		6.8				6.8		6.8				
Max Green Setting (Gmax), s		74.0				74.0		42.4				
Max Q Clear Time (g_c+I1), s		26.8				27.7		44.4				
Green Ext Time (p_c), s		38.1				45.4		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		38.3
HCM 6th LOS		D

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	703	1499	349	326	1423	212	609	614	320	331	378	514
Future Volume (veh/h)	703	1499	349	326	1423	212	609	614	320	331	378	514
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.99
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	1885	1885	1885	1885	1885	1885	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	732	1561	364	340	1482	221	634	640	333	345	394	535
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	1	1	1
Cap, veh/h	562	1560	484	389	1305	405	673	1146	524	396	1305	703
Arrive On Green	0.16	0.30	0.30	0.11	0.25	0.25	0.19	0.33	0.33	0.11	0.25	0.25
Sat Flow, veh/h	3483	5147	1598	3483	5147	1596	3510	3458	1581	3483	5147	2773
Grp Volume(v), veh/h	732	1561	364	340	1482	221	634	640	333	345	394	535
Grp Sat Flow(s),veh/h/ln	1742	1716	1598	1742	1716	1596	1755	1729	1581	1742	1716	1387
Q Serve(g_s), s	25.0	47.0	31.9	14.9	39.3	18.6	27.6	23.5	27.6	15.1	9.6	27.7
Cycle Q Clear(g_c), s	25.0	47.0	31.9	14.9	39.3	18.6	27.6	23.5	27.6	15.1	9.6	27.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	562	1560	484	389	1305	405	673	1146	524	396	1305	703
V/C Ratio(X)	1.30	1.00	0.75	0.87	1.14	0.55	0.94	0.56	0.64	0.87	0.30	0.76
Avail Cap(c_a), veh/h	562	1560	484	562	1305	405	679	1146	524	674	1305	703
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)	0.55	0.55	0.55	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.0	54.0	48.7	67.8	57.8	50.1	61.8	42.5	43.9	67.6	46.8	53.5
Incr Delay (d2), s/veh	143.5	17.0	5.9	7.7	70.9	5.2	21.2	2.0	5.8	3.0	0.6	7.6
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	22.1	22.2	13.2	6.9	25.2	7.9	14.1	10.2	11.5	6.8	4.1	10.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	208.5	71.0	54.6	75.5	128.8	55.3	83.0	44.5	49.7	70.6	47.4	61.1
LnGrp LOS	F	F	D	E	F	E	F	D	D	E	D	E
Approach Vol, veh/h		2657			2043			1607			1274	
Approach Delay, s/veh		106.6			112.0			60.7			59.4	
Approach LOS		F			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	45.3	22.6	57.1	22.3	53.0	34.7	45.0
Change Period (Y+Rc), s	5.0	6.0	5.0	5.7	5.0	6.0	5.0	5.7
Max Green Setting (Gmax), s	25.0	39.0	30.0	39.3	25.0	39.0	30.0	39.3
Max Q Clear Time (g_c+I1), s	27.0	41.3	17.1	29.6	16.9	49.0	29.6	29.7
Green Ext Time (p_c), s	0.0	0.0	0.5	2.8	0.4	0.0	0.1	3.6

Intersection Summary	
HCM 6th Ctrl Delay	90.4
HCM 6th LOS	F

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	240	236	0	0	0
Future Vol, veh/h	0	240	236	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	0	261	257	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	257	0	-	0	518	257
Stage 1	-	-	-	-	257	-
Stage 2	-	-	-	-	261	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1320	-	-	-	521	787
Stage 1	-	-	-	-	791	-
Stage 2	-	-	-	-	787	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1320	-	-	-	521	787
Mov Cap-2 Maneuver	-	-	-	-	521	-
Stage 1	-	-	-	-	791	-
Stage 2	-	-	-	-	787	-

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1320	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection	
Intersection Delay, s/veh	1111.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	428	922	168	64	955	334	192	300	76	168	187	386
Future Vol, veh/h	428	922	168	64	955	334	192	300	76	168	187	386
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Heavy Vehicles, %	1	1	1	0	0	0	0	0	0	0	0	0
Mvmt Flow	455	981	179	68	1016	355	204	319	81	179	199	411
Number of Lanes	0	1	0	1	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	1
HCM Control Delay	1571.4	1186.4	408.6	571.2
HCM LOS	F	F	F	F

Lane	NBLn1	EBLn1	WBLn1	WBLn2	SBLn1
Vol Left, %	34%	28%	100%	0%	23%
Vol Thru, %	53%	61%	0%	74%	25%
Vol Right, %	13%	11%	0%	26%	52%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	568	1518	64	1289	741
LT Vol	192	428	64	0	168
Through Vol	300	922	0	955	187
RT Vol	76	168	0	334	386
Lane Flow Rate	604	1615	68	1371	788
Geometry Grp	2	5	7	7	2
Degree of Util (X)	1.608	4.352	0.193	3.625	2.042
Departure Headway (Hd)	43.977	26.429	26.203	25.467	36.413
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	91	161	138	165	110
Service Time	41.977	24.429	23.903	23.167	34.413
HCM Lane V/C Ratio	6.637	10.031	0.493	8.309	7.164
HCM Control Delay	408.6	1571.4	35.1	1243.6	571.2
HCM Lane LOS	F	F	E	F	F
HCM 95th-tile Q	10.8	60.7	0.7	50.2	17.3

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	2	1	3	28	3	37	0	386	41	37	240	1
Future Vol, veh/h	2	1	3	28	3	37	0	386	41	37	240	1
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	9	9	9	0	0	0	0	0	0	1	1	1
Mvmt Flow	2	1	3	30	3	40	0	420	45	40	261	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	806	807	262	787	785	443	262	0	0	465	0	0
Stage 1	342	342	-	443	443	-	-	-	-	-	-	-
Stage 2	464	465	-	344	342	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.1	6.5	6.2	4.1	-	-	4.11	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.5	4	3.3	2.2	-	-	2.209	-	-
Pot Cap-1 Maneuver	292	307	760	312	327	619	1314	-	-	1102	-	-
Stage 1	659	626	-	598	579	-	-	-	-	-	-	-
Stage 2	565	551	-	676	642	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	262	294	760	300	313	619	1314	-	-	1102	-	-
Mov Cap-2 Maneuver	262	294	-	300	313	-	-	-	-	-	-	-
Stage 1	659	600	-	598	579	-	-	-	-	-	-	-
Stage 2	525	551	-	644	615	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.1	15.5	0	1.1
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1314	-	-	400	418	1102	-	-
HCM Lane V/C Ratio	-	-	-	0.016	0.177	0.036	-	-
HCM Control Delay (s)	0	-	-	14.1	15.5	8.4	0	-
HCM Lane LOS	A	-	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.6	0.1	-	-

Intersection	
Intersection Delay, s/veh	217.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	494	140	50	483	28	227	309	54	20	187	50
Future Vol, veh/h	54	494	140	50	483	28	227	309	54	20	187	50
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
Heavy Vehicles, %	1	1	1	1	1	1	0	0	0	1	1	1
Mvmt Flow	59	537	152	54	525	30	247	336	59	22	203	54
Number of Lanes	1	2	0	1	1	0	0	1	1	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	3	1	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	2	3	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	1	2	3
HCM Control Delay	75.8	312.6	358.3	67.1
HCM LOS	F	F	F	F

Lane	NBLn1	NBLn2	EBLn1	EBLn2	EBLn3	WBLn1	WBLn2	SBLn1
Vol Left, %	42%	0%	100%	0%	0%	100%	0%	8%
Vol Thru, %	58%	0%	0%	100%	54%	0%	95%	73%
Vol Right, %	0%	100%	0%	0%	46%	0%	5%	19%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	536	54	54	329	305	50	511	257
LT Vol	227	0	54	0	0	50	0	20
Through Vol	309	0	0	329	165	0	483	187
RT Vol	0	54	0	0	140	0	28	50
Lane Flow Rate	583	59	59	358	331	54	555	279
Geometry Grp	8	8	8	8	8	8	8	8
Degree of Util (X)	1.779	0.164	0.172	0.998	0.894	0.17	1.659	0.86
Departure Headway (Hd)	12.651	11.68	13.78	13.239	12.891	13.407	12.821	14.551
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	291	309	262	276	285	270	289	251
Service Time	10.351	9.38	11.48	10.939	10.591	11.107	10.521	12.251
HCM Lane V/C Ratio	2.003	0.191	0.225	1.297	1.161	0.2	1.92	1.112
HCM Control Delay	392.7	16.7	19.3	92.6	67.6	18.8	341.4	67.1
HCM Lane LOS	F	C	C	F	F	C	F	F
HCM 95th-tile Q	33.4	0.6	0.6	10.1	8	0.6	29.1	7

Intersection	
Intersection Delay, s/veh	10.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	4	237	4	5	1	201	90	3	1	71	5
Future Vol, veh/h	8	4	237	4	5	1	201	90	3	1	71	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	2	2	2
Mvmt Flow	9	4	258	4	5	1	218	98	3	1	77	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	9.5	8.4	11.3	8.6
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	68%	3%	40%	1%
Vol Thru, %	31%	2%	50%	92%
Vol Right, %	1%	95%	10%	6%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	294	249	10	77
LT Vol	201	8	4	1
Through Vol	90	4	5	71
RT Vol	3	237	1	5
Lane Flow Rate	320	271	11	84
Geometry Grp	1	1	1	1
Degree of Util (X)	0.422	0.325	0.016	0.114
Departure Headway (Hd)	4.757	4.328	5.235	4.916
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	754	828	680	724
Service Time	2.809	2.365	3.299	2.979
HCM Lane V/C Ratio	0.424	0.327	0.016	0.116
HCM Control Delay	11.3	9.5	8.4	8.6
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	2.1	1.4	0	0.4

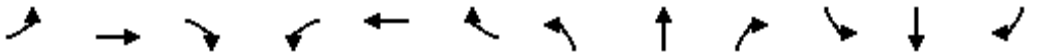
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	17	9	286	300	6
Future Vol, veh/h	5	17	9	286	300	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	2	2
Mvmt Flow	5	18	10	311	326	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	661	330	333	0	-	0
Stage 1	330	-	-	-	-	-
Stage 2	331	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	431	716	1238	-	-	-
Stage 1	733	-	-	-	-	-
Stage 2	732	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	427	716	1238	-	-	-
Mov Cap-2 Maneuver	427	-	-	-	-	-
Stage 1	726	-	-	-	-	-
Stage 2	732	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1238	-	621	-	-
HCM Lane V/C Ratio	0.008	-	0.039	-	-
HCM Control Delay (s)	7.9	0	11	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	613	169	72	690	282	333	370	108	155	241	38
Future Volume (veh/h)	54	613	169	72	690	282	333	370	108	155	241	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	57	645	178	76	726	297	351	389	114	163	254	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	87	794	354	96	427	362	370	923	782	186	616	97
Arrive On Green	0.05	0.22	0.22	0.05	0.23	0.23	0.21	0.49	0.49	0.10	0.39	0.39
Sat Flow, veh/h	1795	3582	1598	1795	1885	1598	1795	1885	1597	1795	1590	250
Grp Volume(v), veh/h	57	645	178	76	726	297	351	389	114	163	0	294
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1795	1885	1598	1795	1885	1597	1795	0	1840
Q Serve(g_s), s	4.7	25.6	14.6	6.3	34.0	26.5	28.9	19.9	5.9	13.4	0.0	17.5
Cycle Q Clear(g_c), s	4.7	25.6	14.6	6.3	34.0	26.5	28.9	19.9	5.9	13.4	0.0	17.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	87	794	354	96	427	362	370	923	782	186	0	713
V/C Ratio(X)	0.66	0.81	0.50	0.79	1.70	0.82	0.95	0.42	0.15	0.87	0.00	0.41
Avail Cap(c_a), veh/h	371	812	362	371	427	362	371	923	782	371	0	713
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	70.1	55.4	51.1	70.2	58.0	55.1	58.7	24.6	21.0	66.2	0.0	33.5
Incr Delay (d2), s/veh	3.1	6.8	2.1	5.5	324.5	15.0	33.0	1.4	0.4	5.0	0.0	1.8
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	2.2	12.2	6.0	3.0	54.2	12.0	16.3	9.0	2.3	6.3	0.0	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.3	62.2	53.2	75.7	382.5	70.1	91.8	26.0	21.4	71.2	0.0	35.3
LnGrp LOS	E	E	D	E	F	E	F	C	C	E	A	D
Approach Vol, veh/h		880			1099			854			457	
Approach Delay, s/veh		61.1			276.8			52.4			48.1	
Approach LOS		E			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.9	63.8	11.3	40.0	19.6	79.2	12.0	39.3
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0
Max Green Setting (Gmax), s	31.0	34.3	31.0	34.0	31.0	34.3	31.0	34.0
Max Q Clear Time (g_c+I1), s	30.9	19.5	6.7	36.0	15.4	21.9	8.3	27.6
Green Ext Time (p_c), s	0.0	1.3	0.1	0.0	0.2	2.0	0.1	3.6

Intersection Summary	
HCM 6th Ctrl Delay	129.1
HCM 6th LOS	F

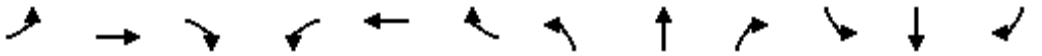
Intersection	
Int Delay, s/veh	10.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	53	3	14	18	28	105	24	720	22	23	422	42
Future Vol, veh/h	53	3	14	18	28	105	24	720	22	23	422	42
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	-	-	-	-	-	-	100	-	-	260	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	9	9	9	4	4	4	1	1	1	2	2	2
Mvmt Flow	55	3	15	19	29	109	25	750	23	24	440	44

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1369	1311	440	1331	1344	762	484	0	0	773	0	0
Stage 1	488	488	-	812	812	-	-	-	-	-	-	-
Stage 2	881	823	-	519	532	-	-	-	-	-	-	-
Critical Hdwy	7.19	6.59	6.29	7.14	6.54	6.24	4.11	-	-	4.12	-	-
Critical Hdwy Stg 1	6.19	5.59	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.19	5.59	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.581	4.081	3.381	3.536	4.036	3.336	2.209	-	-	2.218	-	-
Pot Cap-1 Maneuver	120	154	603	130	150	402	1084	-	-	842	-	-
Stage 1	548	538	-	370	389	-	-	-	-	-	-	-
Stage 2	332	378	-	536	522	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	71	146	603	120	142	402	1084	-	-	842	-	-
Mov Cap-2 Maneuver	71	146	-	120	142	-	-	-	-	-	-	-
Stage 1	535	522	-	361	380	-	-	-	-	-	-	-
Stage 2	218	369	-	505	507	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	133.5	41.7	0.3	0.4
HCM LOS	F	E		

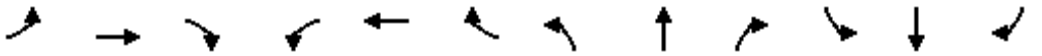
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1084	-	-	89	248	842	-	-
HCM Lane V/C Ratio	0.023	-	-	0.819	0.634	0.028	-	-
HCM Control Delay (s)	8.4	-	-	133.5	41.7	9.4	-	-
HCM Lane LOS	A	-	-	F	E	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	4.3	3.9	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	348	142	57	369	106	166	554	65	60	331	61
Future Volume (veh/h)	73	348	142	57	369	106	166	554	65	60	331	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1900	1900	1900	1885	1885	1885	1885	1885	1885	1856	1856	1856
Adj Flow Rate, veh/h	79	378	154	62	401	115	180	602	71	65	360	66
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, %	0	0	0	1	1	1	1	1	1	3	3	3
Cap, veh/h	101	620	249	80	444	376	207	955	809	83	813	689
Arrive On Green	0.06	0.25	0.25	0.04	0.24	0.24	0.12	0.51	0.51	0.05	0.44	0.44
Sat Flow, veh/h	1810	2514	1010	1795	1885	1598	1795	1885	1598	1767	1856	1572
Grp Volume(v), veh/h	79	270	262	62	401	115	180	602	71	65	360	66
Grp Sat Flow(s),veh/h/ln	1810	1805	1718	1795	1885	1598	1795	1885	1598	1767	1856	1572
Q Serve(g_s), s	5.2	15.9	16.3	4.1	24.8	7.1	11.8	27.8	2.8	4.4	16.2	3.0
Cycle Q Clear(g_c), s	5.2	15.9	16.3	4.1	24.8	7.1	11.8	27.8	2.8	4.4	16.2	3.0
Prop In Lane	1.00		0.59	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	101	445	423	80	444	376	207	955	809	83	813	689
V/C Ratio(X)	0.78	0.61	0.62	0.77	0.90	0.31	0.87	0.63	0.09	0.78	0.44	0.10
Avail Cap(c_a), veh/h	271	522	497	269	545	462	254	955	809	250	813	689
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	1.00	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	55.9	40.1	40.2	56.7	44.6	37.8	52.2	21.5	15.3	56.5	23.5	19.8
Incr Delay (d2), s/veh	4.9	2.3	2.6	5.8	15.9	0.4	19.8	3.2	0.2	5.8	1.7	0.3
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	2.4	7.1	7.0	1.9	13.1	2.8	6.3	12.3	1.0	2.0	7.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.8	42.3	42.8	62.5	60.5	38.2	71.9	24.6	15.5	62.3	25.2	20.0
LnGrp LOS	E	D	D	E	E	D	E	C	B	E	C	C
Approach Vol, veh/h		611			578			853			491	
Approach Delay, s/veh		44.9			56.3			33.8			29.4	
Approach LOS		D			E			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.9	57.9	10.7	33.5	9.7	66.1	9.4	34.9
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	4.0	5.3	4.0	5.3
Max Green Setting (Gmax), s	17.0	31.7	18.0	34.7	17.0	31.7	18.0	34.7
Max Q Clear Time (g_c+I1), s	13.8	18.2	7.2	26.8	6.4	29.8	6.1	18.3
Green Ext Time (p_c), s	0.1	2.0	0.1	1.4	0.0	0.8	0.0	4.1

Intersection Summary	
HCM 6th Ctrl Delay	40.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	171	0	18	464	882	0	0	496	240
Future Volume (veh/h)	0	0	0	171	0	18	464	882	0	0	496	240
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				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
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1856	0	1856	1885	1885	0	0	1885	1885
Adj Flow Rate, veh/h				180	0	19	488	928	0	0	522	253
Peak Hour Factor				0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %				3	0	3	1	1	0	0	1	1
Cap, veh/h				226	0	201	551	2655	0	0	1232	595
Arrive On Green				0.13	0.00	0.13	0.32	1.00	0.00	0.00	0.53	0.53
Sat Flow, veh/h				1767	0	1572	3483	3676	0	0	2436	1131
Grp Volume(v), veh/h				180	0	19	488	928	0	0	399	376
Grp Sat Flow(s),veh/h/ln				1767	0	1572	1742	1791	0	0	1791	1682
Q Serve(g_s), s				9.9	0.0	1.1	13.3	0.0	0.0	0.0	13.6	13.7
Cycle Q Clear(g_c), s				9.9	0.0	1.1	13.3	0.0	0.0	0.0	13.6	13.7
Prop In Lane				1.00		1.00	1.00		0.00	0.00		0.67
Lane Grp Cap(c), veh/h				226	0	201	551	2655	0	0	942	885
V/C Ratio(X)				0.80	0.00	0.09	0.89	0.35	0.00	0.00	0.42	0.43
Avail Cap(c_a), veh/h				422	0	376	707	2655	0	0	942	885
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	1.00	0.69	0.69	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				42.3	0.0	38.5	33.3	0.0	0.0	0.0	14.4	14.5
Incr Delay (d2), s/veh				12.7	0.0	0.4	6.7	0.3	0.0	0.0	1.4	1.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.0	0.0	0.4	4.9	0.1	0.0	0.0	5.3	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				55.0	0.0	38.9	40.0	0.3	0.0	0.0	15.8	16.0
LnGrp LOS				E	A	D	D	A	A	A	B	B
Approach Vol, veh/h					199			1416			775	
Approach Delay, s/veh					53.5			14.0			15.9	
Approach LOS					D			B			B	

Timer - Assigned Phs	2		5	6		8						
Phs Duration (G+Y+Rc), s	80.9		21.5	59.4		19.1						
Change Period (Y+Rc), s	6.8		* 5.7	6.8		6.3						
Max Green Setting (Gmax), s	63.0		* 20	37.0		23.9						
Max Q Clear Time (g_c+I1), s	2.0		15.3	15.7		11.9						
Green Ext Time (p_c), s	14.1		0.5	8.8		0.9						

Intersection Summary		
HCM 6th Ctrl Delay	17.9	
HCM 6th LOS	B	

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	389	0	635	0	0	0	0	957	311	29	637	0
Future Volume (veh/h)	389	0	635	0	0	0	0	957	311	29	637	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870				0	1885	1885	1870	1870	0
Adj Flow Rate, veh/h	405	0	661				0	997	324	30	664	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	2				0	1	1	2	2	0
Cap, veh/h	1006	0	461				0	1302	420	60	2061	0
Arrive On Green	0.29	0.00	0.29				0.00	0.49	0.49	0.03	0.58	0.00
Sat Flow, veh/h	3456	0	1585				0	2757	859	1781	3647	0
Grp Volume(v), veh/h	405	0	661				0	668	653	30	664	0
Grp Sat Flow(s),veh/h/ln	1728	0	1585				0	1791	1731	1781	1777	0
Q Serve(g_s), s	9.4	0.0	29.1				0.0	30.4	30.9	1.7	9.7	0.0
Cycle Q Clear(g_c), s	9.4	0.0	29.1				0.0	30.4	30.9	1.7	9.7	0.0
Prop In Lane	1.00		1.00				0.00		0.50	1.00		0.00
Lane Grp Cap(c), veh/h	1006	0	461				0	876	846	60	2061	0
V/C Ratio(X)	0.40	0.00	1.43				0.00	0.76	0.77	0.50	0.32	0.00
Avail Cap(c_a), veh/h	1006	0	461				0	876	846	201	2061	0
HCM Platoon Ratio	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				0.00	1.00	1.00	0.85	0.85	0.00
Uniform Delay (d), s/veh	28.5	0.0	35.4				0.0	20.8	21.0	47.5	10.8	0.0
Incr Delay (d2), s/veh	0.6	0.0	207.0				0.0	6.3	6.7	2.0	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	0.0	37.3				0.0	12.8	12.7	0.7	3.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.0	0.0	242.5				0.0	27.1	27.7	49.5	11.2	0.0
LnGrp LOS	C	A	F				A	C	C	D	B	A
Approach Vol, veh/h		1066						1321			694	
Approach Delay, s/veh		161.4						27.4			12.9	
Approach LOS		F						C			B	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	9.1	55.7	35.2	64.8
Change Period (Y+Rc), s	* 5.7	6.8	6.1	6.8
Max Green Setting (Gmax), s	* 11	41.0	29.1	58.0
Max Q Clear Time (g_c+I1), s	13.7	32.9	31.1	11.7
Green Ext Time (p_c), s	0.0	6.9	0.0	8.5

Intersection Summary	
HCM 6th Ctrl Delay	70.5
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	0	980	21	0	670
Future Vol, veh/h	13	0	980	21	0	670
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	0	1065	23	0	728

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1805	1077	0	0	1088	0
Stage 1	1077	-	-	-	-	-
Stage 2	728	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	88	269	-	-	649	-
Stage 1	330	-	-	-	-	-
Stage 2	482	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	88	269	-	-	649	-
Mov Cap-2 Maneuver	88	-	-	-	-	-
Stage 1	330	-	-	-	-	-
Stage 2	482	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	53.6	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	88	649	-
HCM Lane V/C Ratio	-	-	0.161	-	-
HCM Control Delay (s)	-	-	53.6	0	-
HCM Lane LOS	-	-	F	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0	-

Intersection	
Int Delay, s/veh	4.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	57	0	1002	61	0	683
Future Vol, veh/h	57	0	1002	61	0	683
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	62	0	1089	66	0	742

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1864	1122	0	0	1155	0
Stage 1	1122	-	-	-	-	-
Stage 2	742	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	81	253	-	-	612	-
Stage 1	314	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	81	253	-	-	612	-
Mov Cap-2 Maneuver	81	-	-	-	-	-
Stage 1	314	-	-	-	-	-
Stage 2	474	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	131.1	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	81	612	-
HCM Lane V/C Ratio	-	-	0.765	-	-
HCM Control Delay (s)	-	-	131.1	0	-
HCM Lane LOS	-	-	F	A	-
HCM 95th %tile Q(veh)	-	-	3.8	0	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	186	980	1243	54	0	110
Future Vol, veh/h	186	980	1243	54	0	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	1	0	0	0	0
Mvmt Flow	202	1065	1351	59	0	120

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1410	0	-	0	-	705
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.115	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.2095	-	-	-	-	3.3
Pot Cap-1 Maneuver	486	-	-	-	0	383
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	486	-	-	-	-	383
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	2.8	0	18.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	486	-	-	-	383
HCM Lane V/C Ratio	0.416	-	-	-	0.312
HCM Control Delay (s)	17.6	-	-	-	18.6
HCM Lane LOS	C	-	-	-	C
HCM 95th %tile Q(veh)	2	-	-	-	1.3

Intersection	
Int Delay, s/veh	5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	14	0	32	0	0	0	19	13	0	0	4	13
Future Vol, veh/h	14	0	32	0	0	0	19	13	0	0	4	13
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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	2	2	2	0	0	2	2	0	0
Mvmt Flow	15	0	35	0	0	0	21	14	0	0	4	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1	0	0	35	0	0	58	49	18	56	66	1
Stage 1	-	-	-	-	-	-	48	48	-	1	1	-
Stage 2	-	-	-	-	-	-	10	1	-	55	65	-
Critical Hdwy	4.1	-	-	4.12	-	-	7.1	6.5	6.22	7.12	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Follow-up Hdwy	2.2	-	-	2.218	-	-	3.5	4	3.318	3.518	4	3.3
Pot Cap-1 Maneuver	1635	-	-	1576	-	-	944	846	1061	941	829	1090
Stage 1	-	-	-	-	-	-	971	859	-	1022	899	-
Stage 2	-	-	-	-	-	-	1016	899	-	957	845	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1635	-	-	1576	-	-	921	838	1061	922	822	1090
Mov Cap-2 Maneuver	-	-	-	-	-	-	921	838	-	922	822	-
Stage 1	-	-	-	-	-	-	962	851	-	1013	899	-
Stage 2	-	-	-	-	-	-	998	899	-	933	837	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.2	0	9.2	8.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	885	1635	-	-	1576	-	-	1012
HCM Lane V/C Ratio	0.039	0.009	-	-	-	-	-	0.018
HCM Control Delay (s)	9.2	7.2	0	-	0	-	-	8.6
HCM Lane LOS	A	A	A	-	A	-	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1



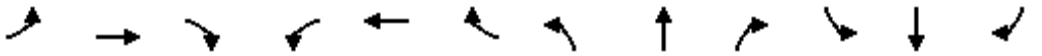
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	115	44	12	148	297	41	212	8	123	225	3
Future Volume (veh/h)	3	115	44	12	148	297	41	212	8	123	225	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
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	1856	1856	1856	1841	1841	1841	1841	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	4	139	53	14	178	358	49	255	10	148	271	4
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	3	3	3	4	4	4	4	4	4	2	2	2
Cap, veh/h	64	475	177	67	206	395	151	715	26	307	529	7
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	9	1284	479	16	557	1067	170	1489	55	471	1101	15
Grp Volume(v), veh/h	196	0	0	550	0	0	314	0	0	423	0	0
Grp Sat Flow(s),veh/h/ln	1772	0	0	1640	0	0	1713	0	0	1587	0	0
Q Serve(g_s), s	0.0	0.0	0.0	5.3	0.0	0.0	0.0	0.0	0.0	3.6	0.0	0.0
Cycle Q Clear(g_c), s	4.7	0.0	0.0	19.1	0.0	0.0	6.5	0.0	0.0	10.1	0.0	0.0
Prop In Lane	0.02		0.27	0.03		0.65	0.16		0.03	0.35		0.01
Lane Grp Cap(c), veh/h	716	0	0	668	0	0	892	0	0	843	0	0
V/C Ratio(X)	0.27	0.00	0.00	0.82	0.00	0.00	0.35	0.00	0.00	0.50	0.00	0.00
Avail Cap(c_a), veh/h	783	0	0	731	0	0	892	0	0	843	0	0
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)	0.95	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	13.4	0.0	0.0	17.9	0.0	0.0	9.8	0.0	0.0	10.6	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	7.1	0.0	0.0	1.1	0.0	0.0	2.1	0.0	0.0
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	0.0	7.1	0.0	0.0	2.2	0.0	0.0	3.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.6	0.0	0.0	25.0	0.0	0.0	10.9	0.0	0.0	12.7	0.0	0.0
LnGrp LOS	B	A	A	C	A	A	B	A	A	B	A	A
Approach Vol, veh/h		196			550			314			423	
Approach Delay, s/veh		13.6			25.0			10.9			12.7	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	33.3	26.7	33.3	26.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	26.5	24.5	26.5	24.5
Max Q Clear Time (g_c+I1), s	8.5	6.7	12.1	21.1
Green Ext Time (p_c), s	1.6	0.9	2.2	1.1

Intersection Summary	
HCM 6th Ctrl Delay	17.0
HCM 6th LOS	B

Notes

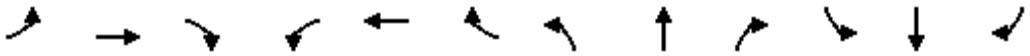
User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	371	106	63	503	11	54	15	38	24	58	75
Future Volume (veh/h)	31	371	106	63	503	11	54	15	38	24	58	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	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	1856	1856	1856	1885	1885	1885	1752	1752	1752	1722	1722	1722
Adj Flow Rate, veh/h	32	379	108	64	513	11	55	15	39	24	59	77
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	1	1	1	10	10	10	12	12	12
Cap, veh/h	54	427	122	82	1164	25	69	180	469	41	273	356
Arrive On Green	0.03	0.31	0.31	0.05	0.32	0.32	0.04	0.42	0.42	0.03	0.40	0.40
Sat Flow, veh/h	1767	1380	393	1795	3583	77	1668	430	1119	1640	678	884
Grp Volume(v), veh/h	32	0	487	64	256	268	55	0	54	24	0	136
Grp Sat Flow(s),veh/h/ln	1767	0	1773	1795	1791	1869	1668	0	1549	1640	0	1562
Q Serve(g_s), s	1.6	0.0	23.5	3.2	10.1	10.2	2.9	0.0	1.9	1.3	0.0	5.1
Cycle Q Clear(g_c), s	1.6	0.0	23.5	3.2	10.1	10.2	2.9	0.0	1.9	1.3	0.0	5.1
Prop In Lane	1.00		0.22	1.00		0.04	1.00		0.72	1.00		0.57
Lane Grp Cap(c), veh/h	54	0	549	82	582	607	69	0	650	41	0	630
V/C Ratio(X)	0.59	0.00	0.89	0.78	0.44	0.44	0.79	0.00	0.08	0.58	0.00	0.22
Avail Cap(c_a), veh/h	175	0	778	110	718	750	139	0	650	108	0	630
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	0.97	0.97	0.97	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.1	0.0	29.6	42.5	23.9	23.9	42.8	0.0	15.7	43.4	0.0	17.6
Incr Delay (d2), s/veh	9.9	0.0	9.0	21.1	0.5	0.5	18.1	0.0	0.3	12.4	0.0	0.8
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	0.8	0.0	10.4	1.8	4.1	4.3	1.5	0.0	0.7	0.7	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.0	0.0	38.6	63.6	24.4	24.4	60.9	0.0	16.0	55.8	0.0	18.4
LnGrp LOS	D	A	D	E	C	C	E	A	B	E	A	B
Approach Vol, veh/h		519			588			109			160	
Approach Delay, s/veh		39.5			28.7			38.6			24.0	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	42.3	8.6	32.4	8.2	40.8	7.3	33.7
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.9	21.1	5.5	39.5	7.5	19.5	8.9	36.1
Max Q Clear Time (g_c+I1), s	3.3	3.9	5.2	25.5	4.9	7.1	3.6	12.2
Green Ext Time (p_c), s	0.0	0.2	0.0	2.3	0.0	0.5	0.0	2.9

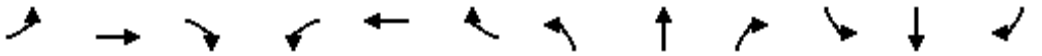
Intersection Summary	
HCM 6th Ctrl Delay	33.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	269	85	25	367	14	137	72	17	22	159	66
Future Volume (veh/h)	12	269	85	25	367	14	137	72	17	22	159	66
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1885	1885	1885	1752	1752	1752	1796	1796	1796
Adj Flow Rate, veh/h	13	283	89	26	386	15	144	76	18	23	167	69
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	1	1	1	10	10	10	7	7	7
Cap, veh/h	381	1177	362	500	796	31	221	95	606	65	279	101
Arrive On Green	0.44	0.44	0.44	0.30	0.30	0.30	0.41	0.41	0.41	0.41	0.41	0.41
Sat Flow, veh/h	983	2666	820	1017	1802	70	297	232	1485	0	683	248
Grp Volume(v), veh/h	13	187	185	26	0	401	220	0	18	259	0	0
Grp Sat Flow(s),veh/h/ln	983	1777	1709	1017	0	1872	529	0	1485	931	0	0
Q Serve(g_s), s	0.6	3.9	4.1	1.2	0.0	10.6	0.0	0.0	0.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	11.2	3.9	4.1	5.2	0.0	10.6	24.5	0.0	0.4	24.5	0.0	0.0
Prop In Lane	1.00		0.48	1.00		0.04	0.65		1.00	0.09		0.27
Lane Grp Cap(c), veh/h	381	785	755	500	0	827	315	0	606	445	0	0
V/C Ratio(X)	0.03	0.24	0.25	0.05	0.00	0.48	0.70	0.00	0.03	0.58	0.00	0.00
Avail Cap(c_a), veh/h	381	785	755	500	0	827	315	0	606	445	0	0
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.68	0.00	0.68	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.4	10.4	10.5	15.2	0.0	15.5	16.8	0.0	10.6	13.4	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.7	0.8	0.1	0.0	1.4	6.6	0.0	0.0	1.9	0.0	0.0
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	0.1	1.4	1.4	0.3	0.0	4.3	2.9	0.0	0.1	2.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.6	11.2	11.3	15.3	0.0	16.9	23.4	0.0	10.7	15.3	0.0	0.0
LnGrp LOS	B	B	B	B	A	B	C	A	B	B	A	A
Approach Vol, veh/h		385			427			238			259	
Approach Delay, s/veh		11.4			16.8			22.4			15.3	
Approach LOS		B			B			C			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		31.0		29.0		31.0		29.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		26.5		24.5		26.5		24.5				
Max Q Clear Time (g_c+I1), s		13.2		26.5		12.6		26.5				
Green Ext Time (p_c), s		1.6		0.0		1.9		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			15.9									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	303	51	36	287	370	157	92	34	185	141	18
Future Volume (veh/h)	20	303	51	36	287	370	157	92	34	185	141	18
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	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	1841	1841	1841
Adj Flow Rate, veh/h	21	316	53	38	299	385	164	96	35	193	147	19
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	4	4	4
Cap, veh/h	65	948	414	97	533	452	178	616	522	229	575	74
Arrive On Green	0.04	0.27	0.27	0.05	0.28	0.28	0.10	0.33	0.33	0.13	0.36	0.36
Sat Flow, veh/h	1781	3554	1551	1781	1870	1585	1781	1870	1585	1753	1597	206
Grp Volume(v), veh/h	21	316	53	38	299	385	164	96	35	193	0	166
Grp Sat Flow(s),veh/h/ln	1781	1777	1551	1781	1870	1585	1781	1870	1585	1753	0	1804
Q Serve(g_s), s	1.0	6.4	2.3	1.9	12.2	20.6	8.2	3.3	1.4	9.7	0.0	5.8
Cycle Q Clear(g_c), s	1.0	6.4	2.3	1.9	12.2	20.6	8.2	3.3	1.4	9.7	0.0	5.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.11
Lane Grp Cap(c), veh/h	65	948	414	97	533	452	178	616	522	229	0	649
V/C Ratio(X)	0.32	0.33	0.13	0.39	0.56	0.85	0.92	0.16	0.07	0.84	0.00	0.26
Avail Cap(c_a), veh/h	158	1185	517	158	623	528	178	616	522	448	0	649
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.3	26.6	25.0	41.1	27.4	30.4	40.1	21.4	20.7	38.2	0.0	20.3
Incr Delay (d2), s/veh	1.1	0.4	0.3	1.0	1.7	13.0	44.6	0.5	0.2	3.2	0.0	1.0
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	0.5	2.6	0.9	0.8	5.3	9.0	5.6	1.4	0.5	4.1	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.4	26.9	25.3	42.1	29.1	43.4	84.7	21.9	21.0	41.4	0.0	21.3
LnGrp LOS	D	C	C	D	C	D	F	C	C	D	A	C
Approach Vol, veh/h		390			722			295			359	
Approach Delay, s/veh		27.6			37.4			56.7			32.1	
Approach LOS		C			D			E			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	38.1	7.3	31.6	15.8	35.3	8.9	30.0
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0
Max Green Setting (Gmax), s	9.0	23.3	8.0	30.0	23.0	9.3	8.0	30.0
Max Q Clear Time (g_c+I1), s	10.2	7.8	3.0	22.6	11.7	5.3	3.9	8.4
Green Ext Time (p_c), s	0.0	0.6	0.0	3.0	0.2	0.2	0.0	3.5

Intersection Summary	
HCM 6th Ctrl Delay	37.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	152	0	332	0	0	0	0	778	92	14	457	0
Future Volume (veh/h)	152	0	332	0	0	0	0	778	92	14	457	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	0	1856				0	1885	1885	1870	1870	0
Adj Flow Rate, veh/h	160	0	349				0	819	97	15	481	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	0	3				0	1	1	2	2	0
Cap, veh/h	291	0	455				0	1620	192	39	2205	0
Arrive On Green	0.16	0.00	0.16				0.00	0.50	0.50	0.02	0.62	0.00
Sat Flow, veh/h	1767	0	2768				0	3311	381	1781	3647	0
Grp Volume(v), veh/h	160	0	349				0	456	460	15	481	0
Grp Sat Flow(s),veh/h/ln	1767	0	1384				0	1791	1807	1781	1777	0
Q Serve(g_s), s	5.0	0.0	7.2				0.0	10.2	10.2	0.5	3.6	0.0
Cycle Q Clear(g_c), s	5.0	0.0	7.2				0.0	10.2	10.2	0.5	3.6	0.0
Prop In Lane	1.00		1.00				0.00		0.21	1.00		0.00
Lane Grp Cap(c), veh/h	291	0	455				0	902	910	39	2205	0
V/C Ratio(X)	0.55	0.00	0.77				0.00	0.51	0.51	0.38	0.22	0.00
Avail Cap(c_a), veh/h	321	0	503				0	902	910	181	2205	0
HCM Platoon Ratio	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				0.00	1.00	1.00	0.90	0.90	0.00
Uniform Delay (d), s/veh	23.0	0.0	24.0				0.0	9.9	9.9	28.9	5.0	0.0
Incr Delay (d2), s/veh	3.5	0.0	8.1				0.0	2.0	2.0	2.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	2.7				0.0	3.4	3.4	0.2	0.8	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.5	0.0	32.1				0.0	11.9	11.9	30.9	5.2	0.0
LnGrp LOS	C	A	C				A	B	B	C	A	A
Approach Vol, veh/h		509						916			496	
Approach Delay, s/veh		30.3						11.9			6.0	
Approach LOS		C						B			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	7.0	37.0	16.0	44.0
Change Period (Y+Rc), s *	5.7	6.8	6.1	6.8
Max Green Setting (Gmax), s	6.1	24.4	10.9	36.2
Max Q Clear Time (g_c+I1), s	2.5	12.2	9.2	5.6
Green Ext Time (p_c), s	0.0	7.6	0.6	5.3

Intersection Summary	
HCM 6th Ctrl Delay	15.3
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

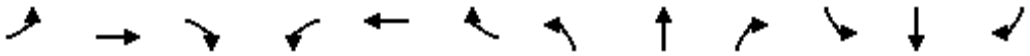
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	73	30	6	88	99	46	205	6	95	190	2
Future Volume (veh/h)	3	73	30	6	88	99	46	205	6	95	190	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1885	1885	1885	1900	1900	1900	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	3	83	34	7	100	112	52	233	7	108	216	2
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	1	1	1	0	0	0	1	1	1	1	1	1
Cap, veh/h	64	212	85	66	138	148	231	996	28	397	760	7
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.68	0.68	0.68	0.68	0.68	0.68
Sat Flow, veh/h	14	1269	507	22	824	885	235	1458	42	464	1112	10
Grp Volume(v), veh/h	120	0	0	219	0	0	292	0	0	326	0	0
Grp Sat Flow(s),veh/h/ln	1790	0	0	1730	0	0	1735	0	0	1586	0	0
Q Serve(g_s), s	0.0	0.0	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.6	0.0	0.0	7.2	0.0	0.0	3.5	0.0	0.0	4.0	0.0	0.0
Prop In Lane	0.02		0.28	0.03		0.51	0.18		0.02	0.33		0.01
Lane Grp Cap(c), veh/h	361	0	0	351	0	0	1255	0	0	1163	0	0
V/C Ratio(X)	0.33	0.00	0.00	0.62	0.00	0.00	0.23	0.00	0.00	0.28	0.00	0.00
Avail Cap(c_a), veh/h	699	0	0	679	0	0	1255	0	0	1163	0	0
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)	0.98	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	22.3	0.0	0.0	23.8	0.0	0.0	3.6	0.0	0.0	3.7	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	1.8	0.0	0.0	0.4	0.0	0.0	0.6	0.0	0.0
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	1.4	0.0	0.0	2.8	0.0	0.0	0.7	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.8	0.0	0.0	25.6	0.0	0.0	4.0	0.0	0.0	4.3	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		120			219			292			326	
Approach Delay, s/veh		22.8			25.6			4.0			4.3	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	45.5	14.5	45.5	14.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	29.5	21.5	29.5	21.5
Max Q Clear Time (g_c+I1), s	5.5	5.6	6.0	9.2
Green Ext Time (p_c), s	1.6	0.5	1.8	0.9

Intersection Summary	
HCM 6th Ctrl Delay	11.4
HCM 6th LOS	B



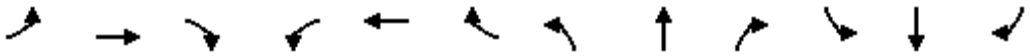
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	492	70	50	385	31	80	25	67	19	43	54
Future Volume (veh/h)	84	492	70	50	385	31	80	25	67	19	43	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		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	1885	1885	1885	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	89	523	74	53	410	33	85	27	71	20	46	57
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	0	0	0	0	0	0	0	0	0
Cap, veh/h	113	805	114	94	1648	132	271	69	183	271	116	143
Arrive On Green	0.06	0.50	0.50	0.05	0.49	0.49	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1795	1615	229	1810	3385	271	1810	463	1218	1810	772	956
Grp Volume(v), veh/h	89	0	597	53	218	225	85	0	98	20	0	103
Grp Sat Flow(s),veh/h/ln	1795	0	1844	1810	1805	1851	1810	0	1681	1810	0	1728
Q Serve(g_s), s	5.9	0.0	28.8	3.4	8.5	8.5	5.0	0.0	6.3	1.1	0.0	6.5
Cycle Q Clear(g_c), s	5.9	0.0	28.8	3.4	8.5	8.5	5.0	0.0	6.3	1.1	0.0	6.5
Prop In Lane	1.00		0.12	1.00		0.15	1.00		0.72	1.00		0.55
Lane Grp Cap(c), veh/h	113	0	919	94	879	901	271	0	252	271	0	259
V/C Ratio(X)	0.79	0.00	0.65	0.57	0.25	0.25	0.31	0.00	0.39	0.07	0.00	0.40
Avail Cap(c_a), veh/h	262	0	919	113	879	901	271	0	252	271	0	259
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	0.96	0.96	0.96	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.4	0.0	22.3	55.6	18.0	18.0	45.5	0.0	46.0	43.8	0.0	46.1
Incr Delay (d2), s/veh	11.3	0.0	3.6	5.0	0.6	0.6	3.0	0.0	4.5	0.5	0.0	4.5
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	2.9	0.0	12.3	1.7	3.6	3.7	2.4	0.0	2.9	0.6	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.7	0.0	25.9	60.6	18.6	18.6	48.5	0.0	50.5	44.4	0.0	50.6
LnGrp LOS	E	A	C	E	B	B	D	A	D	D	A	D
Approach Vol, veh/h		686			496			183			123	
Approach Delay, s/veh		31.2			23.1			49.6			49.6	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	64.3	22.5	22.5	12.1	62.9	22.5	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	7.5	58.5	18.0	18.0	17.5	48.5	18.0	18.0
Max Q Clear Time (g_c+I1), s	5.4	30.8	7.0	8.5	7.9	10.5	3.1	8.3
Green Ext Time (p_c), s	0.0	3.7	0.1	0.3	0.1	2.6	0.0	0.2

Intersection Summary	
HCM 6th Ctrl Delay	32.3
HCM 6th LOS	C

Notes

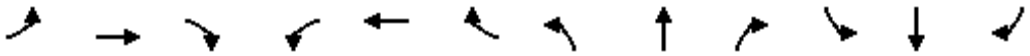
User approved volume balancing among the lanes for turning movement.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	364	74	32	337	15	115	148	35	17	120	40
Future Volume (veh/h)	24	364	74	32	337	15	115	148	35	17	120	40
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1885	1885	1885	1885	1885	1885	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	28	418	85	37	387	17	132	170	40	20	138	46
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	1	1	1
Cap, veh/h	213	800	161	254	483	21	446	545	935	120	736	230
Arrive On Green	0.27	0.27	0.27	0.54	0.54	0.54	0.58	0.58	0.58	0.58	0.58	0.58
Sat Flow, veh/h	989	2969	599	903	1792	79	621	940	1610	94	1267	396
Grp Volume(v), veh/h	28	251	252	37	0	404	302	0	40	204	0	0
Grp Sat Flow(s),veh/h/ln	989	1791	1777	903	0	1871	1560	0	1610	1758	0	0
Q Serve(g_s), s	1.6	7.1	7.2	1.9	0.0	10.5	2.1	0.0	0.6	0.0	0.0	0.0
Cycle Q Clear(g_c), s	12.1	7.1	7.2	9.1	0.0	10.5	5.3	0.0	0.6	3.2	0.0	0.0
Prop In Lane	1.00		0.34	1.00		0.04	0.44		1.00	0.10		0.23
Lane Grp Cap(c), veh/h	213	483	479	254	0	504	992	0	935	1086	0	0
V/C Ratio(X)	0.13	0.52	0.53	0.15	0.00	0.80	0.30	0.00	0.04	0.19	0.00	0.00
Avail Cap(c_a), veh/h	351	731	726	380	0	764	992	0	935	1086	0	0
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.71	0.00	0.71	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	25.3	18.6	18.7	15.0	0.0	12.5	6.3	0.0	5.4	6.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.9	0.9	0.2	0.0	2.6	0.8	0.0	0.1	0.4	0.0	0.0
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	0.3	2.6	2.6	0.3	0.0	2.9	1.4	0.0	0.2	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.6	19.5	19.6	15.2	0.0	15.1	7.1	0.0	5.5	6.3	0.0	0.0
LnGrp LOS	C	B	B	B	A	B	A	A	A	A	A	A
Approach Vol, veh/h		531			441			342			204	
Approach Delay, s/veh		19.8			15.1			6.9			6.3	
Approach LOS		B			B			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		39.3		20.7		39.3		20.7				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		26.5		24.5		26.5		24.5				
Max Q Clear Time (g_c+I1), s		7.3		14.1		5.2		12.5				
Green Ext Time (p_c), s		1.4		2.1		1.0		1.9				

Intersection Summary												
HCM 6th Ctrl Delay			13.7									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	291	75	47	265	128	163	119	73	110	123	14
Future Volume (veh/h)	23	291	75	47	265	128	163	119	73	110	123	14
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	24	306	79	49	279	135	172	125	77	116	129	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	70	620	276	107	365	309	205	913	773	155	757	88
Arrive On Green	0.04	0.17	0.17	0.06	0.19	0.19	0.11	0.48	0.48	0.09	0.46	0.46
Sat Flow, veh/h	1795	3582	1598	1795	1885	1598	1795	1885	1597	1795	1658	193
Grp Volume(v), veh/h	24	306	79	49	279	135	172	125	77	116	0	144
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1795	1885	1598	1795	1885	1597	1795	0	1850
Q Serve(g_s), s	1.3	7.7	4.3	2.6	14.0	7.4	9.4	3.7	2.6	6.3	0.0	4.6
Cycle Q Clear(g_c), s	1.3	7.7	4.3	2.6	14.0	7.4	9.4	3.7	2.6	6.3	0.0	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	70	620	276	107	365	309	205	913	773	155	0	844
V/C Ratio(X)	0.34	0.49	0.29	0.46	0.76	0.44	0.84	0.14	0.10	0.75	0.00	0.17
Avail Cap(c_a), veh/h	144	1289	575	162	698	591	341	913	773	180	0	844
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.8	37.4	36.0	45.5	38.2	35.5	43.4	14.3	14.0	44.6	0.0	16.0
Incr Delay (d2), s/veh	1.1	1.1	1.0	1.1	6.1	1.8	3.8	0.3	0.3	10.9	0.0	0.4
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	0.6	3.4	1.7	1.2	6.7	3.0	4.2	1.5	0.9	3.2	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.9	38.5	37.0	46.6	44.3	37.3	47.2	14.6	14.2	55.6	0.0	16.5
LnGrp LOS	D	D	D	D	D	D	D	B	B	E	A	B
Approach Vol, veh/h		409			463			374			260	
Approach Delay, s/veh		38.8			42.5			29.5			33.9	
Approach LOS		D			D			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.4	51.3	7.9	25.4	12.6	54.1	9.9	23.3
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0
Max Green Setting (Gmax), s	19.0	16.3	8.0	37.0	10.0	25.3	9.0	36.0
Max Q Clear Time (g_c+I1), s	11.4	6.6	3.3	16.0	8.3	5.7	4.6	9.7
Green Ext Time (p_c), s	0.1	0.4	0.0	3.3	0.0	0.7	0.0	3.8

Intersection Summary	
HCM 6th Ctrl Delay	36.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	347	0	585	0	0	0	0	871	294	23	538	0
Future Volume (veh/h)	347	0	585	0	0	0	0	871	294	23	538	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	0	1870				0	1885	1885	1870	1870	0
Adj Flow Rate, veh/h	361	0	609				0	907	306	24	560	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	2				0	1	1	2	2	0
Cap, veh/h	449	0	703				0	1276	429	55	2086	0
Arrive On Green	0.25	0.00	0.25				0.00	0.48	0.48	0.03	0.59	0.00
Sat Flow, veh/h	1781	0	2790				0	2726	885	1781	3647	0
Grp Volume(v), veh/h	361	0	609				0	616	597	24	560	0
Grp Sat Flow(s),veh/h/ln	1781	0	1395				0	1791	1726	1781	1777	0
Q Serve(g_s), s	15.2	0.0	16.7				0.0	21.6	21.8	1.1	6.2	0.0
Cycle Q Clear(g_c), s	15.2	0.0	16.7				0.0	21.6	21.8	1.1	6.2	0.0
Prop In Lane	1.00		1.00				0.00		0.51	1.00		0.00
Lane Grp Cap(c), veh/h	449	0	703				0	868	836	55	2086	0
V/C Ratio(X)	0.80	0.00	0.87				0.00	0.71	0.71	0.43	0.27	0.00
Avail Cap(c_a), veh/h	465	0	729				0	868	836	136	2086	0
HCM Platoon Ratio	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				0.00	1.00	1.00	0.91	0.91	0.00
Uniform Delay (d), s/veh	28.1	0.0	28.6				0.0	16.2	16.2	38.1	8.1	0.0
Incr Delay (d2), s/veh	11.1	0.0	11.5				0.0	4.9	5.2	1.8	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	0.0	6.4				0.0	8.6	8.4	0.5	1.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.2	0.0	40.1				0.0	21.1	21.4	39.9	8.4	0.0
LnGrp LOS	D	A	D				A	C	C	D	A	A
Approach Vol, veh/h		970						1213			584	
Approach Delay, s/veh		39.8						21.2			9.7	
Approach LOS		D						C			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	8.2	45.6	26.3	53.7
Change Period (Y+Rc), s	* 5.7	6.8	6.1	6.8
Max Green Setting (Gmax), s	* 6.1	34.4	20.9	46.2
Max Q Clear Time (g_c+I1), s	13.1	23.8	18.7	8.2
Green Ext Time (p_c), s	0.0	8.4	1.4	6.7

Intersection Summary	
HCM 6th Ctrl Delay	25.3
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	126	46	17	167	306	45	256	11	126	250	3
Future Volume (veh/h)	3	126	46	17	167	306	45	256	11	126	250	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
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	1856	1856	1856	1841	1841	1841	1841	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	4	152	55	20	201	369	54	308	13	152	301	4
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	3	3	3	4	4	4	4	4	4	2	2	2
Cap, veh/h	64	503	178	71	227	395	517	815	34	254	467	6
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	8	1307	464	24	591	1027	1057	1752	74	374	1003	12
Grp Volume(v), veh/h	211	0	0	590	0	0	54	0	321	457	0	0
Grp Sat Flow(s),veh/h/ln	1779	0	0	1642	0	0	1057	0	1826	1389	0	0
Q Serve(g_s), s	0.0	0.0	0.0	7.7	0.0	0.0	0.0	0.0	6.8	10.1	0.0	0.0
Cycle Q Clear(g_c), s	5.0	0.0	0.0	20.7	0.0	0.0	2.6	0.0	6.8	16.9	0.0	0.0
Prop In Lane	0.02		0.26	0.03		0.63	1.00		0.04	0.33		0.01
Lane Grp Cap(c), veh/h	745	0	0	694	0	0	517	0	849	726	0	0
V/C Ratio(X)	0.28	0.00	0.00	0.85	0.00	0.00	0.10	0.00	0.38	0.63	0.00	0.00
Avail Cap(c_a), veh/h	763	0	0	710	0	0	517	0	849	726	0	0
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)	0.94	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	12.9	0.0	0.0	17.7	0.0	0.0	9.3	0.0	10.4	13.2	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	9.5	0.0	0.0	0.4	0.0	1.3	4.1	0.0	0.0
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	0.0	8.0	0.0	0.0	0.4	0.0	2.4	4.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.1	0.0	0.0	27.2	0.0	0.0	9.7	0.0	11.7	17.3	0.0	0.0
LnGrp LOS	B	A	A	C	A	A	A	A	B	B	A	A
Approach Vol, veh/h		211			590			375			457	
Approach Delay, s/veh		13.1			27.2			11.4			17.3	
Approach LOS		B			C			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	32.4	27.6	32.4	27.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	27.3	23.7	27.3	23.7
Max Q Clear Time (g_c+I1), s	8.8	7.0	18.9	22.7
Green Ext Time (p_c), s	1.8	1.0	1.8	0.4

Intersection Summary		
HCM 6th Ctrl Delay	19.0	
HCM 6th LOS	B	

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	84	668	241	148	724	133	191	257	89	205	459	117
Future Volume (veh/h)	84	668	241	148	724	133	191	257	89	205	459	117
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	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	1885	1885	1885	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	99	786	284	174	852	156	225	302	105	241	540	138
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	1	1	1	3	3	3	2	2	2	2	2	2
Cap, veh/h	123	948	416	200	921	169	306	977	430	321	1007	449
Arrive On Green	0.07	0.26	0.26	0.11	0.31	0.31	0.17	0.28	0.28	0.18	0.28	0.28
Sat Flow, veh/h	1795	3582	1574	1767	2975	545	1781	3554	1563	1781	3554	1585
Grp Volume(v), veh/h	99	786	284	174	505	503	225	302	105	241	540	138
Grp Sat Flow(s),veh/h/ln	1795	1791	1574	1767	1763	1757	1781	1777	1563	1781	1777	1585
Q Serve(g_s), s	6.5	24.8	12.7	11.6	33.2	33.2	14.4	8.1	4.6	15.4	15.4	6.5
Cycle Q Clear(g_c), s	6.5	24.8	12.7	11.6	33.2	33.2	14.4	8.1	4.6	15.4	15.4	6.5
Prop In Lane	1.00		1.00	1.00		0.31	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	123	948	416	200	546	544	306	977	430	321	1007	449
V/C Ratio(X)	0.81	0.83	0.68	0.87	0.92	0.92	0.73	0.31	0.24	0.75	0.54	0.31
Avail Cap(c_a), veh/h	135	955	420	221	558	557	306	977	430	321	1007	449
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	1.00	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	55.1	41.6	16.9	52.3	40.1	40.1	47.1	34.5	17.9	46.6	36.3	21.0
Incr Delay (d2), s/veh	24.4	6.5	5.1	25.3	21.7	21.7	7.8	0.8	1.3	8.5	2.0	1.8
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	3.7	11.3	4.8	6.4	16.9	16.9	6.9	3.5	2.4	7.4	6.8	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	79.5	48.0	21.9	77.6	61.7	61.8	54.9	35.3	19.3	55.1	38.4	22.7
LnGrp LOS	E	D	C	E	E	E	D	D	B	E	D	C
Approach Vol, veh/h		1169			1182			632			919	
Approach Delay, s/veh		44.4			64.1			39.6			40.4	
Approach LOS		D			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.6	40.0	12.2	43.2	25.6	39.0	17.6	37.8
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	10.6	34.0	9.0	38.0	20.0	33.0	15.0	32.0
Max Q Clear Time (g_c+I1), s	10.4	17.4	8.5	35.2	17.4	10.1	13.6	26.8
Green Ext Time (p_c), s	0.1	4.8	0.0	1.9	0.1	2.2	0.0	3.3

Intersection Summary	
HCM 6th Ctrl Delay	48.6
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	684	134	213	649	113	111	193	132	152	380	201
Future Volume (veh/h)	108	684	134	213	649	113	111	193	132	152	380	201
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1856	1856	1856	1870	1870	1870	1796	1796	1796	1826	1826	1826
Adj Flow Rate, veh/h	130	824	161	257	782	136	134	233	159	183	458	242
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	3	3	3	2	2	2	7	7	7	5	5	5
Cap, veh/h	243	856	377	311	930	415	157	1124	501	588	1429	637
Arrive On Green	0.07	0.24	0.24	0.09	0.26	0.26	0.09	0.33	0.33	0.17	0.41	0.41
Sat Flow, veh/h	3428	3526	1552	3456	3554	1585	1711	3413	1522	3374	3469	1546
Grp Volume(v), veh/h	130	824	161	257	782	136	134	233	159	183	458	242
Grp Sat Flow(s),veh/h/ln	1714	1763	1552	1728	1777	1585	1711	1706	1522	1687	1735	1546
Q Serve(g_s), s	5.1	32.3	12.3	10.2	29.2	9.7	10.8	6.9	10.9	6.6	12.5	15.3
Cycle Q Clear(g_c), s	5.1	32.3	12.3	10.2	29.2	9.7	10.8	6.9	10.9	6.6	12.5	15.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	243	856	377	311	930	415	157	1124	501	588	1429	637
V/C Ratio(X)	0.53	0.96	0.43	0.83	0.84	0.33	0.85	0.21	0.32	0.31	0.32	0.38
Avail Cap(c_a), veh/h	598	856	377	602	930	415	298	1124	501	588	1429	637
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	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.8	52.4	44.8	62.6	48.9	41.7	62.6	33.8	35.1	50.5	27.9	28.7
Incr Delay (d2), s/veh	0.7	22.1	1.1	2.2	7.3	0.7	4.9	0.4	1.6	1.4	0.6	1.7
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	2.2	16.4	4.7	4.5	13.4	3.8	4.8	2.9	4.2	2.9	5.2	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.5	74.5	45.9	64.8	56.2	42.4	67.5	34.2	36.8	51.8	28.5	30.4
LnGrp LOS	E	E	D	E	E	D	E	C	D	D	C	C
Approach Vol, veh/h		1115			1175			526			883	
Approach Delay, s/veh		69.1			56.5			43.5			33.9	
Approach LOS		E			E			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.5	63.4	15.5	42.6	30.0	51.8	18.2	40.0
Change Period (Y+Rc), s	5.6	5.7	5.6	6.0	5.6	5.7	5.6	6.0
Max Green Setting (Gmax), s	24.4	34.3	24.4	34.0	24.4	34.3	24.4	34.0
Max Q Clear Time (g_c+I1), s	12.8	17.3	7.1	31.2	8.6	12.9	12.2	34.3
Green Ext Time (p_c), s	0.1	8.4	0.2	1.7	0.3	3.7	0.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	53.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	352	341	67	399	180	153	462	20	70	823	72
Future Volume (veh/h)	41	352	341	67	399	180	153	462	20	70	823	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.95	1.00		0.98
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	1885	1885	1885	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	47	405	392	77	459	207	176	531	23	80	946	83
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Percent Heavy Veh, %	2	2	2	1	1	1	3	3	3	2	2	2
Cap, veh/h	117	526	445	143	557	465	194	1315	560	143	1220	531
Arrive On Green	0.07	0.28	0.28	0.08	0.30	0.30	0.11	0.37	0.37	0.08	0.34	0.34
Sat Flow, veh/h	1781	1870	1580	1795	1885	1576	1767	3526	1500	1781	3554	1548
Grp Volume(v), veh/h	47	405	392	77	459	207	176	531	23	80	946	83
Grp Sat Flow(s),veh/h/ln	1781	1870	1580	1795	1885	1576	1767	1763	1500	1781	1777	1548
Q Serve(g_s), s	2.5	19.9	23.7	4.1	22.7	10.7	9.8	11.1	1.0	4.3	23.8	3.7
Cycle Q Clear(g_c), s	2.5	19.9	23.7	4.1	22.7	10.7	9.8	11.1	1.0	4.3	23.8	3.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	117	526	445	143	557	465	194	1315	560	143	1220	531
V/C Ratio(X)	0.40	0.77	0.88	0.54	0.82	0.45	0.91	0.40	0.04	0.56	0.78	0.16
Avail Cap(c_a), veh/h	160	574	485	162	579	484	194	1315	560	178	1220	531
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	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.8	33.0	34.3	44.3	32.8	28.6	44.0	23.1	20.0	44.3	29.4	22.8
Incr Delay (d2), s/veh	0.8	6.5	17.0	1.2	9.7	1.0	36.3	0.9	0.1	1.3	4.9	0.6
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	1.1	9.4	10.6	1.8	11.2	3.9	6.1	4.5	0.3	1.9	10.3	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.7	39.5	51.3	45.5	42.6	29.6	80.3	24.0	20.1	45.6	34.3	23.4
LnGrp LOS	D	D	D	D	D	C	F	C	C	D	C	C
Approach Vol, veh/h		844			743			730			1109	
Approach Delay, s/veh		45.3			39.2			37.5			34.3	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	39.6	10.6	34.8	12.0	42.6	11.9	33.4
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	4.0	5.3	4.0	5.3
Max Green Setting (Gmax), s	11.0	30.7	9.0	30.7	10.0	31.7	9.0	30.7
Max Q Clear Time (g_c+I1), s	11.8	25.8	4.5	24.7	6.3	13.1	6.1	25.7
Green Ext Time (p_c), s	0.0	3.2	0.0	2.4	0.0	4.6	0.0	2.4

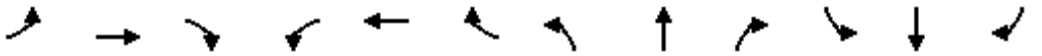
Intersection Summary	
HCM 6th Ctrl Delay	38.7
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	356	887	249	152	1063	177	250	307	122	197	410	724
Future Volume (veh/h)	356	887	249	152	1063	177	250	307	122	197	410	724
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	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	1856	1856	1856	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	383	954	268	163	1143	190	269	330	131	212	441	778
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	1	1	1
Cap, veh/h	400	1929	796	219	1672	519	432	1156	430	203	1287	1031
Arrive On Green	0.23	0.76	0.76	0.06	0.33	0.33	0.13	0.32	0.32	0.06	0.25	0.25
Sat Flow, veh/h	3428	5066	1572	3456	5106	1585	3456	3649	1358	3483	5147	2812
Grp Volume(v), veh/h	383	954	268	163	1143	190	269	306	155	212	441	778
Grp Sat Flow(s),veh/h/ln	1714	1689	1572	1728	1702	1585	1728	1702	1604	1742	1716	1406
Q Serve(g_s), s	13.2	8.6	1.3	5.6	23.3	8.5	8.9	8.1	8.8	7.0	8.4	17.3
Cycle Q Clear(g_c), s	13.2	8.6	1.3	5.6	23.3	8.5	8.9	8.1	8.8	7.0	8.4	17.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.85	1.00		1.00
Lane Grp Cap(c), veh/h	400	1929	796	219	1672	519	432	1078	508	203	1287	1031
V/C Ratio(X)	0.96	0.49	0.34	0.75	0.68	0.37	0.62	0.28	0.30	1.04	0.34	0.75
Avail Cap(c_a), veh/h	400	1929	796	288	1672	519	432	1078	508	203	1287	1031
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.7	9.9	2.5	55.3	35.0	18.6	49.8	30.8	31.0	56.5	36.9	14.1
Incr Delay (d2), s/veh	31.3	0.8	1.0	4.7	2.3	2.0	2.1	0.7	1.5	75.0	0.7	5.1
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	6.5	2.4	0.9	2.5	9.6	3.3	3.9	3.3	3.5	5.1	3.5	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	77.0	10.7	3.5	59.9	37.2	20.6	51.9	31.4	32.6	131.5	37.6	19.3
LnGrp LOS	E	B	A	E	D	C	D	C	C	F	D	B
Approach Vol, veh/h		1605			1496			730			1431	
Approach Delay, s/veh		25.3			37.6			39.2			41.6	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.0	45.3	12.0	43.7	12.6	51.7	20.0	35.7
Change Period (Y+Rc), s	5.0	6.0	5.0	5.7	5.0	6.0	5.0	5.7
Max Green Setting (Gmax), s	14.0	39.3	7.0	38.0	10.0	43.3	15.0	30.0
Max Q Clear Time (g_c+I1), s	15.2	25.3	9.0	10.8	7.6	10.6	10.9	19.3
Green Ext Time (p_c), s	0.0	6.0	0.0	1.7	0.1	8.3	0.2	5.0

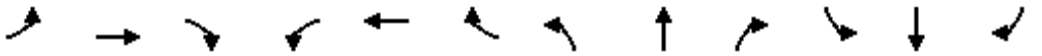
Intersection Summary	
HCM 6th Ctrl Delay	35.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	63	741	195	67	721	11	110	15	49	24	58	99
Future Volume (veh/h)	63	741	195	67	721	11	110	15	49	24	58	99
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	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	1856	1856	1856	1885	1885	1885	1752	1752	1752	1722	1722	1722
Adj Flow Rate, veh/h	64	756	199	68	736	11	112	15	50	24	59	101
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	1	1	1	10	10	10	12	12	12
Cap, veh/h	82	794	658	88	1541	672	138	106	352	41	414	350
Arrive On Green	0.05	0.43	0.43	0.05	0.43	0.43	0.08	0.30	0.30	0.03	0.24	0.24
Sat Flow, veh/h	1767	1856	1537	1795	3582	1561	1668	355	1182	1640	1722	1458
Grp Volume(v), veh/h	64	756	199	68	736	11	112	0	65	24	59	101
Grp Sat Flow(s),veh/h/ln	1767	1856	1537	1795	1791	1561	1668	0	1537	1640	1722	1458
Q Serve(g_s), s	3.2	35.4	7.7	3.4	13.3	0.4	5.9	0.0	2.8	1.3	2.4	5.1
Cycle Q Clear(g_c), s	3.2	35.4	7.7	3.4	13.3	0.4	5.9	0.0	2.8	1.3	2.4	5.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.77	1.00		1.00
Lane Grp Cap(c), veh/h	82	794	658	88	1541	672	138	0	458	41	414	350
V/C Ratio(X)	0.78	0.95	0.30	0.78	0.48	0.02	0.81	0.00	0.14	0.58	0.14	0.29
Avail Cap(c_a), veh/h	175	814	674	110	1541	672	139	0	458	108	414	350
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.4	24.8	16.9	42.3	18.4	14.7	40.6	0.0	23.1	43.4	26.9	27.9
Incr Delay (d2), s/veh	14.4	20.5	0.3	23.4	0.2	0.0	28.9	0.0	0.6	12.4	0.7	2.1
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	17.9	2.5	2.0	5.1	0.1	3.4	0.0	1.0	0.7	1.1	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.9	45.3	17.2	65.7	18.6	14.7	69.5	0.0	23.8	55.8	27.6	30.0
LnGrp LOS	E	D	B	E	B	B	E	A	C	E	C	C
Approach Vol, veh/h		1019			815			177			184	
Approach Delay, s/veh		40.5			22.5			52.7			32.6	
Approach LOS		D			C			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.8	31.3	8.9	43.0	12.0	26.1	8.7	43.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.9	21.1	5.5	39.5	7.5	19.5	8.9	36.1
Max Q Clear Time (g_c+I1), s	3.3	4.8	5.4	37.4	7.9	7.1	5.2	15.3
Green Ext Time (p_c), s	0.0	0.2	0.0	1.1	0.0	0.4	0.0	4.8

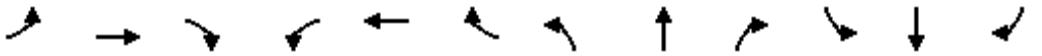
Intersection Summary	
HCM 6th Ctrl Delay	34.2
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	281	85	25	373	14	137	88	17	22	211	80
Future Volume (veh/h)	17	281	85	25	373	14	137	88	17	22	211	80
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1885	1885	1885	1752	1752	1752	1796	1796	1796
Adj Flow Rate, veh/h	18	296	89	26	393	15	144	93	18	23	222	84
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	1	1	1	10	10	10	7	7	7
Cap, veh/h	338	1146	338	474	767	29	211	112	631	64	297	102
Arrive On Green	0.43	0.43	0.43	0.14	0.14	0.14	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	977	2696	794	1005	1804	69	270	263	1485	0	699	240
Grp Volume(v), veh/h	18	193	192	26	0	408	237	0	18	329	0	0
Grp Sat Flow(s),veh/h/ln	977	1777	1714	1005	0	1873	533	0	1485	938	0	0
Q Serve(g_s), s	0.9	4.2	4.4	1.4	0.0	12.1	0.0	0.0	0.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s	13.0	4.2	4.4	5.7	0.0	12.1	25.5	0.0	0.4	25.5	0.0	0.0
Prop In Lane	1.00		0.46	1.00		0.04	0.61		1.00	0.07		0.26
Lane Grp Cap(c), veh/h	338	755	728	474	0	796	323	0	631	463	0	0
V/C Ratio(X)	0.05	0.26	0.26	0.05	0.00	0.51	0.73	0.00	0.03	0.71	0.00	0.00
Avail Cap(c_a), veh/h	338	755	728	474	0	796	323	0	631	463	0	0
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.67	0.00	0.67	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.4	11.1	11.2	19.2	0.0	20.0	16.4	0.0	10.0	13.4	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.8	0.9	0.1	0.0	1.6	8.4	0.0	0.0	5.0	0.0	0.0
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	0.2	1.5	1.5	0.3	0.0	5.8	3.2	0.0	0.1	3.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.7	11.9	12.1	19.4	0.0	21.6	24.8	0.0	10.1	18.4	0.0	0.0
LnGrp LOS	B	B	B	B	A	C	C	A	B	B	A	A
Approach Vol, veh/h		403			434			255			329	
Approach Delay, s/veh		12.3			21.5			23.7			18.4	
Approach LOS		B			C			C			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		30.0		30.0		30.0		30.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		25.5		25.5		25.5		25.5				
Max Q Clear Time (g_c+I1), s		15.0		27.5		14.1		27.5				
Green Ext Time (p_c), s		1.5		0.0		1.8		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			18.6									
HCM 6th LOS			B									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	32	574	140	37	447	370	208	97	38	185	142	27
Future Volume (veh/h)	32	574	140	37	447	370	208	97	38	185	142	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	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	1841	1841	1841
Adj Flow Rate, veh/h	33	598	146	39	466	385	217	101	40	193	148	28
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	4	4	4
Cap, veh/h	89	1034	451	99	554	470	178	569	482	229	504	95
Arrive On Green	0.05	0.29	0.29	0.06	0.30	0.30	0.10	0.30	0.30	0.13	0.33	0.33
Sat Flow, veh/h	1781	3554	1551	1781	1870	1585	1781	1870	1585	1753	1505	285
Grp Volume(v), veh/h	33	598	146	39	466	385	217	101	40	193	0	176
Grp Sat Flow(s),veh/h/ln	1781	1777	1551	1781	1870	1585	1781	1870	1585	1753	0	1789
Q Serve(g_s), s	1.6	12.9	6.6	1.9	21.0	20.3	9.0	3.6	1.6	9.7	0.0	6.5
Cycle Q Clear(g_c), s	1.6	12.9	6.6	1.9	21.0	20.3	9.0	3.6	1.6	9.7	0.0	6.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	89	1034	451	99	554	470	178	569	482	229	0	599
V/C Ratio(X)	0.37	0.58	0.32	0.40	0.84	0.82	1.22	0.18	0.08	0.84	0.00	0.29
Avail Cap(c_a), veh/h	158	1185	517	158	623	528	178	569	482	448	0	599
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.4	27.2	25.0	41.1	29.7	29.4	40.5	23.0	22.4	38.2	0.0	22.1
Incr Delay (d2), s/veh	1.0	1.0	0.8	1.0	10.5	10.4	138.3	0.7	0.3	3.2	0.0	1.2
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	0.7	5.3	2.4	0.8	10.2	8.6	10.6	1.6	0.6	4.1	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.3	28.2	25.7	42.0	40.1	39.9	178.8	23.7	22.7	41.4	0.0	23.3
LnGrp LOS	D	C	C	D	D	D	F	C	C	D	A	C
Approach Vol, veh/h		777			890			358			369	
Approach Delay, s/veh		28.3			40.1			117.6			32.8	
Approach LOS		C			D			F			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	35.8	8.5	32.7	15.8	33.1	9.0	32.2
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0
Max Green Setting (Gmax), s	9.0	23.3	8.0	30.0	23.0	9.3	8.0	30.0
Max Q Clear Time (g_c+I1), s	11.0	8.5	3.6	23.0	11.7	5.6	3.9	14.9
Green Ext Time (p_c), s	0.0	0.7	0.0	3.7	0.2	0.2	0.0	6.1

Intersection Summary	
HCM 6th Ctrl Delay	46.7
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	159	0	338	0	0	0	0	807	96	14	479	0
Future Volume (veh/h)	159	0	338	0	0	0	0	807	96	14	479	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.98	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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	0	1856				0	1885	1885	1870	1870	0
Adj Flow Rate, veh/h	167	0	356				0	849	101	15	504	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	0	3				0	1	1	2	2	0
Cap, veh/h	294	0	460				0	1613	192	39	2199	0
Arrive On Green	0.17	0.00	0.17				0.00	0.50	0.50	0.02	0.62	0.00
Sat Flow, veh/h	1767	0	2768				0	3309	382	1781	3647	0
Grp Volume(v), veh/h	167	0	356				0	473	477	15	504	0
Grp Sat Flow(s),veh/h/ln	1767	0	1384				0	1791	1807	1781	1777	0
Q Serve(g_s), s	5.2	0.0	7.4				0.0	10.7	10.7	0.5	3.8	0.0
Cycle Q Clear(g_c), s	5.2	0.0	7.4				0.0	10.7	10.7	0.5	3.8	0.0
Prop In Lane	1.00		1.00				0.00		0.21	1.00		0.00
Lane Grp Cap(c), veh/h	294	0	460				0	898	906	39	2199	0
V/C Ratio(X)	0.57	0.00	0.77				0.00	0.53	0.53	0.38	0.23	0.00
Avail Cap(c_a), veh/h	321	0	503				0	898	906	181	2199	0
HCM Platoon Ratio	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				0.00	1.00	1.00	0.88	0.88	0.00
Uniform Delay (d), s/veh	23.0	0.0	23.9				0.0	10.1	10.1	28.9	5.1	0.0
Incr Delay (d2), s/veh	3.8	0.0	8.5				0.0	2.2	2.2	2.0	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	2.7				0.0	3.6	3.6	0.2	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.9	0.0	32.4				0.0	12.3	12.3	30.9	5.3	0.0
LnGrp LOS	C	A	C				A	B	B	C	A	A
Approach Vol, veh/h		523						950			519	
Approach Delay, s/veh		30.6						12.3			6.0	
Approach LOS		C						B			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	7.0	36.9	16.1	43.9
Change Period (Y+Rc), s	* 5.7	6.8	6.1	6.8
Max Green Setting (Gmax), s	* 6.1	24.4	10.9	36.2
Max Q Clear Time (g_c+I1), s	2.5	12.7	9.4	5.8
Green Ext Time (p_c), s	0.0	7.6	0.6	5.6

Intersection Summary	
HCM 6th Ctrl Delay	15.5
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	112	419	286	311	645	254	390	916	321	263	1334	211
Future Volume (veh/h)	112	419	286	311	645	254	390	916	321	263	1334	211
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.98
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	1856	1856	1856	1856	1856	1856	1885	1885	1885
Adj Flow Rate, veh/h	122	455	311	338	701	276	424	996	349	286	1450	229
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	3	3	3	3	3	3	1	1	1
Cap, veh/h	272	748	334	384	859	383	442	2071	818	335	1936	591
Arrive On Green	0.08	0.21	0.21	0.11	0.24	0.24	0.13	0.41	0.41	0.10	0.38	0.38
Sat Flow, veh/h	3456	3554	1585	3428	3526	1571	3428	5066	1571	3483	5147	1570
Grp Volume(v), veh/h	122	455	311	338	701	276	424	996	349	286	1450	229
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1714	1763	1571	1714	1689	1571	1742	1716	1570
Q Serve(g_s), s	4.9	16.8	20.3	14.1	27.2	17.7	17.8	21.0	5.8	11.7	35.5	11.4
Cycle Q Clear(g_c), s	4.9	16.8	20.3	14.1	27.2	17.7	17.8	21.0	5.8	11.7	35.5	11.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	272	748	334	384	859	383	442	2071	818	335	1936	591
V/C Ratio(X)	0.45	0.61	0.93	0.88	0.82	0.72	0.96	0.48	0.43	0.85	0.75	0.39
Avail Cap(c_a), veh/h	462	1073	479	430	1065	474	442	2071	818	449	1936	591
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.83	0.83	0.83
Uniform Delay (d), s/veh	63.8	51.8	29.7	63.4	51.8	29.0	62.8	31.5	7.8	64.5	39.3	17.9
Incr Delay (d2), s/veh	0.4	1.9	26.2	16.1	4.6	4.8	32.1	0.8	1.6	7.7	2.3	1.6
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	2.5	9.4	22.1	7.7	14.7	18.0	10.5	13.5	16.4	6.1	19.9	13.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.2	53.7	55.9	79.5	56.3	33.8	94.9	32.3	9.4	72.2	41.5	19.5
LnGrp LOS	E	D	E	E	E	C	F	C	A	E	D	B
Approach Vol, veh/h		888			1315			1769			1965	
Approach Delay, s/veh		55.9			57.5			42.8			43.4	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	60.2	18.2	41.5	20.3	65.0	23.0	36.7
Change Period (Y+Rc), s	6.3	5.7	6.8	* 6.2	6.3	5.7	6.8	6.2
Max Green Setting (Gmax), s	18.7	39.3	19.4	* 44	18.7	39.3	18.2	43.8
Max Q Clear Time (g_c+I1), s	19.8	37.5	6.9	29.2	13.7	23.0	16.1	22.3
Green Ext Time (p_c), s	0.0	1.7	0.1	6.1	0.2	12.3	0.2	8.0

Intersection Summary	
HCM 6th Ctrl Delay	48.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	133	96	43	526	380	115	269	12	166	589	8
Future Volume (veh/h)	3	133	96	43	526	380	115	269	12	166	589	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
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	1856	1856	1856	1841	1841	1841	1841	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	3	145	104	47	572	413	125	292	13	180	640	9
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, %	3	3	3	4	4	4	4	4	4	2	2	2
Cap, veh/h	94	354	254	331	649	550	110	732	33	207	869	12
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.06	0.42	0.42	0.12	0.47	0.47
Sat Flow, veh/h	567	1005	721	1113	1841	1560	1753	1747	78	1781	1839	26
Grp Volume(v), veh/h	3	0	249	47	572	413	125	0	305	180	0	649
Grp Sat Flow(s),veh/h/ln	567	0	1726	1113	1841	1560	1753	0	1825	1781	0	1865
Q Serve(g_s), s	0.6	0.0	13.1	4.0	35.0	28.0	7.5	0.0	14.0	11.9	0.0	33.8
Cycle Q Clear(g_c), s	35.6	0.0	13.1	17.1	35.0	28.0	7.5	0.0	14.0	11.9	0.0	33.8
Prop In Lane	1.00		0.42	1.00		1.00	1.00		0.04	1.00		0.01
Lane Grp Cap(c), veh/h	94	0	608	331	649	550	110	0	764	207	0	882
V/C Ratio(X)	0.03	0.00	0.41	0.14	0.88	0.75	1.14	0.00	0.40	0.87	0.00	0.74
Avail Cap(c_a), veh/h	176	0	856	490	913	773	110	0	764	230	0	882
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)	0.96	0.00	0.96	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.3	0.0	29.4	35.9	36.5	34.2	56.3	0.0	24.3	52.1	0.0	25.6
Incr Delay (d2), s/veh	0.1	0.0	0.4	0.2	7.5	2.6	128.8	0.0	1.6	26.2	0.0	5.4
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	0.1	0.0	8.4	1.6	20.4	23.1	7.6	0.0	10.5	7.5	0.0	22.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.4	0.0	29.8	36.1	44.0	36.8	185.1	0.0	25.9	78.4	0.0	31.0
LnGrp LOS	D	A	C	D	D	D	F	A	C	E	A	C
Approach Vol, veh/h		252			1032			430			829	
Approach Delay, s/veh		30.1			40.8			72.2			41.3	
Approach LOS		C			D			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.5	54.8		46.8	12.0	61.2		46.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	15.5	31.5		59.5	7.5	39.5		59.5				
Max Q Clear Time (g_c+I1), s	13.9	16.0		37.6	9.5	35.8		37.0				
Green Ext Time (p_c), s	0.1	1.4		1.4	0.0	1.4		5.2				

Intersection Summary	
HCM 6th Ctrl Delay	45.2
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	699	364	152	754	140	218	310	92	331	892	123
Future Volume (veh/h)	88	699	364	152	754	140	218	310	92	331	892	123
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		1.00	1.00		0.99	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	1885	1885	1885	1856	1856	1856	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	96	760	396	165	820	152	237	337	100	360	970	134
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, %	1	1	1	3	3	3	2	2	2	2	2	2
Cap, veh/h	111	927	661	188	900	167	283	784	345	492	1201	536
Arrive On Green	0.06	0.26	0.26	0.11	0.30	0.30	0.16	0.22	0.22	0.28	0.34	0.34
Sat Flow, veh/h	1795	3582	1573	1767	2969	550	1781	3554	1563	1781	3554	1585
Grp Volume(v), veh/h	96	760	396	165	487	485	237	337	100	360	970	134
Grp Sat Flow(s),veh/h/ln	1795	1791	1573	1767	1763	1756	1781	1777	1563	1781	1777	1585
Q Serve(g_s), s	7.7	28.9	6.5	13.3	38.5	38.5	18.7	11.8	6.0	26.6	36.0	7.1
Cycle Q Clear(g_c), s	7.7	28.9	6.5	13.3	38.5	38.5	18.7	11.8	6.0	26.6	36.0	7.1
Prop In Lane	1.00		1.00	1.00		0.31	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	111	927	661	188	535	533	283	784	345	492	1201	536
V/C Ratio(X)	0.86	0.82	0.60	0.88	0.91	0.91	0.84	0.43	0.29	0.73	0.81	0.25
Avail Cap(c_a), veh/h	111	927	661	280	559	557	283	784	345	492	1201	536
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	1.00	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	67.4	50.5	15.6	63.8	48.6	48.6	59.2	48.6	28.2	47.6	43.7	22.3
Incr Delay (d2), s/veh	43.9	6.2	1.9	13.4	19.3	19.4	18.5	1.7	2.1	4.9	5.9	1.1
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	5.2	16.1	18.4	7.3	22.5	22.4	11.0	7.0	6.7	15.2	20.5	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	111.3	56.8	17.5	77.2	67.9	68.0	77.6	50.4	30.4	52.5	49.6	23.5
LnGrp LOS	F	E	B	E	E	E	E	D	C	D	D	C
Approach Vol, veh/h		1252			1137			674			1464	
Approach Delay, s/veh		48.5			69.3			57.0			47.9	
Approach LOS		D			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.0	55.0	13.0	50.0	44.0	38.0	19.4	43.5
Change Period (Y+Rc), s	4.0	6.0	4.0	6.0	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	21.0	49.0	9.0	46.0	38.0	32.0	23.0	32.0
Max Q Clear Time (g_c+I1), s	10.7	38.0	9.7	40.5	28.6	13.8	15.3	30.9
Green Ext Time (p_c), s	0.0	6.3	0.0	3.4	0.4	2.3	0.1	0.8

Intersection Summary	
HCM 6th Ctrl Delay	54.8
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	716	210	317	675	166	117	197	173	159	597	286
Future Volume (veh/h)	110	716	210	317	675	166	117	197	173	159	597	286
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	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	1856	1856	1856	1870	1870	1870	1796	1796	1796	1826	1826	1826
Adj Flow Rate, veh/h	120	778	228	345	734	180	127	214	188	173	649	311
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, %	3	3	3	2	2	2	7	7	7	5	5	5
Cap, veh/h	243	841	370	399	1007	449	150	1052	469	588	1370	610
Arrive On Green	0.07	0.24	0.24	0.12	0.28	0.28	0.09	0.31	0.31	0.17	0.39	0.39
Sat Flow, veh/h	3428	3526	1552	3456	3554	1585	1711	3413	1522	3374	3469	1546
Grp Volume(v), veh/h	120	778	228	345	734	180	127	214	188	173	649	311
Grp Sat Flow(s),veh/h/ln	1714	1763	1552	1728	1777	1585	1711	1706	1522	1687	1735	1546
Q Serve(g_s), s	4.7	30.2	18.4	13.7	26.1	12.9	10.2	6.5	13.6	6.2	19.5	21.3
Cycle Q Clear(g_c), s	4.7	30.2	18.4	13.7	26.1	12.9	10.2	6.5	13.6	6.2	19.5	21.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	243	841	370	399	1007	449	150	1052	469	588	1370	610
V/C Ratio(X)	0.49	0.93	0.62	0.86	0.73	0.40	0.85	0.20	0.40	0.29	0.47	0.51
Avail Cap(c_a), veh/h	598	856	377	602	1007	449	298	1052	469	588	1370	610
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	1.00	1.00	1.00	1.00	1.00	0.98	0.98	0.98	1.00	1.00	1.00
Uniform Delay (d), s/veh	62.6	52.1	47.6	60.8	45.3	40.6	62.9	35.7	38.2	50.3	31.5	32.1
Incr Delay (d2), s/veh	0.6	15.8	3.5	5.7	3.0	0.9	4.9	0.4	2.5	1.3	1.2	3.0
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	2.4	17.0	16.0	7.0	14.7	12.1	5.1	4.2	12.7	3.5	12.8	19.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.2	67.8	51.1	66.5	48.3	41.4	67.8	36.2	40.7	51.6	32.7	35.1
LnGrp LOS	E	E	D	E	D	D	E	D	D	D	C	D
Approach Vol, veh/h		1126			1259			529			1133	
Approach Delay, s/veh		64.0			52.3			45.4			36.3	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.9	61.0	15.5	45.7	30.0	48.8	21.8	39.4
Change Period (Y+Rc), s	5.6	5.7	5.6	6.0	5.6	5.7	5.6	6.0
Max Green Setting (Gmax), s	24.4	34.3	24.4	34.0	24.4	34.3	24.4	34.0
Max Q Clear Time (g_c+I1), s	12.2	23.3	6.7	28.1	8.2	15.6	15.7	32.2
Green Ext Time (p_c), s	0.1	7.8	0.2	3.2	0.2	3.5	0.4	1.2

Intersection Summary	
HCM 6th Ctrl Delay	50.1
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	400	358	69	471	233	161	467	21	115	852	136
Future Volume (veh/h)	71	400	358	69	471	233	161	467	21	115	852	136
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.99	1.00		0.95	1.00		0.98
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	1885	1885	1885	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	77	435	389	75	512	253	175	508	23	125	926	148
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	1	1	1	3	3	3	2	2	2
Cap, veh/h	141	554	468	141	557	466	194	1240	527	155	1169	509
Arrive On Green	0.08	0.30	0.30	0.08	0.30	0.30	0.11	0.35	0.35	0.09	0.33	0.33
Sat Flow, veh/h	1781	1870	1580	1795	1885	1576	1767	3526	1498	1781	3554	1548
Grp Volume(v), veh/h	77	435	389	75	512	253	175	508	23	125	926	148
Grp Sat Flow(s),veh/h/ln	1781	1870	1580	1795	1885	1576	1767	1763	1498	1781	1777	1548
Q Serve(g_s), s	4.2	21.3	23.0	4.0	26.3	13.5	9.8	10.9	1.0	6.9	23.6	7.1
Cycle Q Clear(g_c), s	4.2	21.3	23.0	4.0	26.3	13.5	9.8	10.9	1.0	6.9	23.6	7.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	141	554	468	141	557	466	194	1240	527	155	1169	509
V/C Ratio(X)	0.54	0.79	0.83	0.53	0.92	0.54	0.90	0.41	0.04	0.80	0.79	0.29
Avail Cap(c_a), veh/h	160	574	485	162	579	484	194	1240	527	178	1169	509
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	1.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.3	32.3	32.9	44.3	34.1	29.6	44.0	24.5	21.3	44.8	30.4	24.9
Incr Delay (d2), s/veh	1.2	7.5	12.0	1.1	20.0	1.6	34.9	0.9	0.1	17.9	5.5	1.4
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	2.2	13.2	20.0	2.1	17.3	12.2	6.7	7.2	1.1	4.2	13.7	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.5	39.7	44.9	45.4	54.0	31.2	78.9	25.5	21.5	62.7	36.0	26.3
LnGrp LOS	D	D	D	D	D	C	E	C	C	E	D	C
Approach Vol, veh/h		901			840			706			1199	
Approach Delay, s/veh		42.4			46.4			38.6			37.6	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	38.2	11.9	34.9	12.7	40.5	11.9	34.9
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	4.0	5.3	4.0	5.3
Max Green Setting (Gmax), s	11.0	30.7	9.0	30.7	10.0	31.7	9.0	30.7
Max Q Clear Time (g_c+I1), s	11.3	25.6	6.2	28.3	8.9	12.9	6.0	25.0
Green Ext Time (p_c), s	0.0	3.4	0.0	1.3	0.0	4.4	0.0	2.8

Intersection Summary	
HCM 6th Ctrl Delay	41.0
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	292	193	46	419	109	279	523	91	162	1164	63
Future Volume (veh/h)	16	292	193	46	419	109	279	523	91	162	1164	63
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
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	1826	1826	1826	1870	1870	1870	1856	1856	1856	1885	1885	1885
Adj Flow Rate, veh/h	17	317	210	50	455	118	303	568	99	176	1265	68
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, %	5	5	5	2	2	2	3	3	3	1	1	1
Cap, veh/h	62	366	309	172	488	414	297	1301	226	204	1312	70
Arrive On Green	0.04	0.20	0.20	0.10	0.26	0.26	0.17	0.43	0.43	0.11	0.38	0.38
Sat Flow, veh/h	1739	1826	1545	1781	1870	1585	1767	2992	520	1795	3452	185
Grp Volume(v), veh/h	17	317	210	50	455	118	303	334	333	176	655	678
Grp Sat Flow(s),veh/h/ln	1739	1826	1545	1781	1870	1585	1767	1763	1749	1795	1791	1847
Q Serve(g_s), s	1.2	21.0	10.9	3.3	29.7	5.5	21.0	16.5	16.6	12.0	44.7	44.9
Cycle Q Clear(g_c), s	1.2	21.0	10.9	3.3	29.7	5.5	21.0	16.5	16.6	12.0	44.7	44.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.30	1.00		0.10
Lane Grp Cap(c), veh/h	62	366	309	172	488	414	297	766	760	204	681	702
V/C Ratio(X)	0.27	0.87	0.68	0.29	0.93	0.29	1.02	0.44	0.44	0.86	0.96	0.97
Avail Cap(c_a), veh/h	223	574	486	172	513	435	297	766	760	345	681	702
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.65	0.65	0.65
Uniform Delay (d), s/veh	58.7	48.4	22.2	52.5	45.1	20.3	52.0	24.6	24.7	54.5	37.9	37.9
Incr Delay (d2), s/veh	0.9	6.8	1.8	0.3	23.6	0.4	57.6	1.8	1.8	3.5	20.2	20.2
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	0.6	11.7	11.5	1.8	19.0	6.4	15.1	12.0	11.9	6.3	26.5	27.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.6	55.2	24.0	52.8	68.7	20.7	109.6	26.4	26.5	57.9	58.0	58.2
LnGrp LOS	E	E	C	D	E	C	F	C	C	E	E	E
Approach Vol, veh/h		544			623			970			1509	
Approach Delay, s/veh		43.3			58.3			52.4			58.1	
Approach LOS		D			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	53.2	8.5	38.3	18.2	60.0	16.1	30.7
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	4.0	5.7	4.0	5.7
Max Green Setting (Gmax), s	21.0	34.3	16.0	34.3	24.0	31.3	11.0	39.3
Max Q Clear Time (g_c+I1), s	23.0	46.9	3.2	31.7	14.0	18.6	5.3	23.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.9	0.2	3.7	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	54.4
HCM 6th LOS	D



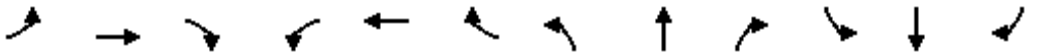
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	410	936	364	196	1112	186	380	454	158	206	479	752
Future Volume (veh/h)	410	936	364	196	1112	186	380	454	158	206	479	752
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.99	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	1856	1856	1856	1870	1870	1870	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	441	1006	391	211	1196	200	409	488	170	222	515	809
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	2	2	2	2	2	2	1	1	1
Cap, veh/h	546	1952	839	264	1504	467	513	1100	369	276	1148	1075
Arrive On Green	0.16	0.39	0.39	0.08	0.29	0.29	0.15	0.29	0.29	0.08	0.22	0.22
Sat Flow, veh/h	3428	5066	1572	3456	5106	1585	3456	3763	1263	3483	5147	2812
Grp Volume(v), veh/h	441	1006	391	211	1196	200	409	440	218	222	515	809
Grp Sat Flow(s),veh/h/ln	1714	1689	1572	1728	1702	1585	1728	1702	1622	1742	1716	1406
Q Serve(g_s), s	16.1	19.8	4.9	7.8	28.0	13.2	14.9	13.6	14.3	8.1	11.2	11.7
Cycle Q Clear(g_c), s	16.1	19.8	4.9	7.8	28.0	13.2	14.9	13.6	14.3	8.1	11.2	11.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.78	1.00		1.00
Lane Grp Cap(c), veh/h	546	1952	839	264	1504	467	513	995	474	276	1148	1075
V/C Ratio(X)	0.81	0.52	0.47	0.80	0.80	0.43	0.80	0.44	0.46	0.81	0.45	0.75
Avail Cap(c_a), veh/h	546	1952	839	346	1504	467	611	995	474	375	1148	1075
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)	0.84	0.84	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.7	30.6	7.3	59.1	42.2	37.0	53.5	37.4	37.6	58.9	43.6	34.8
Incr Delay (d2), s/veh	6.9	0.8	1.6	7.2	4.4	2.9	5.1	1.4	3.2	6.3	1.3	4.9
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	8.5	12.2	16.1	4.1	15.0	12.7	7.7	8.1	8.3	4.2	6.3	18.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.7	31.5	8.9	66.3	46.7	39.9	58.6	38.8	40.8	65.2	44.9	39.7
LnGrp LOS	E	C	A	E	D	D	E	D	D	E	D	D
Approach Vol, veh/h		1838			1607			1067			1546	
Approach Delay, s/veh		33.4			48.4			46.8			45.1	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.7	44.3	15.3	43.7	14.9	56.1	24.3	34.7
Change Period (Y+Rc), s	6.0	* 6	5.0	5.7	5.0	6.0	5.0	5.7
Max Green Setting (Gmax), s	10.0	* 38	14.0	38.0	13.0	43.3	23.0	29.0
Max Q Clear Time (g_c+I1), s	18.1	30.0	10.1	16.3	9.8	21.8	16.9	13.7
Green Ext Time (p_c), s	0.0	4.5	0.1	2.4	0.1	8.3	0.5	6.7

Intersection Summary	
HCM 6th Ctrl Delay	42.7
HCM 6th LOS	D

Notes

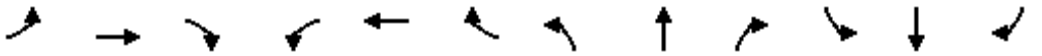
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	222	774	204	69	750	99	115	86	51	332	441	479
Future Volume (veh/h)	222	774	204	69	750	99	115	86	51	332	441	479
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	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	1856	1856	1856	1885	1885	1885	1752	1752	1752	1722	1722	1722
Adj Flow Rate, veh/h	227	790	208	70	765	101	117	88	52	339	450	489
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	3	3	3	1	1	1	10	10	10	12	12	12
Cap, veh/h	297	973	423	92	861	378	146	310	183	421	595	504
Arrive On Green	0.09	0.28	0.28	0.05	0.24	0.24	0.09	0.30	0.30	0.13	0.35	0.35
Sat Flow, veh/h	3428	3526	1534	1795	3582	1574	1668	1032	610	3182	1722	1458
Grp Volume(v), veh/h	227	790	208	70	765	101	117	0	140	339	450	489
Grp Sat Flow(s),veh/h/ln	1714	1763	1534	1795	1791	1574	1668	0	1641	1591	1722	1458
Q Serve(g_s), s	4.9	15.7	8.5	2.9	15.5	3.9	5.2	0.0	4.9	7.8	17.4	24.8
Cycle Q Clear(g_c), s	4.9	15.7	8.5	2.9	15.5	3.9	5.2	0.0	4.9	7.8	17.4	24.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.37	1.00		1.00
Lane Grp Cap(c), veh/h	297	973	423	92	861	378	146	0	494	421	595	504
V/C Ratio(X)	0.76	0.81	0.49	0.76	0.89	0.27	0.80	0.00	0.28	0.81	0.76	0.97
Avail Cap(c_a), veh/h	297	973	423	120	884	388	167	0	494	462	595	504
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.5	25.3	22.7	35.1	27.5	23.1	33.6	0.0	20.0	31.6	21.7	24.2
Incr Delay (d2), s/veh	11.2	5.3	0.9	18.7	10.8	0.4	21.6	0.0	1.4	9.3	8.7	33.3
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	2.8	8.9	7.6	1.9	9.3	3.7	3.3	0.0	3.1	4.1	10.8	21.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.7	30.7	23.6	53.8	38.3	23.5	55.2	0.0	21.5	41.0	30.4	57.5
LnGrp LOS	D	C	C	D	D	C	E	A	C	D	C	E
Approach Vol, veh/h		1225			936			257			1278	
Approach Delay, s/veh		32.1			37.9			36.8			43.6	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.4	27.1	8.3	25.2	11.0	30.4	11.0	22.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	10.9	21.1	5.0	20.0	7.5	24.5	6.5	18.5
Max Q Clear Time (g_c+I1), s	9.8	6.9	4.9	17.7	7.2	26.8	6.9	17.5
Green Ext Time (p_c), s	0.2	0.5	0.0	1.3	0.0	0.0	0.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	37.8
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	328	162	52	462	19	152	92	20	43	405	95
Future Volume (veh/h)	18	328	162	52	462	19	152	92	20	43	405	95
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	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	1885	1885	1885	1752	1752	1752	1796	1796	1796
Adj Flow Rate, veh/h	19	345	171	55	486	20	160	97	21	45	426	100
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	1	1	1	10	10	10	7	7	7
Cap, veh/h	229	804	390	326	627	26	197	503	109	113	434	102
Arrive On Green	0.35	0.35	0.35	0.46	0.46	0.46	0.12	0.36	0.36	0.07	0.31	0.31
Sat Flow, veh/h	892	2306	1120	891	1798	74	1668	1395	302	1711	1407	330
Grp Volume(v), veh/h	19	264	252	55	0	506	160	0	118	45	0	526
Grp Sat Flow(s),veh/h/ln	892	1777	1648	891	0	1871	1668	0	1697	1711	0	1737
Q Serve(g_s), s	1.1	6.8	7.0	2.8	0.0	13.6	5.6	0.0	2.9	1.5	0.0	18.0
Cycle Q Clear(g_c), s	14.7	6.8	7.0	9.8	0.0	13.6	5.6	0.0	2.9	1.5	0.0	18.0
Prop In Lane	1.00		0.68	1.00		0.04	1.00		0.18	1.00		0.19
Lane Grp Cap(c), veh/h	229	619	575	326	0	652	197	0	612	113	0	536
V/C Ratio(X)	0.08	0.43	0.44	0.17	0.00	0.78	0.81	0.00	0.19	0.40	0.00	0.98
Avail Cap(c_a), veh/h	229	619	575	326	0	652	209	0	612	214	0	536
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.72	0.00	0.72	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.6	15.0	15.0	15.8	0.0	14.1	25.8	0.0	13.2	26.9	0.0	20.6
Incr Delay (d2), s/veh	0.7	2.1	2.4	0.8	0.0	6.5	20.3	0.0	0.7	2.3	0.0	34.8
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	0.4	4.8	4.6	1.0	0.0	9.6	3.8	0.0	2.1	0.8	0.0	13.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.3	17.1	17.4	16.6	0.0	20.6	46.1	0.0	13.9	29.1	0.0	55.3
LnGrp LOS	C	B	B	B	A	C	D	A	B	C	A	E
Approach Vol, veh/h		535			561			278			571	
Approach Delay, s/veh		17.5			20.2			32.4			53.3	
Approach LOS		B			C			C			D	

Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		25.4	11.6	23.0		25.4	8.5	26.1				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		20.5	7.5	18.5		20.5	7.5	18.5				
Max Q Clear Time (g_c+I1), s		16.7	7.6	20.0		15.6	3.5	4.9				
Green Ext Time (p_c), s		1.1	0.0	0.0		1.4	0.0	0.4				

Intersection Summary	
HCM 6th Ctrl Delay	30.9
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	703	282	75	469	386	217	100	40	342	534	32
Future Volume (veh/h)	53	703	282	75	469	386	217	100	40	342	534	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	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	1841	1841	1841
Adj Flow Rate, veh/h	55	732	294	78	489	402	226	104	42	356	556	33
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	4	4	4
Cap, veh/h	112	999	436	126	541	458	214	431	366	387	570	34
Arrive On Green	0.06	0.28	0.28	0.07	0.29	0.29	0.12	0.23	0.23	0.22	0.33	0.33
Sat Flow, veh/h	1781	3554	1551	1781	1870	1585	1781	1870	1585	1753	1720	102
Grp Volume(v), veh/h	55	732	294	78	489	402	226	104	42	356	0	589
Grp Sat Flow(s),veh/h/ln	1781	1777	1551	1781	1870	1585	1781	1870	1585	1753	0	1822
Q Serve(g_s), s	3.0	18.7	16.8	4.3	25.2	24.2	12.0	4.5	2.1	19.9	0.0	31.9
Cycle Q Clear(g_c), s	3.0	18.7	16.8	4.3	25.2	24.2	12.0	4.5	2.1	19.9	0.0	31.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	112	999	436	126	541	458	214	431	366	387	0	604
V/C Ratio(X)	0.49	0.73	0.67	0.62	0.90	0.88	1.06	0.24	0.11	0.92	0.00	0.98
Avail Cap(c_a), veh/h	143	1066	465	143	561	476	214	431	366	438	0	604
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.3	32.6	31.9	45.1	34.2	33.8	44.0	31.3	30.4	38.1	0.0	33.0
Incr Delay (d2), s/veh	1.3	3.0	4.6	3.8	18.6	17.4	77.5	1.3	0.6	21.9	0.0	31.2
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	10.6	14.6	2.3	16.4	21.3	10.5	3.0	2.1	12.2	0.0	21.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.6	35.6	36.5	48.9	52.8	51.2	121.5	32.7	31.0	60.1	0.0	64.2
LnGrp LOS	D	D	D	D	D	D	F	C	C	E	A	E
Approach Vol, veh/h		1081			969			372			945	
Approach Delay, s/veh		36.4			51.8			86.4			62.7	
Approach LOS		D			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	38.8	10.3	34.9	26.1	28.8	11.1	34.1
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0
Max Green Setting (Gmax), s	12.0	30.3	8.0	30.0	25.0	17.3	8.0	30.0
Max Q Clear Time (g_c+I1), s	14.0	33.9	5.0	27.2	21.9	6.5	6.3	20.7
Green Ext Time (p_c), s	0.0	0.0	0.0	1.8	0.2	0.4	0.0	5.7

Intersection Summary	
HCM 6th Ctrl Delay	53.7
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	26	10	20	30	8	43	7	211	19	135	778	54
Future Volume (veh/h)	26	10	20	30	8	43	7	211	19	135	778	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.99		0.99	0.99		0.99	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	1900	1900	1900	1900	1900	1900	1856	1856	1856	1885	1885	1885
Adj Flow Rate, veh/h	28	11	22	33	9	47	8	229	21	147	846	59
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, %	0	0	0	0	0	0	3	3	3	1	1	1
Cap, veh/h	141	42	54	126	25	76	486	1274	117	987	1435	1216
Arrive On Green	0.09	0.09	0.09	0.09	0.09	0.09	1.00	1.00	1.00	0.76	0.76	0.76
Sat Flow, veh/h	603	478	610	488	279	858	646	1674	154	1139	1885	1598
Grp Volume(v), veh/h	61	0	0	89	0	0	8	0	250	147	846	59
Grp Sat Flow(s),veh/h/ln	1691	0	0	1625	0	0	646	0	1828	1139	1885	1598
Q Serve(g_s), s	0.0	0.0	0.0	1.1	0.0	0.0	0.2	0.0	0.0	2.1	11.7	0.5
Cycle Q Clear(g_c), s	1.9	0.0	0.0	3.0	0.0	0.0	11.9	0.0	0.0	2.1	11.7	0.5
Prop In Lane	0.46		0.36	0.37		0.53	1.00		0.08	1.00		1.00
Lane Grp Cap(c), veh/h	238	0	0	227	0	0	486	0	1391	987	1435	1216
V/C Ratio(X)	0.26	0.00	0.00	0.39	0.00	0.00	0.02	0.00	0.18	0.15	0.59	0.05
Avail Cap(c_a), veh/h	558	0	0	550	0	0	486	0	1391	987	1435	1216
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.99	0.00	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	0.0	0.0	26.2	0.0	0.0	1.5	0.0	0.0	2.0	3.1	1.8
Incr Delay (d2), s/veh	0.6	0.0	0.0	1.1	0.0	0.0	0.1	0.0	0.3	0.3	1.8	0.1
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	1.1	0.0	0.0	1.6	0.0	0.0	0.1	0.0	4.3	2.5	14.8	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.4	0.0	0.0	27.4	0.0	0.0	1.6	0.0	0.3	2.3	4.9	1.9
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		61			89			258			1052	
Approach Delay, s/veh		26.4			27.4			0.3			4.4	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	50.2	9.8	50.2	9.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	33.0	18.0	33.0	18.0
Max Q Clear Time (g_c+I1), s	13.9	3.9	13.7	5.0
Green Ext Time (p_c), s	1.2	0.2	6.4	0.3

Intersection Summary	
HCM 6th Ctrl Delay	6.0
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	161	0	384	0	0	0	0	847	101	15	584	0
Future Volume (veh/h)	161	0	384	0	0	0	0	847	101	15	584	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		0.99	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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856				0	1885	1885	1870	1870	0
Adj Flow Rate, veh/h	113	0	464				0	892	106	16	615	0
Peak Hour Factor	0.95	0.95	0.95				0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	3	3				0	1	1	2	2	0
Cap, veh/h	315	0	561				0	1572	187	42	2156	0
Arrive On Green	0.18	0.00	0.18				0.00	0.49	0.49	0.02	0.61	0.00
Sat Flow, veh/h	1767	0	3145				0	3313	383	1781	3647	0
Grp Volume(v), veh/h	113	0	464				0	496	502	16	615	0
Grp Sat Flow(s),veh/h/ln	1767	0	1572				0	1791	1811	1781	1777	0
Q Serve(g_s), s	3.4	0.0	8.5				0.0	11.8	11.8	0.5	4.9	0.0
Cycle Q Clear(g_c), s	3.4	0.0	8.5				0.0	11.8	11.8	0.5	4.9	0.0
Prop In Lane	1.00		1.00				0.00		0.21	1.00		0.00
Lane Grp Cap(c), veh/h	315	0	561				0	874	884	42	2156	0
V/C Ratio(X)	0.36	0.00	0.83				0.00	0.57	0.57	0.38	0.29	0.00
Avail Cap(c_a), veh/h	321	0	571				0	874	884	181	2156	0
HCM Platoon Ratio	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				0.00	1.00	1.00	0.78	0.78	0.00
Uniform Delay (d), s/veh	21.6	0.0	23.8				0.0	10.9	10.9	28.9	5.6	0.0
Incr Delay (d2), s/veh	1.5	0.0	10.8				0.0	2.7	2.6	1.7	0.3	0.0
Initial Q Delay(d3),s/veh	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	4.7				0.0	8.9	9.0	0.3	5.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.1	0.0	34.5				0.0	13.5	13.5	30.5	5.9	0.0
LnGrp LOS	C	A	C				A	B	B	C	A	A
Approach Vol, veh/h		577						998			631	
Approach Delay, s/veh		32.3						13.5			6.5	
Approach LOS		C						B			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	7.1	36.1	16.8	43.2
Change Period (Y+Rc), s	* 5.7	6.8	6.1	6.8
Max Green Setting (Gmax), s	* 6.1	24.4	10.9	36.2
Max Q Clear Time (g_c+I1), s	2.5	13.8	10.5	6.9
Green Ext Time (p_c), s	0.0	7.3	0.2	7.0

Intersection Summary	
HCM 6th Ctrl Delay	16.4
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	0	382	7	0	1148
Future Vol, veh/h	19	0	382	7	0	1148
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	9	9	12	12
Mvmt Flow	21	0	415	8	0	1248

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1667	419	0	0	423	0
Stage 1	419	-	-	-	-	-
Stage 2	1248	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.22	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.308	-
Pot Cap-1 Maneuver	107	638	-	-	1085	-
Stage 1	668	-	-	-	-	-
Stage 2	273	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	107	638	-	-	1085	-
Mov Cap-2 Maneuver	215	-	-	-	-	-
Stage 1	668	-	-	-	-	-
Stage 2	273	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	215	1085	-
HCM Lane V/C Ratio	-	-	0.096	-	-
HCM Control Delay (s)	-	-	23.5	0	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Intersection	
Int Delay, s/veh	1.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	85	0	388	19	0	1167
Future Vol, veh/h	85	0	388	19	0	1167
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	9	9	12	12
Mvmt Flow	92	0	422	21	0	1268

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1690	422	0	0	443	0
Stage 1	422	-	-	-	-	-
Stage 2	1268	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.22	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.308	-
Pot Cap-1 Maneuver	104	636	-	-	1066	-
Stage 1	666	-	-	-	-	-
Stage 2	267	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	104	636	-	-	1066	-
Mov Cap-2 Maneuver	210	-	-	-	-	-
Stage 1	666	-	-	-	-	-
Stage 2	267	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	35	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	210	1066	-
HCM Lane V/C Ratio	-	-	0.44	-	-
HCM Control Delay (s)	-	-	35	0	-
HCM Lane LOS	-	-	E	A	-
HCM 95th %tile Q(veh)	-	-	2.1	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	265	719	387	357	621	318	293	1451	495	344	1051	207
Future Volume (veh/h)	265	719	387	357	621	318	293	1451	495	344	1051	207
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
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	1900	1900	1900	1900	1900	1900	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	282	765	412	380	661	338	312	1544	527	366	1118	220
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	0	0	0	0	0	0	1	1	1
Cap, veh/h	332	971	599	416	1088	485	362	1702	719	389	1733	530
Arrive On Green	0.09	0.27	0.27	0.12	0.30	0.30	0.10	0.33	0.33	0.11	0.34	0.34
Sat Flow, veh/h	3510	3610	1610	3510	3610	1609	3510	5187	1609	3483	5147	1575
Grp Volume(v), veh/h	282	765	412	380	661	338	312	1544	527	366	1118	220
Grp Sat Flow(s),veh/h/ln	1755	1805	1610	1755	1805	1609	1755	1729	1609	1742	1716	1575
Q Serve(g_s), s	11.5	28.5	31.3	15.5	22.7	26.9	12.7	41.3	39.1	15.1	26.7	15.6
Cycle Q Clear(g_c), s	11.5	28.5	31.3	15.5	22.7	26.9	12.7	41.3	39.1	15.1	26.7	15.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	332	971	599	416	1088	485	362	1702	719	389	1733	530
V/C Ratio(X)	0.85	0.79	0.69	0.91	0.61	0.70	0.86	0.91	0.73	0.94	0.65	0.41
Avail Cap(c_a), veh/h	438	1021	621	416	1088	485	477	1702	719	389	1733	530
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.92	0.92	0.92
Uniform Delay (d), s/veh	64.6	49.1	38.4	63.2	43.3	44.8	64.0	46.6	33.0	63.9	40.7	37.1
Incr Delay (d2), s/veh	9.3	4.9	4.3	23.6	1.1	4.7	9.7	8.6	6.5	28.8	1.7	2.2
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	5.5	13.3	12.9	8.1	10.0	11.2	6.0	18.4	16.1	8.1	11.2	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.0	54.1	42.7	86.8	44.4	49.5	73.7	55.2	39.5	92.8	42.5	39.3
LnGrp LOS	E	D	D	F	D	D	E	E	D	F	D	D
Approach Vol, veh/h		1459			1379			2383			1704	
Approach Delay, s/veh		54.7			57.4			54.1			52.9	
Approach LOS		D			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.3	54.5	19.3	49.9	22.5	53.3	24.0	45.2
Change Period (Y+Rc), s	6.3	5.7	5.6	6.2	6.3	5.7	6.8	6.2
Max Green Setting (Gmax), s	15.0	42.1	18.1	41.3	16.2	45.6	17.2	41.0
Max Q Clear Time (g_c+I1), s	13.5	28.7	13.5	28.9	17.1	43.3	17.5	33.3
Green Ext Time (p_c), s	0.3	10.5	0.2	5.5	0.0	2.3	0.0	5.7

Intersection Summary	
HCM 6th Ctrl Delay	54.6
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	374	101	18	218	160	149	430	28	203	254	3
Future Volume (veh/h)	7	374	101	18	218	160	149	430	28	203	254	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1885	1885	1885	1900	1900	1900	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	8	407	110	20	237	174	162	467	30	221	276	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	0	0	0	1	1	1	1	1	1
Cap, veh/h	326	441	119	150	586	496	209	570	37	254	652	7
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.12	0.32	0.32	0.14	0.35	0.35
Sat Flow, veh/h	983	1429	386	898	1900	1610	1795	1752	113	1795	1861	20
Grp Volume(v), veh/h	8	0	517	20	237	174	162	0	497	221	0	279
Grp Sat Flow(s),veh/h/ln	983	0	1816	898	1900	1610	1795	0	1865	1795	0	1882
Q Serve(g_s), s	0.4	0.0	16.5	1.3	5.9	5.0	5.3	0.0	14.7	7.2	0.0	6.8
Cycle Q Clear(g_c), s	6.3	0.0	16.5	17.8	5.9	5.0	5.3	0.0	14.7	7.2	0.0	6.8
Prop In Lane	1.00		0.21	1.00		1.00	1.00		0.06	1.00		0.01
Lane Grp Cap(c), veh/h	326	0	560	150	586	496	209	0	606	254	0	659
V/C Ratio(X)	0.02	0.00	0.92	0.13	0.40	0.35	0.77	0.00	0.82	0.87	0.00	0.42
Avail Cap(c_a), veh/h	326	0	560	150	586	496	224	0	606	254	0	659
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)	0.89	0.00	0.89	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.9	0.0	20.1	28.7	16.4	16.1	25.7	0.0	18.6	25.2	0.0	14.9
Incr Delay (d2), s/veh	0.0	0.0	19.4	0.4	0.5	0.4	14.5	0.0	11.8	25.9	0.0	2.0
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	0.1	0.0	8.9	0.3	2.2	1.6	2.8	0.0	7.2	4.5	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.9	0.0	39.5	29.1	16.8	16.5	40.3	0.0	30.4	51.1	0.0	16.9
LnGrp LOS	B	A	D	C	B	B	D	A	C	D	A	B
Approach Vol, veh/h		525			431			659			500	
Approach Delay, s/veh		39.2			17.3			32.9			32.0	
Approach LOS		D			B			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	24.0		23.0	11.5	25.5		23.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	8.5	19.5		18.5	7.5	20.5		18.5				
Max Q Clear Time (g_c+I1), s	19.2	16.7		18.5	7.3	8.8		19.8				
Green Ext Time (p_c), s	0.0	0.8		0.0	0.0	1.1		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	31.1	
HCM 6th LOS	C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	1022	218	108	907	211	313	681	154	159	504	108
Future Volume (veh/h)	144	1022	218	108	907	211	313	681	154	159	504	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1885	1885	1885	1900	1900	1900	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	155	1099	234	116	975	227	337	732	166	171	542	116
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	1	1	1	0	0	0	1	1	1	1	1	1
Cap, veh/h	161	1307	892	138	983	228	347	2799	1249	194	2494	1113
Arrive On Green	0.09	0.36	0.36	0.08	0.34	0.34	0.19	0.78	0.78	0.11	0.70	0.70
Sat Flow, veh/h	1795	3582	1598	1810	2908	676	1795	3582	1598	1795	3582	1598
Grp Volume(v), veh/h	155	1099	234	116	604	598	337	732	166	171	542	116
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1810	1805	1778	1795	1791	1598	1795	1791	1598
Q Serve(g_s), s	12.5	40.8	11.0	9.2	48.3	48.6	27.0	8.1	3.7	13.6	7.8	6.8
Cycle Q Clear(g_c), s	12.5	40.8	11.0	9.2	48.3	48.6	27.0	8.1	3.7	13.6	7.8	6.8
Prop In Lane	1.00		1.00	1.00		0.38	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	161	1307	892	138	610	601	347	2799	1249	194	2494	1113
V/C Ratio(X)	0.96	0.84	0.26	0.84	0.99	0.99	0.97	0.26	0.13	0.88	0.22	0.10
Avail Cap(c_a), veh/h	161	1307	892	150	610	601	347	2799	1249	223	2494	1113
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	1.00	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	65.8	42.2	16.6	66.1	47.8	47.9	58.1	4.3	3.9	63.8	7.9	28.1
Incr Delay (d2), s/veh	59.4	5.3	0.2	28.5	34.1	35.2	40.5	0.2	0.2	26.5	0.2	0.2
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	8.2	18.2	3.9	5.2	26.5	26.5	15.9	2.5	1.0	7.5	2.8	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	125.1	47.5	16.8	94.6	81.8	83.1	98.7	4.6	4.1	90.3	8.1	28.3
LnGrp LOS	F	D	B	F	F	F	F	A	A	F	A	C
Approach Vol, veh/h		1488			1318			1235			829	
Approach Delay, s/veh		50.8			83.5			30.2			27.9	
Approach LOS		D			F			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	32.0	109.0	19.0	55.0	19.7	121.3	15.1	58.9
Change Period (Y+Rc), s	4.0	6.0	6.0	* 6	4.0	6.0	4.0	6.0
Max Green Setting (Gmax), s	28.0	35.0	13.0	* 49	18.0	45.0	12.0	50.0
Max Q Clear Time (g_c+I1), s	29.0	9.8	14.5	50.6	15.6	10.1	11.2	42.8
Green Ext Time (p_c), s	0.0	5.5	0.0	0.0	0.1	6.3	0.0	5.2

Intersection Summary	
HCM 6th Ctrl Delay	50.5
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	191	899	163	287	914	147	222	676	366	136	273	161
Future Volume (veh/h)	191	899	163	287	914	147	222	676	366	136	273	161
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1885	1885	1885	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	201	946	172	302	962	155	234	712	385	143	287	169
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	0	0	0	0	0	0	0	0	0
Cap, veh/h	302	1016	452	317	1037	463	242	1226	547	305	1057	471
Arrive On Green	0.09	0.28	0.28	0.09	0.29	0.29	0.13	0.34	0.34	0.09	0.29	0.29
Sat Flow, veh/h	3483	3582	1594	3510	3610	1610	1810	3610	1610	3510	3610	1610
Grp Volume(v), veh/h	201	946	172	302	962	155	234	712	385	143	287	169
Grp Sat Flow(s),veh/h/ln	1742	1791	1594	1755	1805	1610	1810	1805	1610	1755	1805	1610
Q Serve(g_s), s	6.4	29.6	10.0	9.8	29.8	8.7	14.8	18.7	23.9	4.5	7.0	9.5
Cycle Q Clear(g_c), s	6.4	29.6	10.0	9.8	29.8	8.7	14.8	18.7	23.9	4.5	7.0	9.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	302	1016	452	317	1037	463	242	1226	547	305	1057	471
V/C Ratio(X)	0.66	0.93	0.38	0.95	0.93	0.33	0.97	0.58	0.70	0.47	0.27	0.36
Avail Cap(c_a), veh/h	303	1028	457	317	1048	468	242	1226	547	305	1057	471
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	1.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.9	40.1	33.1	52.0	39.8	32.3	49.5	31.2	32.9	50.0	31.2	32.1
Incr Delay (d2), s/veh	4.4	14.5	0.8	37.3	13.8	0.6	43.6	1.7	6.3	5.1	0.6	2.1
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	2.9	14.3	3.8	5.8	14.4	3.3	9.4	8.1	9.7	2.1	3.1	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.3	54.6	33.8	89.4	53.6	32.9	93.1	32.9	39.3	55.1	31.9	34.3
LnGrp LOS	E	D	C	F	D	C	F	C	D	E	C	C
Approach Vol, veh/h		1319			1419			1331			599	
Approach Delay, s/veh		52.0			59.0			45.4			38.1	
Approach LOS		D			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	39.4	15.6	39.0	15.6	44.8	16.0	38.6
Change Period (Y+Rc), s	5.6	5.7	5.6	6.0	5.6	5.7	5.6	6.0
Max Green Setting (Gmax), s	15.4	33.3	10.0	33.4	10.0	38.7	10.4	33.0
Max Q Clear Time (g_c+I1), s	10.8	11.5	8.4	31.8	6.5	25.9	11.8	31.6
Green Ext Time (p_c), s	0.0	6.2	0.1	1.2	0.1	8.0	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	50.4
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	101	594	413	54	471	351	328	915	48	110	584	50
Future Volume (veh/h)	101	594	413	54	471	351	328	915	48	110	584	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.97
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	1900	1900	1900	1885	1885	1885	1885	1885	1885	1900	1900	1900
Adj Flow Rate, veh/h	107	632	439	57	501	373	349	973	51	117	621	53
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	0	1	1	1	1	1	1	0	0	0
Cap, veh/h	132	629	533	115	606	513	344	1331	580	143	934	405
Arrive On Green	0.07	0.33	0.33	0.06	0.32	0.32	0.19	0.37	0.37	0.08	0.26	0.26
Sat Flow, veh/h	1810	1900	1610	1795	1885	1596	1795	3582	1560	1810	3610	1567
Grp Volume(v), veh/h	107	632	439	57	501	373	349	973	51	117	621	53
Grp Sat Flow(s),veh/h/ln	1810	1900	1610	1795	1885	1596	1795	1791	1560	1810	1805	1567
Q Serve(g_s), s	7.0	39.7	30.1	3.7	29.5	24.8	23.0	28.1	2.5	7.6	18.5	3.1
Cycle Q Clear(g_c), s	7.0	39.7	30.1	3.7	29.5	24.8	23.0	28.1	2.5	7.6	18.5	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	132	629	533	115	606	513	344	1331	580	143	934	405
V/C Ratio(X)	0.81	1.01	0.82	0.50	0.83	0.73	1.01	0.73	0.09	0.82	0.66	0.13
Avail Cap(c_a), veh/h	151	629	533	135	608	515	344	1331	580	166	934	405
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	1.00	1.00	1.00	1.00	1.00	0.32	0.32	0.32	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.8	40.2	36.9	54.3	37.6	36.0	48.5	32.5	24.5	54.4	39.8	34.1
Incr Delay (d2), s/veh	21.7	37.2	10.7	1.2	9.6	5.6	31.0	1.2	0.1	20.9	3.7	0.7
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	3.9	24.1	12.9	1.7	14.6	10.1	12.9	11.8	0.9	4.2	8.4	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	76.5	77.4	47.6	55.6	47.1	41.6	79.5	33.7	24.6	75.3	43.6	34.8
LnGrp LOS	E	F	D	E	D	D	F	C	C	E	D	C
Approach Vol, veh/h		1178			931			1373			791	
Approach Delay, s/veh		66.2			45.4			45.0			47.7	
Approach LOS		E			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.0	36.3	12.7	43.9	13.5	49.9	11.7	45.0
Change Period (Y+Rc), s	4.0	5.3	4.0	5.3	4.0	5.3	4.0	5.3
Max Green Setting (Gmax), s	23.0	29.7	10.0	38.7	11.0	41.7	9.0	39.7
Max Q Clear Time (g_c+I1), s	25.0	20.5	9.0	31.5	9.6	30.1	5.7	41.7
Green Ext Time (p_c), s	0.0	3.7	0.0	3.5	0.0	6.5	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	51.4
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	404	185	38	338	122	261	1212	90	125	901	32
Future Volume (veh/h)	23	404	185	38	338	122	261	1212	90	125	901	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
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	1885	1885	1885	1885	1885	1885	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	25	439	201	41	367	133	284	1317	98	136	979	35
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, %	1	1	1	1	1	1	0	0	0	0	0	0
Cap, veh/h	83	482	408	109	509	432	304	1473	109	172	1279	46
Arrive On Green	0.05	0.26	0.26	0.06	0.27	0.27	0.17	0.43	0.43	0.10	0.36	0.36
Sat Flow, veh/h	1795	1885	1596	1795	1885	1598	1810	3401	252	1810	3552	127
Grp Volume(v), veh/h	25	439	201	41	367	133	284	697	718	136	498	516
Grp Sat Flow(s),veh/h/ln	1795	1885	1596	1795	1885	1598	1810	1805	1848	1810	1805	1874
Q Serve(g_s), s	1.7	28.2	13.4	2.7	22.1	8.3	19.4	44.6	45.0	9.2	30.4	30.4
Cycle Q Clear(g_c), s	1.7	28.2	13.4	2.7	22.1	8.3	19.4	44.6	45.0	9.2	30.4	30.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.14	1.00		0.07
Lane Grp Cap(c), veh/h	83	482	408	109	509	432	304	782	800	172	650	675
V/C Ratio(X)	0.30	0.91	0.49	0.38	0.72	0.31	0.93	0.89	0.90	0.79	0.77	0.77
Avail Cap(c_a), veh/h	158	593	502	158	593	502	304	782	800	232	650	675
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	0.74	0.74
Uniform Delay (d), s/veh	57.6	45.1	39.6	56.4	41.3	36.3	51.3	32.7	32.8	55.3	35.3	35.3
Incr Delay (d2), s/veh	0.7	15.3	0.6	0.8	3.7	0.4	34.3	14.6	14.8	6.5	6.3	6.1
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	0.8	14.8	5.2	1.2	10.5	3.2	11.4	21.5	22.2	4.4	13.9	14.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.4	60.4	40.2	57.2	45.0	36.7	85.6	47.3	47.7	61.9	41.6	41.4
LnGrp LOS	E	E	D	E	D	D	F	D	D	E	D	D
Approach Vol, veh/h		665			541			1699			1150	
Approach Delay, s/veh		54.2			43.9			53.9			43.9	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	50.7	9.8	39.5	15.9	59.8	11.6	37.7
Change Period (Y+Rc), s	4.0	5.7	4.0	5.7	4.0	5.7	4.0	5.7
Max Green Setting (Gmax), s	11.0	34.3	11.0	39.3	16.0	39.3	11.0	39.3
Max Q Clear Time (g_c+I1), s	11.4	32.4	3.7	24.1	11.2	47.0	4.7	30.2
Green Ext Time (p_c), s	0.0	1.1	0.0	2.3	0.1	0.0	0.0	1.7

Intersection Summary	
HCM 6th Ctrl Delay	49.8
HCM 6th LOS	D



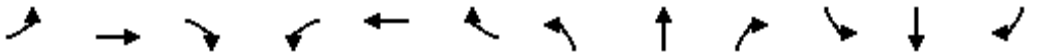
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	703	1499	349	326	1423	212	609	614	320	331	378	514
Future Volume (veh/h)	703	1499	349	326	1423	212	609	614	320	331	378	514
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		0.98	1.00		0.98
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	1885	1885	1885	1885	1885	1885	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	732	1561	364	340	1482	221	634	640	333	345	394	535
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	1	1	1	1	1	0	0	0	1	1	1
Cap, veh/h	1098	2531	1174	388	1445	448	853	939	429	348	662	1242
Arrive On Green	0.42	0.65	0.65	0.11	0.28	0.28	0.24	0.27	0.27	0.10	0.13	0.13
Sat Flow, veh/h	3483	5147	1598	3483	5147	1596	3510	3458	1579	3483	5147	2768
Grp Volume(v), veh/h	732	1561	364	340	1482	221	634	640	333	345	394	535
Grp Sat Flow(s),veh/h/ln	1742	1716	1598	1742	1716	1596	1755	1729	1579	1742	1716	1384
Q Serve(g_s), s	23.7	24.6	4.6	13.5	39.3	16.2	23.4	23.2	27.3	13.9	10.1	0.0
Cycle Q Clear(g_c), s	23.7	24.6	4.6	13.5	39.3	16.2	23.4	23.2	27.3	13.9	10.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1098	2531	1174	388	1445	448	853	939	429	348	662	1242
V/C Ratio(X)	0.67	0.62	0.31	0.88	1.03	0.49	0.74	0.68	0.78	0.99	0.60	0.43
Avail Cap(c_a), veh/h	1098	2531	1174	423	1445	448	853	939	429	348	662	1242
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.47	0.47	0.47	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.7	16.6	2.9	61.3	50.4	42.0	49.0	45.6	47.1	62.9	57.6	26.7
Incr Delay (d2), s/veh	0.6	0.5	0.3	16.4	30.5	3.8	3.2	4.0	13.0	45.5	3.9	1.1
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	9.1	7.7	1.0	6.7	20.4	6.7	10.4	10.2	12.0	8.2	4.5	6.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.3	17.1	3.2	77.6	80.8	45.9	52.1	49.6	60.0	108.4	61.5	27.8
LnGrp LOS	D	B	A	E	F	D	D	D	E	F	E	C
Approach Vol, veh/h		2657			2043			1607			1274	
Approach Delay, s/veh		20.2			76.5			52.8			60.1	
Approach LOS		C			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	50.1	45.3	19.0	43.7	20.6	74.9	39.0	23.7
Change Period (Y+Rc), s	6.0	* 6	5.0	5.7	5.0	6.0	5.0	5.7
Max Green Setting (Gmax), s	27.3	* 39	14.0	38.0	17.0	49.3	34.0	18.0
Max Q Clear Time (g_c+I1), s	25.7	41.3	15.9	29.3	15.5	26.6	25.4	12.1
Green Ext Time (p_c), s	0.3	0.0	0.0	2.7	0.1	13.0	0.9	2.6

Intersection Summary	
HCM 6th Ctrl Delay	49.0
HCM 6th LOS	D

Notes

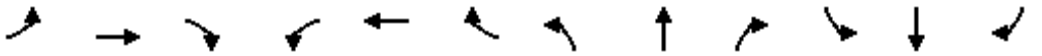
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	428	922	168	64	955	334	192	300	76	168	187	386
Future Volume (veh/h)	428	922	168	64	955	334	192	300	76	168	187	386
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1885	1885	1885	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	455	981	179	68	1016	355	204	319	81	179	199	411
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	1	0	0	0	0	0	0	0	0	0
Cap, veh/h	469	1350	602	105	1083	483	285	362	92	565	477	405
Arrive On Green	0.13	0.38	0.38	0.06	0.30	0.30	0.16	0.25	0.25	0.16	0.25	0.25
Sat Flow, veh/h	3483	3582	1598	1810	3610	1610	1810	1462	371	3510	1900	1610
Grp Volume(v), veh/h	455	981	179	68	1016	355	204	0	400	179	199	411
Grp Sat Flow(s),veh/h/ln	1742	1791	1598	1810	1805	1610	1810	0	1833	1755	1900	1610
Q Serve(g_s), s	15.0	27.0	9.0	4.2	31.5	22.8	12.3	0.0	24.1	5.2	10.1	28.9
Cycle Q Clear(g_c), s	15.0	27.0	9.0	4.2	31.5	22.8	12.3	0.0	24.1	5.2	10.1	28.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	469	1350	602	105	1083	483	285	0	454	565	477	405
V/C Ratio(X)	0.97	0.73	0.30	0.65	0.94	0.73	0.72	0.00	0.88	0.32	0.42	1.02
Avail Cap(c_a), veh/h	469	1350	602	354	1083	483	285	0	454	565	477	405
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	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	49.5	30.7	25.1	53.0	39.2	36.1	46.0	0.0	41.6	42.7	36.0	43.0
Incr Delay (d2), s/veh	33.6	3.4	1.3	6.6	16.0	9.6	14.3	0.0	21.0	1.5	2.7	48.8
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	8.4	11.5	3.5	2.1	15.9	9.8	6.5	0.0	13.1	2.4	5.0	16.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.1	34.2	26.4	59.7	55.2	45.7	60.4	0.0	62.6	44.1	38.7	91.8
LnGrp LOS	F	C	C	E	E	D	E	A	E	D	D	F
Approach Vol, veh/h		1615			1439			604			789	
Approach Delay, s/veh		47.1			53.1			61.8			67.6	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.1	47.9	22.6	33.4	20.0	39.0	23.0	33.0
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	22.5	27.5	18.1	28.9	15.5	34.5	18.5	28.5
Max Q Clear Time (g_c+I1), s	6.2	29.0	14.3	30.9	17.0	33.5	7.2	26.1
Green Ext Time (p_c), s	0.1	0.0	0.2	0.0	0.0	0.7	0.4	0.5

Intersection Summary	
HCM 6th Ctrl Delay	54.7
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	494	140	50	483	28	227	309	54	20	187	50
Future Volume (veh/h)	54	494	140	50	483	28	227	309	54	20	187	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1885	1885	1885	1885	1885	1885	1900	1900	1900	1885	1885	1885
Adj Flow Rate, veh/h	59	537	152	54	525	30	247	336	59	22	203	54
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, %	1	1	1	1	1	1	0	0	0	1	1	1
Cap, veh/h	152	912	257	239	584	33	264	667	117	68	453	120
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.15	0.42	0.42	0.04	0.32	0.32
Sat Flow, veh/h	860	2759	778	760	1766	101	1810	1574	276	1795	1435	382
Grp Volume(v), veh/h	59	348	341	54	0	555	247	0	395	22	0	257
Grp Sat Flow(s),veh/h/ln	860	1791	1745	760	0	1867	1810	0	1850	1795	0	1816
Q Serve(g_s), s	3.1	10.5	10.6	4.1	0.0	18.4	8.8	0.0	10.2	0.8	0.0	7.3
Cycle Q Clear(g_c), s	21.5	10.5	10.6	14.7	0.0	18.4	8.8	0.0	10.2	0.8	0.0	7.3
Prop In Lane	1.00		0.45	1.00		0.05	1.00		0.15	1.00		0.21
Lane Grp Cap(c), veh/h	152	592	577	239	0	618	264	0	784	68	0	573
V/C Ratio(X)	0.39	0.59	0.59	0.23	0.00	0.90	0.93	0.00	0.50	0.32	0.00	0.45
Avail Cap(c_a), veh/h	152	592	577	239	0	618	264	0	784	207	0	573
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	1.00	1.00	0.59	0.00	0.59	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.4	18.1	18.1	24.2	0.0	20.7	27.4	0.0	13.7	30.5	0.0	17.7
Incr Delay (d2), s/veh	1.6	1.5	1.6	0.3	0.0	10.4	37.9	0.0	2.3	2.7	0.0	2.5
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	0.9	3.9	3.9	0.7	0.0	8.5	6.2	0.0	3.9	0.4	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.0	19.6	19.7	24.5	0.0	31.2	65.4	0.0	16.0	33.2	0.0	20.3
LnGrp LOS	C	B	B	C	A	C	E	A	B	C	A	C
Approach Vol, veh/h		748			609			642			279	
Approach Delay, s/veh		20.7			30.6			35.0			21.3	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.0	32.0		26.0	14.0	25.0		26.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	7.5	22.5		21.5	9.5	20.5		21.5				
Max Q Clear Time (g_c+I1), s	2.8	12.2		23.5	10.8	9.3		20.4				
Green Ext Time (p_c), s	0.0	1.6		0.0	0.0	1.0		0.4				

Intersection Summary			
HCM 6th Ctrl Delay		27.4	
HCM 6th LOS		C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	613	169	72	690	282	333	370	108	155	241	38
Future Volume (veh/h)	54	613	169	72	690	282	333	370	108	155	241	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	57	645	178	76	726	297	351	389	114	163	254	40
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	114	1301	580	126	698	591	341	508	430	180	285	45
Arrive On Green	0.06	0.36	0.36	0.07	0.37	0.37	0.19	0.27	0.27	0.10	0.18	0.18
Sat Flow, veh/h	1795	3582	1598	1795	1885	1598	1795	1885	1596	1795	1589	250
Grp Volume(v), veh/h	57	645	178	76	726	297	351	389	114	163	0	294
Grp Sat Flow(s),veh/h/ln	1795	1791	1598	1795	1885	1598	1795	1885	1596	1795	0	1839
Q Serve(g_s), s	3.1	14.0	8.0	4.1	37.0	14.4	19.0	19.0	5.6	9.0	0.0	15.6
Cycle Q Clear(g_c), s	3.1	14.0	8.0	4.1	37.0	14.4	19.0	19.0	5.6	9.0	0.0	15.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.14
Lane Grp Cap(c), veh/h	114	1301	580	126	698	591	341	508	430	180	0	330
V/C Ratio(X)	0.50	0.50	0.31	0.60	1.04	0.50	1.03	0.77	0.27	0.91	0.00	0.89
Avail Cap(c_a), veh/h	144	1301	580	162	698	591	341	508	430	180	0	330
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.3	24.7	22.8	45.1	31.5	24.4	40.5	33.6	28.7	44.5	0.0	40.1
Incr Delay (d2), s/veh	1.3	0.5	0.6	1.7	45.1	1.2	56.4	10.5	1.5	41.2	0.0	28.3
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	1.4	5.7	3.0	1.8	23.9	5.4	13.3	9.7	2.3	5.9	0.0	9.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.5	25.3	23.4	46.8	76.6	25.6	96.9	44.2	30.2	85.7	0.0	68.3
LnGrp LOS	D	C	C	D	F	C	F	D	C	F	A	E
Approach Vol, veh/h		880			1099			854			457	
Approach Delay, s/veh		26.3			60.8			64.0			74.5	
Approach LOS		C			E			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	23.6	10.4	43.0	14.0	32.6	11.0	42.3
Change Period (Y+Rc), s	4.0	5.7	4.0	6.0	4.0	5.7	4.0	6.0
Max Green Setting (Gmax), s	9.0	16.3	8.0	37.0	10.0	25.3	9.0	36.0
Max Q Clear Time (g_c+I1), s	21.0	17.6	5.1	39.0	11.0	21.0	6.1	16.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	1.0	0.0	7.9

Intersection Summary	
HCM 6th Ctrl Delay	54.3
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	3	14	18	28	105	24	720	22	23	422	42
Future Volume (veh/h)	53	3	14	18	28	105	24	720	22	23	422	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
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	1767	1767	1767	1841	1841	1841	1885	1885	1885	1870	1870	1870
Adj Flow Rate, veh/h	55	3	15	19	29	109	25	750	23	24	440	44
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	9	9	9	4	4	4	1	1	1	2	2	2
Cap, veh/h	230	22	38	82	50	148	698	1304	40	590	1340	1136
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.95	0.95	0.95	0.72	0.72	0.72
Sat Flow, veh/h	937	161	284	113	377	1112	919	1819	56	697	1870	1585
Grp Volume(v), veh/h	73	0	0	157	0	0	25	0	773	24	440	44
Grp Sat Flow(s),veh/h/ln	1382	0	0	1602	0	0	919	0	1875	697	1870	1585
Q Serve(g_s), s	0.0	0.0	0.0	2.3	0.0	0.0	0.3	0.0	2.6	0.7	5.2	0.5
Cycle Q Clear(g_c), s	2.7	0.0	0.0	5.6	0.0	0.0	5.5	0.0	2.6	3.3	5.2	0.5
Prop In Lane	0.75		0.21	0.12		0.69	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	290	0	0	281	0	0	698	0	1344	590	1340	1136
V/C Ratio(X)	0.25	0.00	0.00	0.56	0.00	0.00	0.04	0.00	0.58	0.04	0.33	0.04
Avail Cap(c_a), veh/h	500	0	0	547	0	0	698	0	1344	590	1340	1136
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.76	0.00	0.76	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.7	0.0	0.0	24.9	0.0	0.0	1.0	0.0	0.5	3.3	3.2	2.5
Incr Delay (d2), s/veh	0.5	0.0	0.0	1.7	0.0	0.0	0.1	0.0	1.4	0.1	0.7	0.1
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	0.9	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.6	0.1	0.9	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.1	0.0	0.0	26.7	0.0	0.0	1.0	0.0	1.8	3.4	3.8	2.5
LnGrp LOS	C	A	A	C	A	A	A	A	A	A	A	A
Approach Vol, veh/h		73			157			798			508	
Approach Delay, s/veh		24.1			26.7			1.8			3.7	
Approach LOS		C			C			A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	47.5	12.5	47.5	12.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	32.9	18.1	32.9	18.1
Max Q Clear Time (g_c+I1), s	7.5	4.7	7.2	7.6
Green Ext Time (p_c), s	5.3	0.2	2.8	0.6

Intersection Summary	
HCM 6th Ctrl Delay	6.0
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	389	0	635	0	0	0	0	957	311	29	637	0
Future Volume (veh/h)	389	0	635	0	0	0	0	957	311	29	637	0
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	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
Work Zone On Approach		No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870				0	1885	1885	1870	1870	0
Adj Flow Rate, veh/h	270	0	806				0	997	324	30	664	0
Peak Hour Factor	0.96	0.96	0.96				0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2				0	1	1	2	2	0
Cap, veh/h	465	0	828				0	1251	404	65	2052	0
Arrive On Green	0.26	0.00	0.26				0.00	0.47	0.47	0.04	0.58	0.00
Sat Flow, veh/h	1781	0	3170				0	2757	859	1781	3647	0
Grp Volume(v), veh/h	270	0	806				0	668	653	30	664	0
Grp Sat Flow(s),veh/h/ln	1781	0	1585				0	1791	1731	1781	1777	0
Q Serve(g_s), s	10.6	0.0	20.1				0.0	25.3	25.7	1.3	7.8	0.0
Cycle Q Clear(g_c), s	10.6	0.0	20.1				0.0	25.3	25.7	1.3	7.8	0.0
Prop In Lane	1.00		1.00				0.00		0.50	1.00		0.00
Lane Grp Cap(c), veh/h	465	0	828				0	841	813	65	2052	0
V/C Ratio(X)	0.58	0.00	0.97				0.00	0.79	0.80	0.46	0.32	0.00
Avail Cap(c_a), veh/h	465	0	828				0	841	813	136	2052	0
HCM Platoon Ratio	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				0.00	1.00	1.00	0.85	0.85	0.00
Uniform Delay (d), s/veh	25.7	0.0	29.3				0.0	17.9	18.1	37.8	8.8	0.0
Incr Delay (d2), s/veh	2.9	0.0	25.0				0.0	7.6	8.2	1.6	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	10.1				0.0	10.6	10.5	0.6	2.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.6	0.0	54.2				0.0	25.6	26.3	39.4	9.1	0.0
LnGrp LOS	C	A	D				A	C	C	D	A	A
Approach Vol, veh/h		1076						1321			694	
Approach Delay, s/veh		47.8						25.9			10.4	
Approach LOS		D						C			B	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	8.6	44.4	27.0	53.0
Change Period (Y+Rc), s	* 5.7	6.8	6.1	6.8
Max Green Setting (Gmax), s	* 6.1	34.4	20.9	46.2
Max Q Clear Time (g_c+I1), s	12.3	27.7	22.1	9.8
Green Ext Time (p_c), s	0.0	5.8	0.0	8.1

Intersection Summary	
HCM 6th Ctrl Delay	30.1
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	0	980	21	0	670
Future Vol, veh/h	13	0	980	21	0	670
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	14	0	1065	23	0	728

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1805	1077	0	0	1088	0
Stage 1	1077	-	-	-	-	-
Stage 2	728	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	*~ 4	*234	-	-	*351	-
Stage 1	*221	-	-	-	-	-
Stage 2	*482	-	-	-	-	-
Platoon blocked, %	1	1	-	-	1	-
Mov Cap-1 Maneuver	*~ 4	*234	-	-	*351	-
Mov Cap-2 Maneuver	*184	-	-	-	-	-
Stage 1	*221	-	-	-	-	-
Stage 2	*482	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	26.2	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	184	* 351	-
HCM Lane V/C Ratio	-	-	0.077	-	-
HCM Control Delay (s)	-	-	26.2	0	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

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

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	57	0	1002	61	0	683
Future Vol, veh/h	57	0	1002	61	0	683
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	0	-	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	62	0	1089	66	0	742

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1831	1089	0	0	1155	0
Stage 1	1089	-	-	-	-	-
Stage 2	742	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	*~ 3	*234	-	-	*351	-
Stage 1	*221	-	-	-	-	-
Stage 2	*474	-	-	-	-	-
Platoon blocked, %	1	1	-	-	1	-
Mov Cap-1 Maneuver	*~ 3	*234	-	-	*351	-
Mov Cap-2 Maneuver	*183	-	-	-	-	-
Stage 1	*221	-	-	-	-	-
Stage 2	*474	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	34.4	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	183	* 351	-
HCM Lane V/C Ratio	-	-	0.339	-	-
HCM Control Delay (s)	-	-	34.4	0	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	1.4	0	-

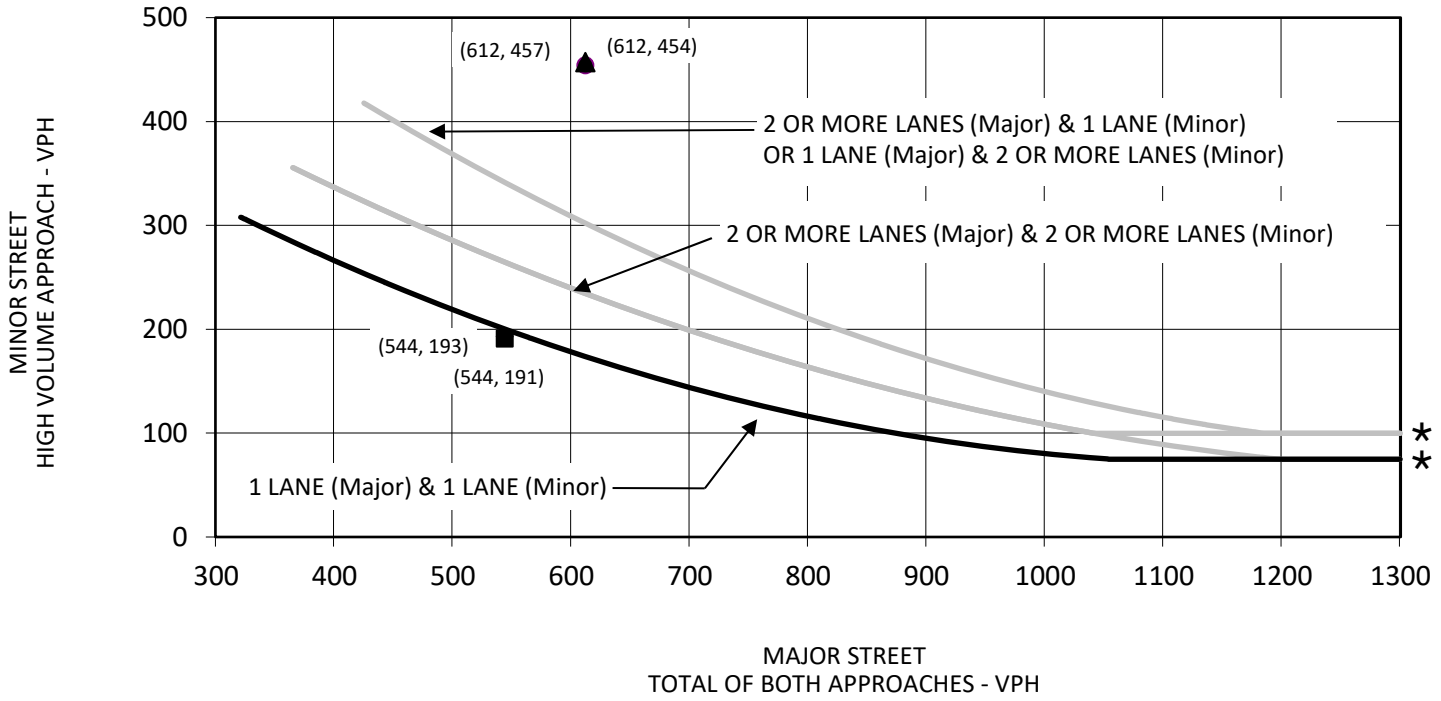
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

APPENDIX F

SIGNAL WARRANT ANALYSIS WORKSHEETS

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



* 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

FIGURE 3-A

● Without Project AM Peak Hour ▲ Plus Project AM Peak Hour

■ Without Project PM Peak Hour ◆ Plus Project PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

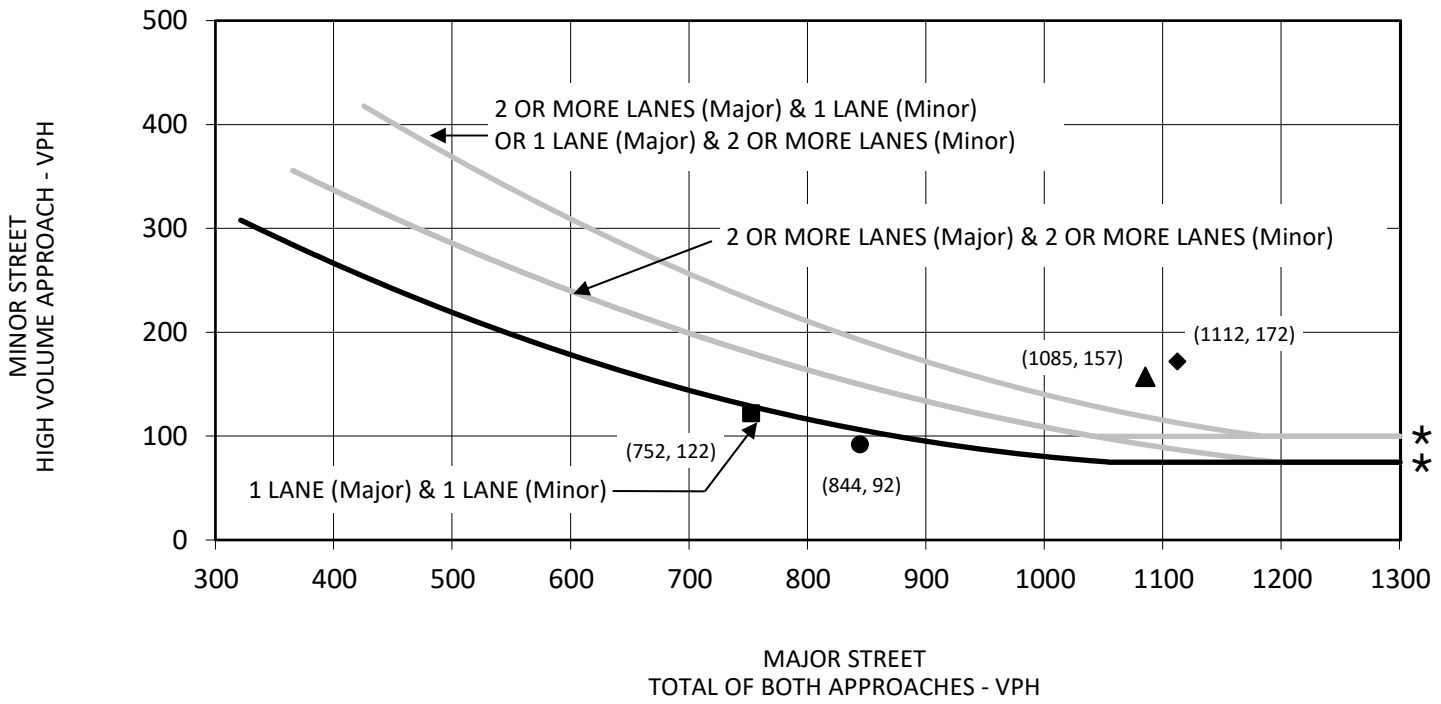
Shepherd North Project

Transportation Impact Analysis

Existing Year - Minnewawa Avenue/Behymer Avenue

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



* 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

FIGURE 13-A

● Without Project AM Peak Hour ▲ Plus Project AM Peak Hour

■ Without Project PM Peak Hour ◆ Plus Project PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

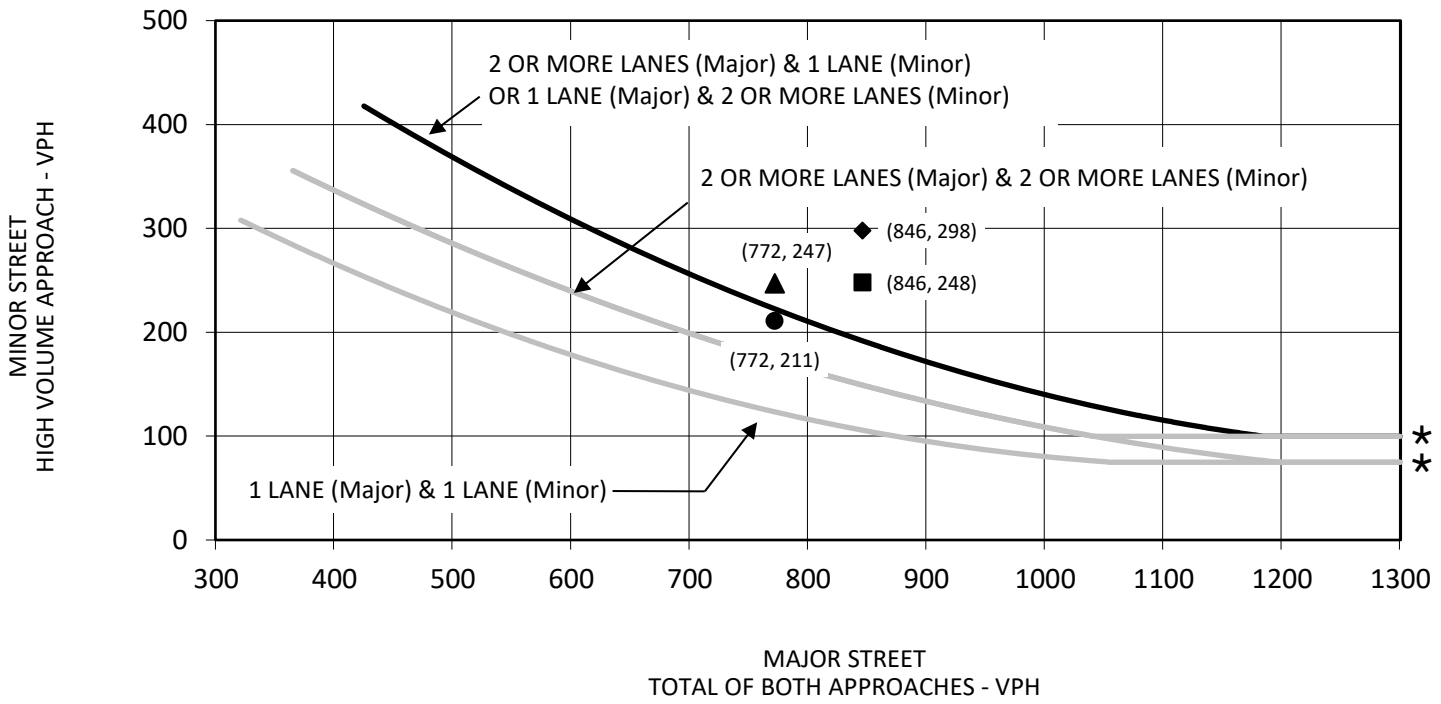
Shepherd North Project

Transportation Impact Analysis

Existing Year - Sunnyside Avenue/Shepherd Avenue

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



* 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

FIGURE 15-A

● Without Project AM Peak Hour ▲ Plus Project AM Peak Hour

■ Without Project PM Peak Hour ◆ Plus Project PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

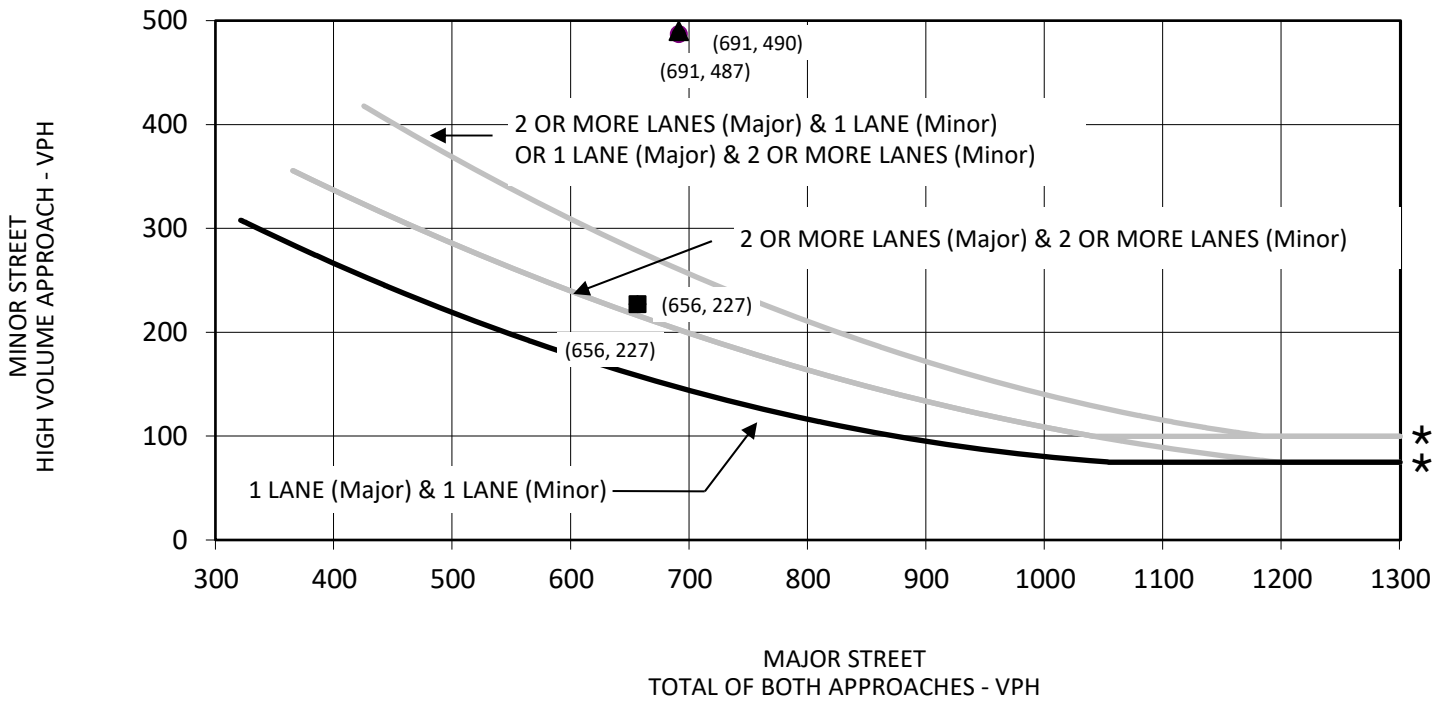
Shepherd North Project

Transportation Impact Analysis

Existing Year - Sunnyside Avenue/Nees Avenue

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



* 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

FIGURE 3-B

● Without Project AM Peak Hour ▲ Plus Project AM Peak Hour

■ Without Project PM Peak Hour ◆ Plus Project PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

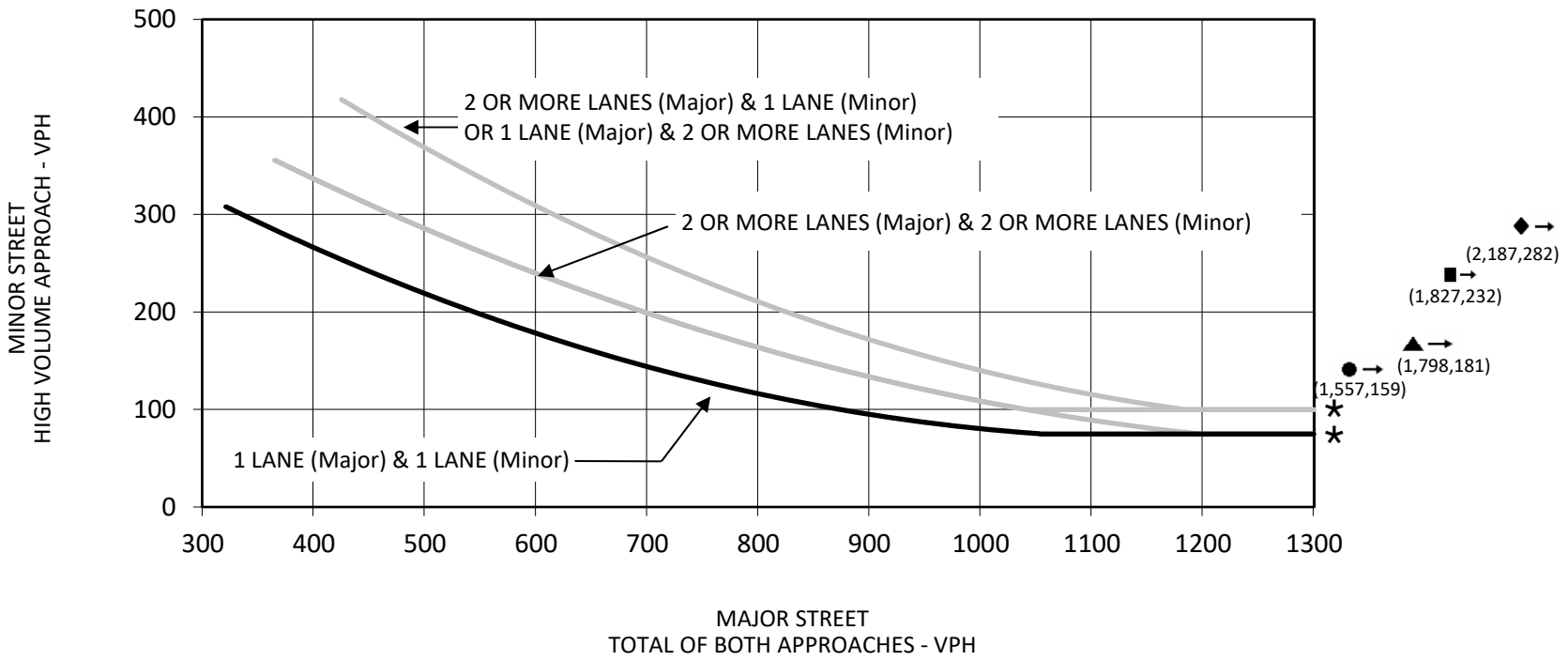
Shepherd North Project

Transportation Impact Analysis

Near Term Year (2028) - Minnewawa Avenue/Behymer Avenue

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



* 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

FIGURE 13-B

● Without Project AM Peak Hour ▲ Plus Project AM Peak Hour

■ Without Project PM Peak Hour ◆ Plus Project PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

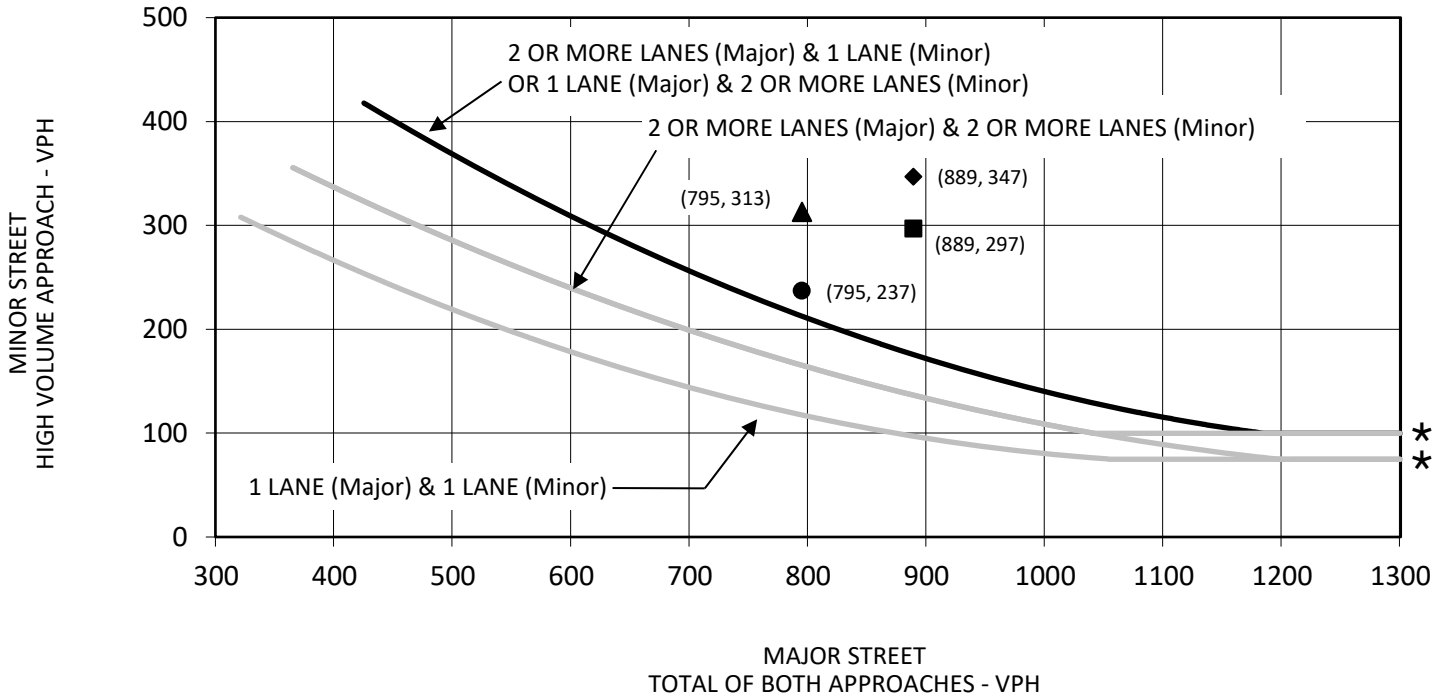
Shepherd North Project

Transportation Impact Analysis

Near Term Year (2028) - Sunnyside Avenue/Shepherd Avenue

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



* 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

FIGURE 15-B

● Without Project AM Peak Hour ▲ Plus Project AM Peak Hour

■ Without Project PM Peak Hour ◆ Plus Project PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

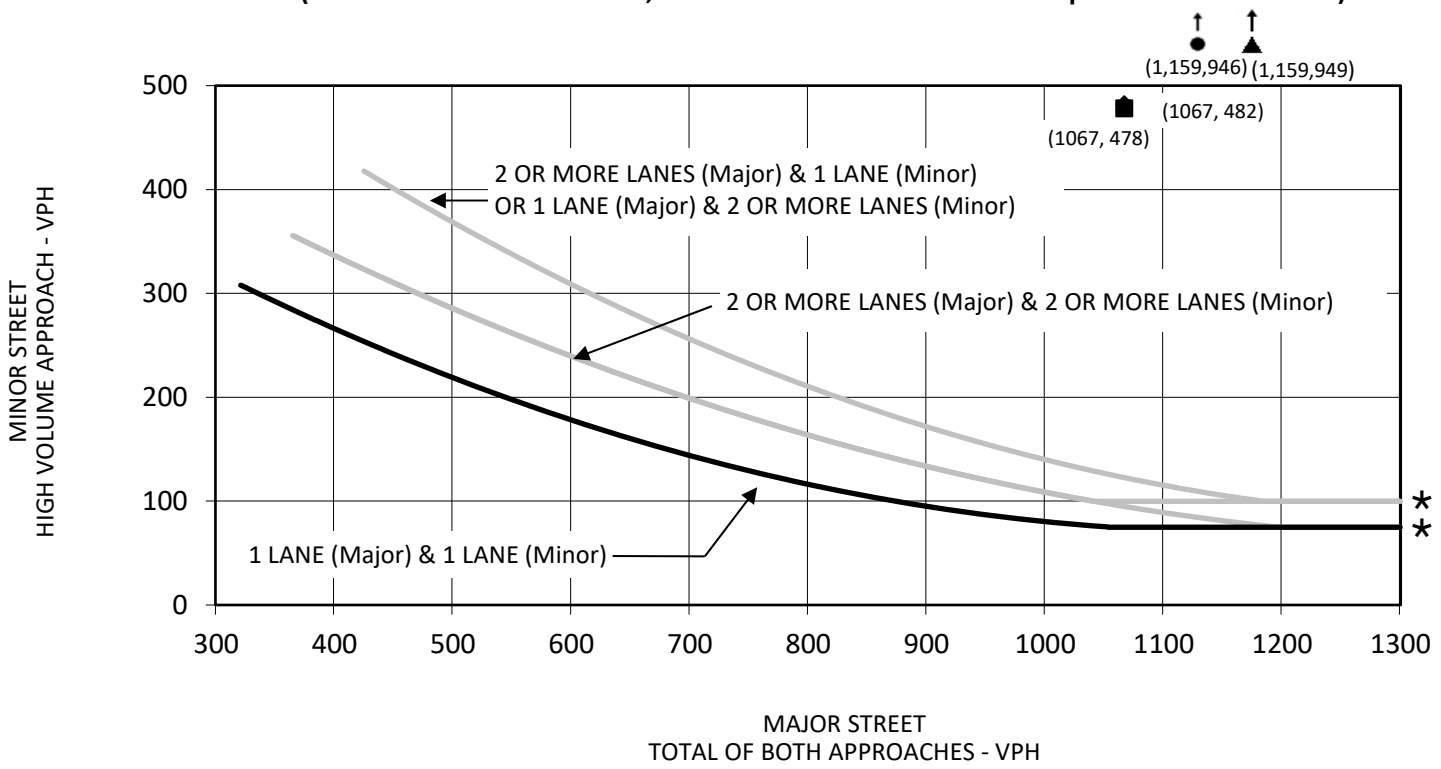
Shepherd North Project

Transportation Impact Analysis

Near Term Year (2028) - Sunnyside Avenue/Nees Avenue

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



* 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

FIGURE 3-C

● Without Project AM Peak Hour ▲ Plus Project AM Peak Hour

■ Without Project PM Peak Hour ◆ Plus Project PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

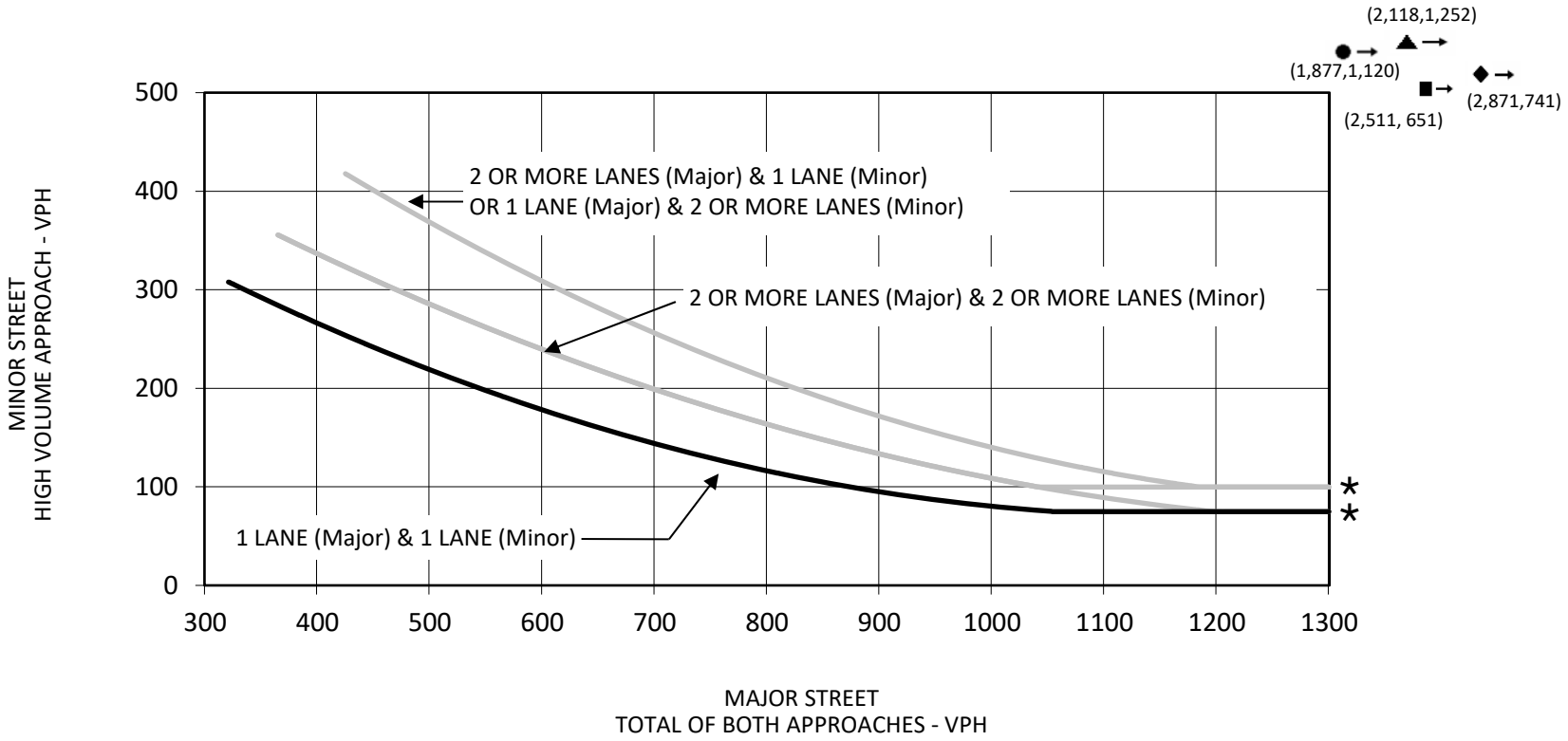
Shepherd North Project

Transportation Impact Analysis

Cumulative Year (2046) - Minnewawa Avenue/Behymer Avenue

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



* 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

FIGURE 13-C

● Without Project AM Peak Hour ▲ Plus Project AM Peak Hour

■ Without Project PM Peak Hour ◆ Plus Project PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

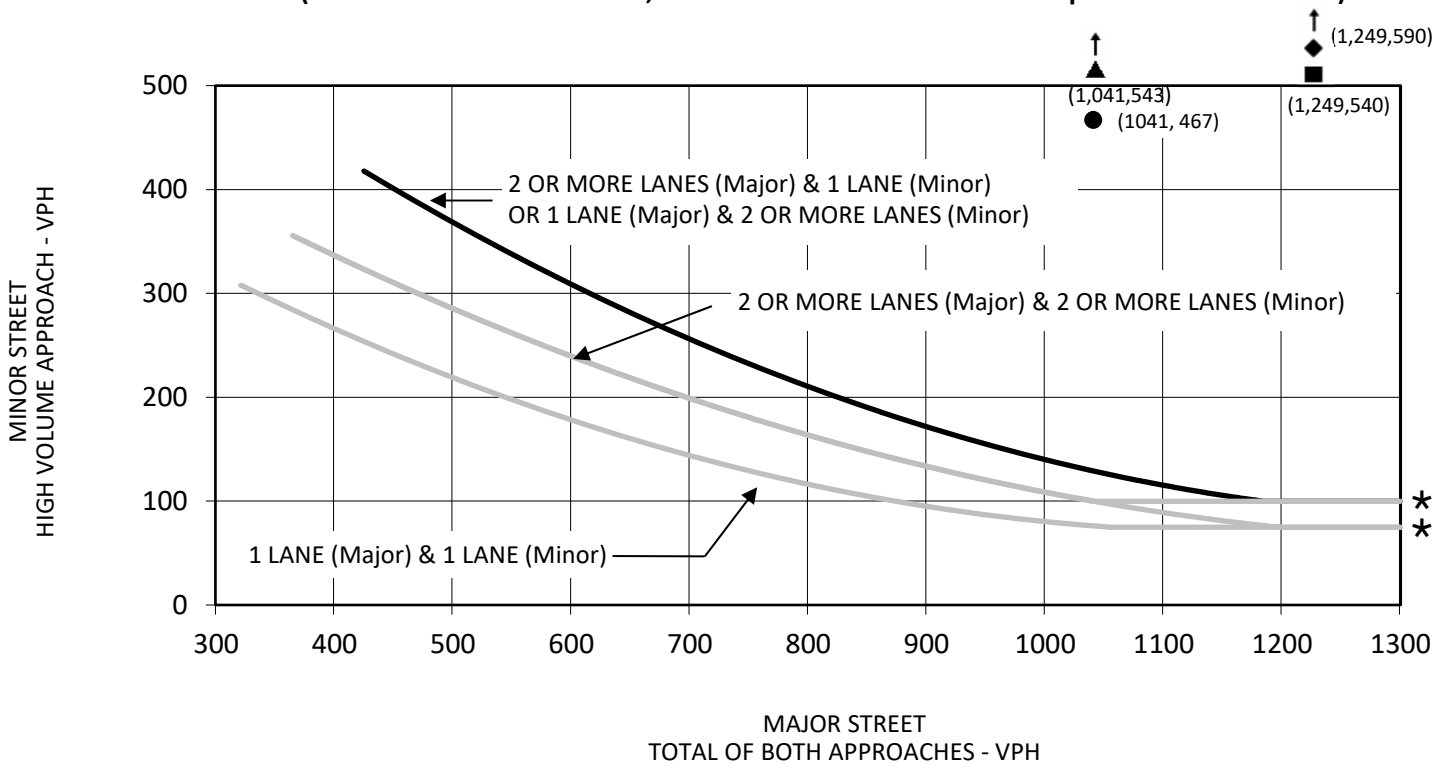
Shepherd North Project

Transportation Impact Analysis

Cumulative Year (2046) - Sunnyside Avenue/Shepherd Avenue

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



* 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

FIGURE 15-C

● Without Project AM Peak Hour ▲ Plus Project AM Peak Hour

■ Without Project PM Peak Hour ◆ Plus Project PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

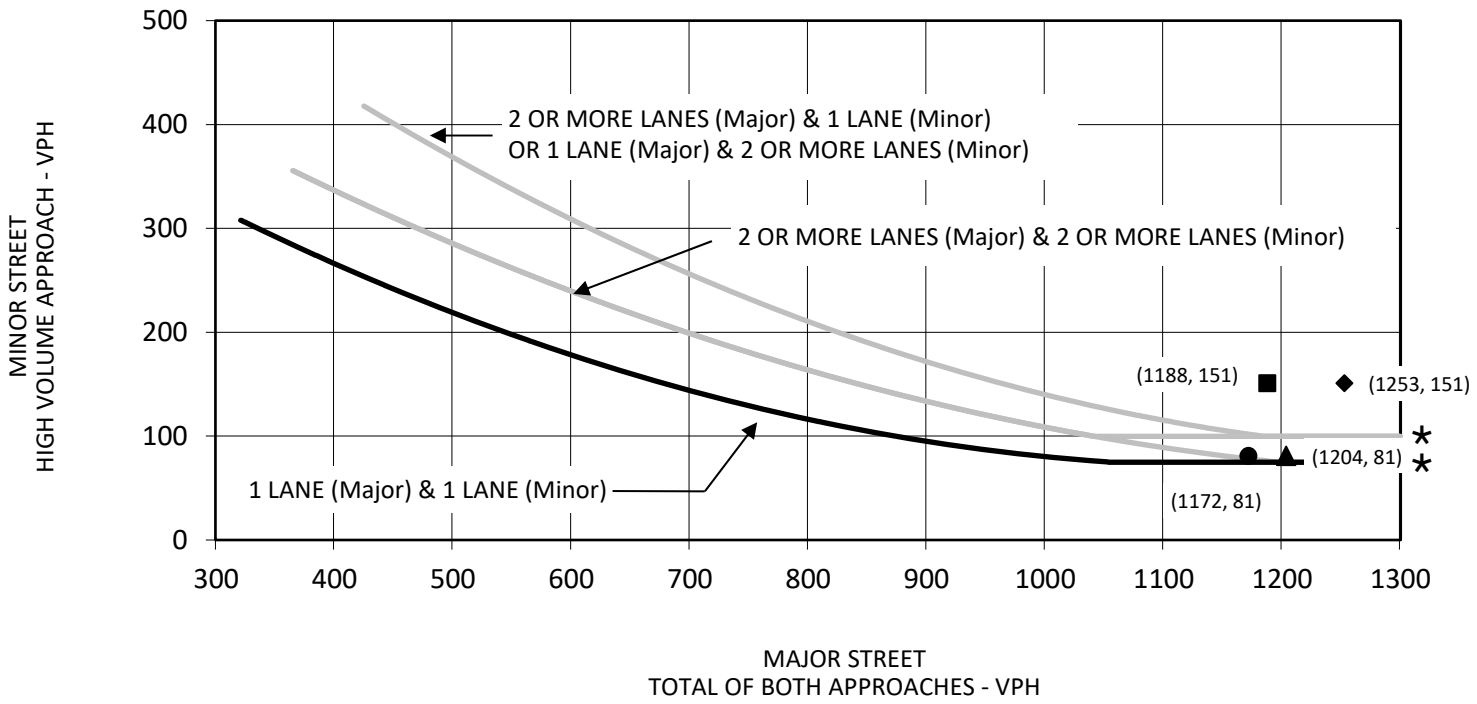
Shepherd North Project

Transportation Impact Analysis

Cumulative Year (2046) - Sunnyside Avenue/Nees Avenue

WARRANT 3, PEAK HOUR (70% FACTOR)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 mph ON MAJOR STREET)



* 100 VPH applies as the lower threshold volume for a minor street approach with two or more lanes and 75 VPH applies as the lower threshold volume for a minor street approaching with one lane.

LSA

FIGURE 19-C

● Without Project AM Peak Hour ▲ Plus Project AM Peak Hour

■ Without Project PM Peak Hour ◆ Plus Project PM Peak Hour

SOURCE: MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, FIGURE 4C-4

Shepherd North Project

Transportation Impact Analysis

Cumulative Year (2046) - Fowler Avenue/Teague Avenue

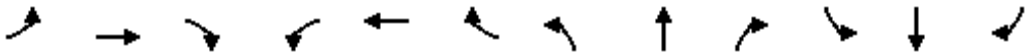
APPENDIX G

QUEUING ANALYSIS WORKSHEETS



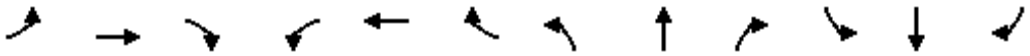
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	85	158	257	20	216	106	699	20	56	729	94
v/c Ratio	0.60	0.35	0.45	0.19	0.69	0.65	0.26	0.02	0.45	0.29	0.12
Control Delay	77.0	44.8	7.0	64.9	60.7	76.4	20.1	0.1	71.5	23.3	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.0	44.8	7.0	64.9	60.7	76.4	20.1	0.1	71.5	23.3	2.5
Queue Length 50th (ft)	73	122	0	17	170	91	123	0	48	137	0
Queue Length 95th (ft)	111	150	35	40	206	129	160	0	81	179	10
Internal Link Dist (ft)		1692			5395		5238			2310	
Turn Bay Length (ft)	235		240	90		250		105	250		200
Base Capacity (vph)	180	600	684	199	580	199	2666	887	194	2473	808
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.26	0.38	0.10	0.37	0.53	0.26	0.02	0.29	0.29	0.12

Intersection Summary



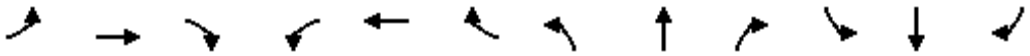
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	33	276	165	50	339	111	182	667	56	183	841	57
v/c Ratio	0.17	0.59	0.47	0.26	0.61	0.32	0.64	0.23	0.06	0.64	0.28	0.06
Control Delay	67.7	64.1	12.0	69.2	61.8	9.8	74.7	16.5	0.1	74.3	17.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.7	64.1	12.0	69.2	61.8	9.8	74.7	16.5	0.1	74.3	17.2	0.1
Queue Length 50th (ft)	15	131	0	23	162	0	87	113	0	88	148	0
Queue Length 95th (ft)	33	170	61	45	204	44	123	154	0	123	197	0
Internal Link Dist (ft)		615			5383			562			5238	
Turn Bay Length (ft)	230		100	250		100	250		160	250		150
Base Capacity (vph)	459	1069	593	426	1058	550	438	2903	944	447	2958	955
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.26	0.28	0.12	0.32	0.20	0.42	0.23	0.06	0.41	0.28	0.06

Intersection Summary



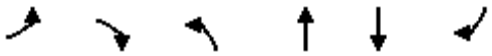
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	39	404	181	52	346	108	151	179	49	123	189	35
v/c Ratio	0.26	0.49	0.41	0.35	0.81	0.25	0.71	0.22	0.07	0.65	0.24	0.05
Control Delay	60.4	44.5	21.3	62.7	61.3	10.9	72.1	26.8	0.7	71.1	28.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.4	44.5	21.3	62.7	61.3	10.9	72.1	26.8	0.7	71.1	28.5	0.1
Queue Length 50th (ft)	31	155	58	42	276	11	125	95	0	102	104	0
Queue Length 95th (ft)	64	176	104	79	327	46	175	165	0	150	178	0
Internal Link Dist (ft)		5383			1263			627			5240	
Turn Bay Length (ft)	230		50	215		60	230		104	255		25
Base Capacity (vph)	288	957	491	283	496	489	286	827	744	285	802	734
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.42	0.37	0.18	0.70	0.22	0.53	0.22	0.07	0.43	0.24	0.05

Intersection Summary



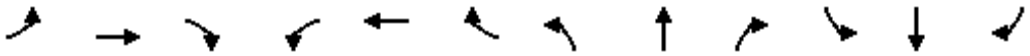
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	39	406	142	131	354	58	96	71	104	23	86	81
v/c Ratio	0.16	0.70	0.41	0.50	0.52	0.15	0.62	0.09	0.23	0.02	0.05	0.10
Control Delay	62.8	61.6	18.2	68.6	53.8	0.8	77.8	41.2	7.5	32.5	20.0	2.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.8	61.6	18.2	68.6	53.8	0.8	77.8	41.2	7.5	32.5	20.0	2.0
Queue Length 50th (ft)	17	185	27	60	158	0	86	26	0	7	20	0
Queue Length 95th (ft)	34	212	72	86	181	0	131	44	33	17	38	10
Internal Link Dist (ft)		1209			1573			1877			575	
Turn Bay Length (ft)	240		50	245		175	235		50	250		50
Base Capacity (vph)	592	851	457	598	859	466	294	826	453	1165	1726	817
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.48	0.31	0.22	0.41	0.12	0.33	0.09	0.23	0.02	0.05	0.10

Intersection Summary



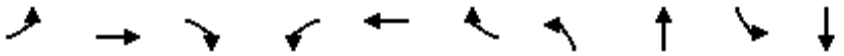
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	96	292	346	275	359	241
v/c Ratio	0.46	0.67	0.74	0.10	0.22	0.30
Control Delay	41.8	12.4	38.6	2.9	16.0	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.8	12.4	38.6	2.9	16.0	3.8
Queue Length 50th (ft)	49	0	167	14	58	0
Queue Length 95th (ft)	76	33	196	25	87	25
Internal Link Dist (ft)	870			436	1877	
Turn Bay Length (ft)	250		200			50
Base Capacity (vph)	527	667	471	2702	1602	791
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	0.18	0.44	0.73	0.10	0.22	0.30

Intersection Summary



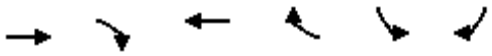
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	34	352	223	40	417	207	80	338	23	80	478	48
v/c Ratio	0.31	0.68	0.38	0.36	0.80	0.39	0.58	0.20	0.03	0.58	0.28	0.06
Control Delay	75.0	55.1	6.3	76.3	61.8	17.0	83.3	25.4	0.1	83.1	26.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.0	55.1	6.3	76.3	61.8	17.0	83.3	25.4	0.1	83.1	26.6	0.1
Queue Length 50th (ft)	33	305	0	38	377	55	77	103	0	77	153	0
Queue Length 95th (ft)	68	386	53	76	463	114	127	152	0	127	215	0
Internal Link Dist (ft)		389			2634			2691			2832	
Turn Bay Length (ft)	230			55		60	300		95	260		105
Base Capacity (vph)	365	531	603	309	525	535	362	1665	746	306	1679	802
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.66	0.37	0.13	0.79	0.39	0.22	0.20	0.03	0.26	0.28	0.06

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	15	302	172	49	457	100	143	386	142	685
v/c Ratio	0.11	0.67	0.37	0.34	0.84	0.18	0.67	0.27	0.71	0.46
Control Delay	55.5	49.7	12.6	61.0	55.1	3.2	68.0	25.1	72.7	30.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.5	49.7	12.6	61.0	55.1	3.2	68.0	25.1	72.7	30.5
Queue Length 50th (ft)	11	234	29	38	333	0	113	94	112	196
Queue Length 95th (ft)	34	289	79	79	455	22	174	162	180	323
Internal Link Dist (ft)		611			755			2017		2691
Turn Bay Length (ft)	150		105	165		105	230		235	
Base Capacity (vph)	151	572	564	155	593	578	294	1456	228	1477
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	0.10	0.53	0.30	0.32	0.77	0.17	0.49	0.27	0.62	0.46

Intersection Summary



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1018	522	1774	386	70	776
v/c Ratio	0.26	0.44	0.48	0.41	0.07	0.94
Control Delay	11.6	2.1	14.0	8.0	35.1	62.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.6	2.1	14.0	8.0	35.1	62.3
Queue Length 50th (ft)	107	0	288	145	22	339
Queue Length 95th (ft)	126	42	321	229	41	#477
Internal Link Dist (ft)	587		722			
Turn Bay Length (ft)		365			235	280
Base Capacity (vph)	3943	1174	3663	938	957	824
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	0.26	0.44	0.48	0.41	0.07	0.94

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	900	237	1751	88	504	532
v/c Ratio	0.31	0.23	0.40	0.09	0.32	0.51
Control Delay	12.9	1.6	15.3	2.5	34.7	20.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.9	1.6	15.3	2.5	34.7	20.3
Queue Length 50th (ft)	110	0	187	0	115	106
Queue Length 95th (ft)	128	25	208	22	148	168
Internal Link Dist (ft)	722		551			
Turn Bay Length (ft)						
Base Capacity (vph)	2972	1023	4454	971	1551	1039
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	0.30	0.23	0.39	0.09	0.32	0.51

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	261	895	230	159	1098	169	249	403	173	304	432
v/c Ratio	0.72	0.54	0.35	0.54	0.71	0.31	0.70	0.23	0.54	0.17	0.35
Control Delay	78.4	44.4	5.8	74.8	51.0	20.9	77.4	28.9	73.7	36.4	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.4	44.4	5.8	74.8	51.0	20.9	77.4	28.9	73.7	36.4	3.9
Queue Length 50th (ft)	134	271	0	80	361	58	128	84	88	78	0
Queue Length 95th (ft)	179	325	63	119	434	129	172	116	127	109	43
Internal Link Dist (ft)		551			830			361		659	
Turn Bay Length (ft)	240		240	245		150	200		230		185
Base Capacity (vph)	548	1643	666	553	1557	547	664	1755	671	1759	1247
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.54	0.35	0.29	0.71	0.31	0.38	0.23	0.26	0.17	0.35

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	21	293	53	38	291	385	147	96	35	193	149
v/c Ratio	0.22	0.40	0.14	0.37	0.68	0.83	0.74	0.11	0.04	0.79	0.16
Control Delay	73.5	51.4	3.8	77.8	60.2	50.7	85.5	27.8	0.1	84.5	24.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.5	51.4	3.8	77.8	60.2	50.7	85.5	27.8	0.1	84.5	24.6
Queue Length 50th (ft)	20	127	0	37	262	248	142	54	0	185	80
Queue Length 95th (ft)	50	161	16	76	334	349	212	115	0	262	156
Internal Link Dist (ft)		329			709			846			4328
Turn Bay Length (ft)	115		50	260		55	150			200	
Base Capacity (vph)	365	869	439	365	465	494	365	888	796	358	907
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.34	0.12	0.10	0.63	0.78	0.40	0.11	0.04	0.54	0.16

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	22	315	79	296	35	121	134	40	30	234	35
v/c Ratio	0.24	0.53	0.55	0.76	0.09	0.65	0.12	0.04	0.31	0.24	0.04
Control Delay	60.7	40.2	66.5	57.6	0.4	67.5	14.8	0.1	62.0	20.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.7	40.2	66.5	57.6	0.4	67.5	14.8	0.1	62.0	20.4	0.1
Queue Length 50th (ft)	17	97	60	222	0	92	48	0	23	100	0
Queue Length 95th (ft)	44	135	108	297	0	149	102	0	54	197	0
Internal Link Dist (ft)		2573		510			742			2580	
Turn Bay Length (ft)	230		140		25	200			85		25
Base Capacity (vph)	238	1018	238	543	529	242	1114	985	238	965	866
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.31	0.33	0.55	0.07	0.50	0.12	0.04	0.13	0.24	0.04

Intersection Summary



Lane Group	WBL	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	137	32	507	427	728
v/c Ratio	0.52	0.10	0.78	0.17	0.42
Control Delay	45.7	0.6	52.4	4.0	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	45.7	0.6	52.4	4.0	10.7
Queue Length 50th (ft)	82	0	173	32	77
Queue Length 95th (ft)	135	0	231	45	149
Internal Link Dist (ft)				513	2784
Turn Bay Length (ft)		380	260		
Base Capacity (vph)	427	461	802	2576	1732
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	0.32	0.07	0.63	0.17	0.42

Intersection Summary



Lane Group	EBL	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	148	349	912	15	467
v/c Ratio	0.33	0.68	0.38	0.14	0.18
Control Delay	40.1	11.6	8.5	53.2	7.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	40.1	11.6	8.5	53.2	7.6
Queue Length 50th (ft)	44	0	86	10	54
Queue Length 95th (ft)	68	75	227	m26	77
Internal Link Dist (ft)			367		513
Turn Bay Length (ft)	535			85	
Base Capacity (vph)	989	703	2426	283	2613
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	0.15	0.50	0.38	0.05	0.18

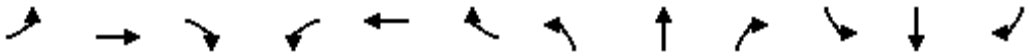
Intersection Summary

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



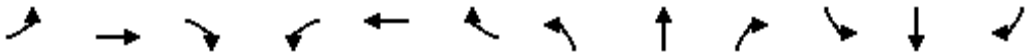
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	13	51	92	35	121	136	513	27	42	402	11
v/c Ratio	0.12	0.25	0.33	0.32	0.51	0.69	0.15	0.02	0.37	0.13	0.01
Control Delay	63.0	56.5	7.8	68.0	58.2	75.7	11.0	0.0	69.3	14.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.0	56.5	7.8	68.0	58.2	75.7	11.0	0.0	69.3	14.4	0.0
Queue Length 50th (ft)	11	43	0	30	90	117	60	0	36	53	0
Queue Length 95th (ft)	34	79	28	65	150	177	103	0	73	94	0
Internal Link Dist (ft)		1692			5395		5238			2310	
Turn Bay Length (ft)	235		240	90		250		105	250		200
Base Capacity (vph)	184	612	598	203	596	217	3409	1103	194	3048	972
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.08	0.15	0.17	0.20	0.63	0.15	0.02	0.22	0.13	0.01

Intersection Summary



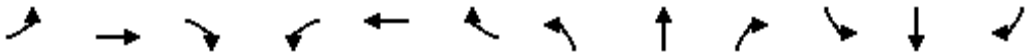
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	38	344	120	36	335	154	259	699	95	135	494	33
v/c Ratio	0.20	0.65	0.36	0.19	0.61	0.41	0.71	0.23	0.10	0.55	0.18	0.04
Control Delay	68.0	64.1	11.7	67.9	61.8	10.7	73.9	16.5	1.5	73.5	18.5	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.0	64.1	11.7	67.9	61.8	10.7	73.9	16.5	1.5	73.5	18.5	0.1
Queue Length 50th (ft)	18	163	1	17	157	0	124	119	0	64	87	0
Queue Length 95th (ft)	38	210	58	37	203	62	167	164	16	98	126	0
Internal Link Dist (ft)		615			5383			562			5238	
Turn Bay Length (ft)	230		100	250		100	250		160	250		150
Base Capacity (vph)	468	1090	570	439	1090	588	453	2987	970	447	2787	911
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.32	0.21	0.08	0.31	0.26	0.57	0.23	0.10	0.30	0.18	0.04

Intersection Summary



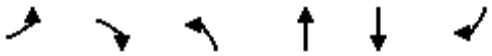
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	22	419	87	20	368	91	112	163	28	82	153	14
v/c Ratio	0.15	0.44	0.18	0.13	0.80	0.20	0.61	0.18	0.03	0.50	0.18	0.02
Control Delay	57.7	40.7	6.9	57.4	59.7	7.4	69.9	24.1	0.1	66.7	25.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.7	40.7	6.9	57.4	59.7	7.4	69.9	24.1	0.1	66.7	25.3	0.1
Queue Length 50th (ft)	17	134	0	16	294	0	93	84	0	67	80	0
Queue Length 95th (ft)	46	194	36	43	377	40	152	157	0	119	153	0
Internal Link Dist (ft)		5383			1263			627			5240	
Turn Bay Length (ft)	230		50	215		60	230		104	255		25
Base Capacity (vph)	288	1037	529	291	515	505	288	892	807	288	872	791
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.40	0.16	0.07	0.71	0.18	0.39	0.18	0.03	0.28	0.18	0.02

Intersection Summary



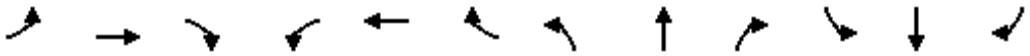
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	34	361	108	81	320	7	147	46	74	11	25	27
v/c Ratio	0.14	0.68	0.33	0.32	0.46	0.02	0.72	0.05	0.15	0.01	0.01	0.03
Control Delay	62.4	62.6	11.4	65.6	53.1	0.1	79.1	40.8	2.8	30.0	20.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.4	62.6	11.4	65.6	53.1	0.1	79.1	40.8	2.8	30.0	20.7	0.1
Queue Length 50th (ft)	15	165	0	36	144	0	131	16	0	3	5	0
Queue Length 95th (ft)	34	212	53	64	188	0	198	34	14	10	16	0
Internal Link Dist (ft)		1209			1573			1877			575	
Turn Bay Length (ft)	240		50	245		175	235		50	250		50
Base Capacity (vph)	604	867	464	610	877	473	314	884	479	1297	1813	866
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.42	0.23	0.13	0.36	0.01	0.47	0.05	0.15	0.01	0.01	0.03

Intersection Summary



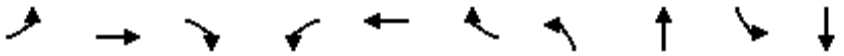
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	83	107	193	358	275	74
v/c Ratio	0.43	0.40	0.68	0.12	0.13	0.07
Control Delay	42.1	11.9	45.6	2.5	9.6	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.1	11.9	45.6	2.5	9.6	3.3
Queue Length 50th (ft)	43	0	98	18	32	0
Queue Length 95th (ft)	75	34	137	31	57	17
Internal Link Dist (ft)	870			436	1877	
Turn Bay Length (ft)	250		200			50
Base Capacity (vph)	527	547	381	2910	2153	993
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	0.16	0.20	0.51	0.12	0.13	0.07

Intersection Summary



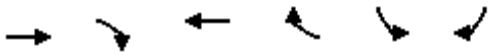
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	23	441	265	23	410	79	132	426	49	46	269	29
v/c Ratio	0.21	0.83	0.44	0.21	0.78	0.15	0.72	0.23	0.06	0.40	0.16	0.04
Control Delay	72.1	63.7	10.8	72.3	59.7	0.7	85.7	22.8	0.1	77.3	26.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.1	63.7	10.8	72.3	59.7	0.7	85.7	22.8	0.1	77.3	26.8	0.1
Queue Length 50th (ft)	22	404	36	22	369	0	127	129	0	44	84	0
Queue Length 95th (ft)	54	504	106	54	464	2	195	191	0	88	136	0
Internal Link Dist (ft)		389			2634			2691			2832	
Turn Bay Length (ft)	230			55		60	300		95	260		105
Base Capacity (vph)	373	553	624	309	533	542	369	1867	862	312	1684	802
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.80	0.42	0.07	0.77	0.15	0.36	0.23	0.06	0.15	0.16	0.04

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	16	372	190	39	328	84	159	680	84	507
v/c Ratio	0.11	0.83	0.40	0.27	0.67	0.16	0.70	0.39	0.47	0.32
Control Delay	55.5	60.5	15.3	59.4	47.6	2.1	67.9	23.9	61.8	26.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.5	60.5	15.3	59.4	47.6	2.1	67.9	23.9	61.8	26.6
Queue Length 50th (ft)	12	287	40	30	208	0	125	196	66	146
Queue Length 95th (ft)	36	368	97	68	319	12	191	293	118	234
Internal Link Dist (ft)		611			755			2017		2691
Turn Bay Length (ft)	150		105	165		105	230		235	
Base Capacity (vph)	157	591	583	157	604	600	304	1764	231	1596
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	0.10	0.63	0.33	0.25	0.54	0.14	0.52	0.39	0.36	0.32

Intersection Summary



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1670	534	1651	360	67	345
v/c Ratio	0.36	0.41	0.38	0.35	0.11	0.67
Control Delay	7.5	1.6	7.6	1.7	44.7	51.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.5	1.6	7.6	1.7	44.7	51.2
Queue Length 50th (ft)	136	0	144	0	25	141
Queue Length 95th (ft)	193	36	204	39	43	186
Internal Link Dist (ft)	587		722			
Turn Bay Length (ft)		365			235	280
Base Capacity (vph)	4670	1302	4333	1034	1310	1088
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	0.36	0.41	0.38	0.35	0.05	0.32

Intersection Summary



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1401	371	1540	190	512	698
v/c Ratio	0.49	0.35	0.36	0.19	0.30	0.70
Control Delay	18.1	2.2	16.1	2.2	32.7	38.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.1	2.2	16.1	2.2	32.7	38.2
Queue Length 50th (ft)	245	0	165	0	114	267
Queue Length 95th (ft)	283	42	186	32	146	347
Internal Link Dist (ft)	722		551			
Turn Bay Length (ft)						
Base Capacity (vph)	2923	1070	4336	992	1704	997
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	0.48	0.35	0.36	0.19	0.30	0.70

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	381	1425	315	329	1106	138	365	707	282	273	277
v/c Ratio	0.81	0.96	0.52	0.77	0.78	0.27	0.79	0.42	0.73	0.17	0.26
Control Delay	79.0	68.5	19.1	78.4	56.5	18.9	77.6	34.6	77.7	39.5	4.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.0	68.5	19.1	78.4	56.5	18.9	77.6	34.6	77.7	39.5	4.9
Queue Length 50th (ft)	195	521	88	169	381	37	187	170	145	73	0
Queue Length 95th (ft)	248	#682	196	217	453	100	236	221	191	105	39
Internal Link Dist (ft)		551			830			361		659	
Turn Bay Length (ft)	240		240	245		150	200		230		185
Base Capacity (vph)	559	1490	610	559	1424	502	677	1691	671	1617	1063
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.96	0.52	0.59	0.78	0.27	0.54	0.42	0.42	0.17	0.26

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	24	291	79	49	253	135	115	125	77	116	133
v/c Ratio	0.25	0.50	0.24	0.44	0.72	0.37	0.68	0.12	0.08	0.69	0.13
Control Delay	74.3	59.3	11.9	79.9	68.6	25.1	85.2	19.0	4.4	85.3	18.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.3	59.3	11.9	79.9	68.6	25.1	85.2	19.0	4.4	85.3	18.5
Queue Length 50th (ft)	23	136	1	47	238	48	111	58	0	112	60
Queue Length 95th (ft)	55	176	47	92	317	107	174	117	30	176	120
Internal Link Dist (ft)		329			709			846			4328
Turn Bay Length (ft)	115		50	260		55	150			200	
Base Capacity (vph)	369	810	422	369	429	424	369	1060	936	369	1042
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.36	0.19	0.13	0.59	0.32	0.31	0.12	0.08	0.31	0.13

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	33	421	41	244	36	179	297	68	37	221	40
v/c Ratio	0.33	0.67	0.38	0.69	0.09	0.74	0.26	0.07	0.36	0.24	0.05
Control Delay	62.5	45.5	63.4	55.2	0.5	67.1	15.3	1.8	63.3	21.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.5	45.5	63.4	55.2	0.5	67.1	15.3	1.8	63.3	21.8	0.1
Queue Length 50th (ft)	25	142	31	182	0	135	115	0	28	98	0
Queue Length 95th (ft)	59	184	68	255	0	202	214	14	63	193	0
Internal Link Dist (ft)		2573		510			742			2580	
Turn Bay Length (ft)	230		140		25	200			85		25
Base Capacity (vph)	270	1035	268	543	529	283	1131	999	262	910	821
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.41	0.15	0.45	0.07	0.63	0.26	0.07	0.14	0.24	0.05

Intersection Summary



Lane Group	WBL	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	167	16	453	777	609
v/c Ratio	0.58	0.05	0.75	0.31	0.37
Control Delay	45.9	0.3	41.9	7.7	16.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	45.9	0.3	41.9	7.7	16.4
Queue Length 50th (ft)	99	0	132	54	107
Queue Length 95th (ft)	157	0	206	217	180
Internal Link Dist (ft)				513	2784
Turn Bay Length (ft)		380	260		
Base Capacity (vph)	418	453	797	2513	1652
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	0.40	0.04	0.57	0.31	0.37

Intersection Summary



Lane Group	EBL	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	324	609	1199	24	552
v/c Ratio	0.35	0.92	0.63	0.21	0.26
Control Delay	29.9	37.8	18.5	65.8	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	29.9	37.8	18.5	65.8	10.9
Queue Length 50th (ft)	82	193	229	14	58
Queue Length 95th (ft)	121	#414	403	m44	76
Internal Link Dist (ft)			367		513
Turn Bay Length (ft)	535			85	
Base Capacity (vph)	999	685	1907	283	2122
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	0.32	0.89	0.63	0.08	0.26

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

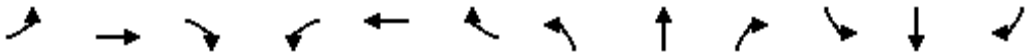
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	78	171	272	108	580	149	847	22	63	866	86
v/c Ratio	0.57	0.27	0.38	0.68	0.94	0.83	0.48	0.04	0.49	0.56	0.16
Control Delay	75.5	34.0	5.2	80.1	65.2	94.0	36.6	0.1	72.5	41.9	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.5	34.0	5.2	80.1	65.2	94.0	36.6	0.1	72.5	41.9	2.7
Queue Length 50th (ft)	67	108	0	93	477	129	217	0	54	237	0
Queue Length 95th (ft)	120	175	63	154	#752	#240	273	0	101	284	18
Internal Link Dist (ft)		1692			5395		5238			2310	
Turn Bay Length (ft)	235		240	90		250		105	250		200
Base Capacity (vph)	180	643	724	199	620	192	1765	628	194	1534	547
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.27	0.38	0.54	0.94	0.78	0.48	0.04	0.32	0.56	0.16

Intersection Summary

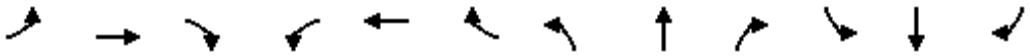
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	122	441	311	332	660	241	424	996	347	274	1450	229
v/c Ratio	0.53	0.68	0.64	0.83	0.78	0.52	0.75	0.47	0.44	0.73	0.78	0.36
Control Delay	73.4	60.5	19.6	80.8	58.3	25.8	66.3	33.0	12.2	73.8	45.7	18.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.4	60.5	19.6	80.8	58.3	25.8	66.3	33.0	12.2	73.8	45.7	18.8
Queue Length 50th (ft)	58	207	60	159	305	93	198	250	63	131	452	70
Queue Length 95th (ft)	92	250	155	#221	360	172	252	339	175	175	#631	162
Internal Link Dist (ft)		615			5383			562			5238	
Turn Bay Length (ft)	230		100	250		100	250		160	250		150
Base Capacity (vph)	459	1069	644	426	1058	553	565	2110	787	454	1856	645
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.41	0.48	0.78	0.62	0.44	0.75	0.47	0.44	0.60	0.78	0.36

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

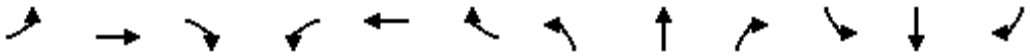


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	96	730	396	121	734	152	237	337	85	360	970	134
v/c Ratio	0.56	0.65	0.69	0.65	1.22	0.26	0.89	0.69	0.18	1.26	1.91	0.27
Control Delay	68.4	42.0	34.7	71.2	151.2	15.1	86.8	51.9	7.1	187.4	446.8	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.4	42.0	34.7	71.2	151.2	15.1	86.8	51.9	7.1	187.4	446.8	15.2
Queue Length 50th (ft)	80	275	207	100	~742	35	196	257	0	~380	~1272	27
Queue Length 95th (ft)	134	367	349	160	#1043	94	#333	367	37	#576	#1527	81
Internal Link Dist (ft)		5383			1263			627			5240	
Turn Bay Length (ft)	230		50	215		60	230		104	255		25
Base Capacity (vph)	288	1129	577	283	602	574	285	487	476	285	507	497
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.65	0.69	0.43	1.22	0.26	0.83	0.69	0.18	1.26	1.91	0.27

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

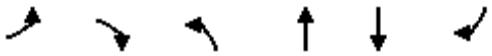
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	120	734	228	260	603	180	127	214	159	173	649	311
v/c Ratio	0.48	0.89	0.51	0.93	0.70	0.36	0.73	0.16	0.23	0.40	0.45	0.45
Control Delay	68.7	65.0	27.9	102.2	53.2	11.5	84.6	28.5	4.8	59.3	31.4	20.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.7	65.0	27.9	102.2	53.2	11.5	84.6	28.5	4.8	59.3	31.4	20.9
Queue Length 50th (ft)	55	339	93	123	262	18	114	66	0	76	225	126
Queue Length 95th (ft)	88	#427	179	#210	334	83	183	96	46	115	292	219
Internal Link Dist (ft)		1209			1573			1877			575	
Turn Bay Length (ft)	240		50	245		175	235		50	250		50
Base Capacity (vph)	276	851	457	279	876	508	209	1308	682	435	1429	698
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.86	0.50	0.93	0.69	0.35	0.61	0.16	0.23	0.40	0.45	0.45

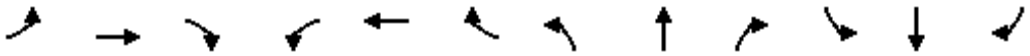
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	90	254	308	468	987	321
v/c Ratio	0.45	0.63	0.61	0.17	0.64	0.45
Control Delay	41.9	12.4	32.6	3.0	21.5	12.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	41.9	12.4	32.6	3.0	21.5	12.6
Queue Length 50th (ft)	46	0	145	25	199	62
Queue Length 95th (ft)	88	64	224	48	304	150
Internal Link Dist (ft)	870			436	1877	
Turn Bay Length (ft)	250		200			50
Base Capacity (vph)	527	640	503	2714	1541	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	0.17	0.40	0.61	0.17	0.64	0.45

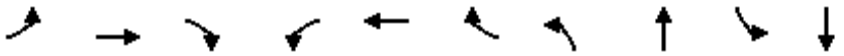
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	77	434	389	40	509	253	175	480	23	125	848	148
v/c Ratio	0.57	0.59	0.48	0.36	0.75	0.39	0.77	0.41	0.04	0.71	0.78	0.26
Control Delay	82.7	41.3	8.8	76.3	50.5	18.6	84.9	40.1	0.1	86.0	53.5	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	82.7	41.3	8.8	76.3	50.5	18.6	84.9	40.1	0.1	86.0	53.5	9.6
Queue Length 50th (ft)	74	343	43	38	433	82	168	190	0	121	397	10
Queue Length 95th (ft)	128	475	136	79	606	168	243	257	0	187	#545	68
Internal Link Dist (ft)		389			2634			2691			2832	
Turn Bay Length (ft)	230			55		60	300		95	260		105
Base Capacity (vph)	365	731	806	309	680	654	362	1185	561	306	1092	568
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.59	0.48	0.13	0.75	0.39	0.48	0.41	0.04	0.41	0.78	0.26

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

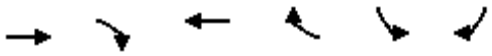


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	17	316	210	50	452	118	303	640	176	1220
v/c Ratio	0.12	0.70	0.43	0.35	0.82	0.22	0.84	0.45	0.81	1.05
Control Delay	55.8	50.7	14.7	61.3	53.6	5.3	68.6	29.4	80.4	80.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.8	50.7	14.7	61.3	53.6	5.3	68.6	29.4	80.4	80.1
Queue Length 50th (ft)	13	245	44	39	324	0	227	188	138	~590
Queue Length 95th (ft)	37	308	103	80	456	37	#444	286	#252	#790
Internal Link Dist (ft)		611			755			2017		2691
Turn Bay Length (ft)	150		105	165		105	230		235	
Base Capacity (vph)	151	571	575	155	595	579	362	1421	232	1167
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	0.11	0.55	0.37	0.32	0.76	0.20	0.84	0.45	0.76	1.05

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1313	956	2221	487	83	837
v/c Ratio	0.33	0.71	0.61	0.50	0.09	1.04
Control Delay	12.4	4.1	15.8	8.9	35.3	87.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.4	4.1	15.8	8.9	35.3	87.4
Queue Length 50th (ft)	146	0	407	208	26	~421
Queue Length 95th (ft)	168	49	447	332	47	#563
Internal Link Dist (ft)	587		722			
Turn Bay Length (ft)		365			235	280
Base Capacity (vph)	3943	1341	3641	976	957	802
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	0.33	0.71	0.61	0.50	0.09	1.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1172	254	2239	101	528	663
v/c Ratio	0.39	0.25	0.50	0.10	0.35	0.70
Control Delay	13.5	1.6	16.4	2.4	35.4	35.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.5	1.6	16.4	2.4	35.4	35.9
Queue Length 50th (ft)	161	0	260	0	121	226
Queue Length 95th (ft)	182	26	285	24	155	305
Internal Link Dist (ft)	722		551			
Turn Bay Length (ft)						
Base Capacity (vph)	2972	1030	4454	976	1520	941
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	0.39	0.25	0.50	0.10	0.35	0.70

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	418	1006	391	211	1196	199	409	655	218	505	711
v/c Ratio	0.85	0.63	0.52	0.65	0.88	0.40	0.81	0.38	0.64	0.33	0.58
Control Delay	81.3	47.4	8.1	77.3	62.7	26.0	76.9	35.4	76.1	43.5	12.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.3	47.4	8.1	77.3	62.7	26.0	76.9	35.4	76.1	43.5	12.3
Queue Length 50th (ft)	214	316	20	108	431	81	209	164	112	146	71
Queue Length 95th (ft)	273	382	114	150	#525	163	260	211	154	191	152
Internal Link Dist (ft)		551			830			361		659	
Turn Bay Length (ft)	240		240	245		150	200		230		185
Base Capacity (vph)	548	1602	746	553	1364	497	664	1734	671	1541	1228
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.76	0.63	0.52	0.38	0.88	0.40	0.62	0.38	0.32	0.33	0.58

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	55	709	294	78	480	402	209	104	42	356	573
v/c Ratio	0.48	0.58	0.50	0.58	0.69	0.63	0.80	0.24	0.10	0.95	1.06
Control Delay	81.0	42.6	31.5	83.8	46.8	35.8	83.8	49.0	1.1	93.7	103.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.0	42.6	31.5	83.8	46.8	35.8	83.8	49.0	1.1	93.7	103.1
Queue Length 50th (ft)	53	298	167	75	406	264	201	84	0	345	~603
Queue Length 95th (ft)	100	376	269	129	553	395	279	140	4	#563	#965
Internal Link Dist (ft)		329			709			846			4328
Turn Bay Length (ft)	115		50	260		55	150			200	
Base Capacity (vph)	365	1225	587	365	694	643	365	430	427	373	543
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.58	0.50	0.21	0.69	0.63	0.57	0.24	0.10	0.95	1.06

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	23	410	104	335	41	170	163	72	101	687	87
v/c Ratio	0.25	0.67	0.62	0.74	0.09	0.72	0.18	0.09	0.61	0.81	0.11
Control Delay	60.9	46.2	67.4	52.5	0.4	66.0	20.8	3.0	67.2	40.4	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.9	46.2	67.4	52.5	0.4	66.0	20.8	3.0	67.2	40.4	5.3
Queue Length 50th (ft)	18	141	79	253	0	128	68	0	76	447	0
Queue Length 95th (ft)	45	183	133	328	0	194	142	20	131	#867	33
Internal Link Dist (ft)		2573		510			742			2580	
Turn Bay Length (ft)	230		140		25	200			85		25
Base Capacity (vph)	238	1016	238	543	529	262	920	830	238	844	769
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.40	0.44	0.62	0.08	0.65	0.18	0.09	0.42	0.81	0.11

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBL	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	140	34	550	463	1002
v/c Ratio	0.52	0.10	0.79	0.18	0.59
Control Delay	45.7	0.6	50.4	5.6	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	45.7	0.6	50.4	5.6	15.6
Queue Length 50th (ft)	83	0	193	35	159
Queue Length 95th (ft)	137	0	247	88	270
Internal Link Dist (ft)				513	2784
Turn Bay Length (ft)		380	260		
Base Capacity (vph)	427	461	810	2571	1694
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	0.33	0.07	0.68	0.18	0.59

Intersection Summary



Lane Group	EBL	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	158	404	993	16	601
v/c Ratio	0.26	0.78	0.44	0.15	0.25
Control Delay	34.1	22.3	12.3	60.9	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	34.1	22.3	12.3	60.9	7.8
Queue Length 50th (ft)	45	71	121	11	60
Queue Length 95th (ft)	63	160	310	m22	83
Internal Link Dist (ft)			367		513
Turn Bay Length (ft)	535			85	
Base Capacity (vph)	989	656	2255	283	2441
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	0.16	0.62	0.44	0.06	0.25

Intersection Summary

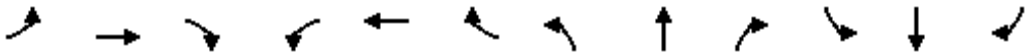
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	14	132	146	139	208	195	830	196	124	723	14
v/c Ratio	0.13	0.59	0.46	0.78	0.53	0.67	0.31	0.22	0.69	0.31	0.02
Control Delay	63.2	65.9	12.3	86.3	49.4	64.6	20.9	8.9	76.8	25.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.2	65.9	12.3	86.3	49.4	64.6	20.9	8.9	76.8	25.3	0.1
Queue Length 50th (ft)	12	112	0	119	143	163	151	31	107	146	0
Queue Length 95th (ft)	35	171	60	#206	235	242	223	92	169	208	0
Internal Link Dist (ft)		1692			5395		5238			2310	
Turn Bay Length (ft)	235		240	90		250		105	250		200
Base Capacity (vph)	184	612	619	203	592	292	2671	892	209	2334	773
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.22	0.24	0.68	0.35	0.67	0.31	0.22	0.59	0.31	0.02

Intersection Summary

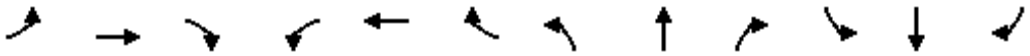
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	282	719	412	376	634	316	312	1544	519	328	1118	220
v/c Ratio	0.74	0.77	0.74	0.88	0.63	0.56	0.78	0.90	0.76	0.80	0.65	0.36
Control Delay	74.4	55.6	33.1	84.9	48.5	23.7	76.2	55.1	33.1	77.1	44.7	18.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.4	55.6	33.1	84.9	48.5	23.7	76.2	55.1	33.1	77.1	44.7	18.4
Queue Length 50th (ft)	135	333	196	181	275	117	149	518	261	156	334	62
Queue Length 95th (ft)	181	384	306	#264	332	213	200	#700	#487	210	420	149
Internal Link Dist (ft)		615			5383			562			5238	
Turn Bay Length (ft)	230		100	250		100	250		160	250		150
Base Capacity (vph)	468	1090	623	439	1090	598	453	1707	679	453	1712	610
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.66	0.66	0.86	0.58	0.53	0.69	0.90	0.76	0.72	0.65	0.36

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

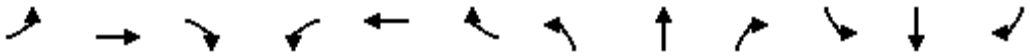


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	155	1003	234	86	918	227	337	732	116	171	542	116
v/c Ratio	0.72	0.85	0.40	0.51	1.60	0.41	1.17	1.31	0.22	0.76	1.10	0.24
Control Delay	72.8	48.9	22.4	67.0	311.0	24.5	154.4	191.1	11.9	75.2	116.5	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.8	48.9	22.4	67.0	311.0	24.5	154.4	191.1	11.9	75.2	116.5	12.4
Queue Length 50th (ft)	128	407	88	71	~1103	88	~337	~798	15	141	~518	15
Queue Length 95th (ft)	195	#553	170	123	#1424	174	#528	#1091	64	214	#742	64
Internal Link Dist (ft)		5383			1263			627			5240	
Turn Bay Length (ft)	230		50	215		60	230		104	255		25
Base Capacity (vph)	288	1179	589	291	573	551	288	557	538	288	491	486
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.85	0.40	0.30	1.60	0.41	1.17	1.31	0.22	0.59	1.10	0.24

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

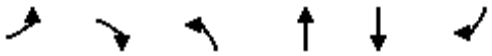
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	201	803	172	246	877	155	234	712	292	143	287	169
v/c Ratio	0.64	0.76	0.32	0.69	0.80	0.27	0.86	0.81	0.61	0.21	0.28	0.31
Control Delay	70.6	50.5	16.4	71.1	50.9	13.6	85.0	57.8	34.6	49.2	40.9	16.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.6	50.5	16.4	71.1	50.9	13.6	85.0	57.8	34.6	49.2	40.9	16.6
Queue Length 50th (ft)	92	347	42	113	381	30	208	323	147	57	109	38
Queue Length 95th (ft)	131	434	107	155	471	88	#319	400	251	91	157	105
Internal Link Dist (ft)		1209			1573			1877			575	
Turn Bay Length (ft)	240		50	245		175	235		50	250		50
Base Capacity (vph)	604	1054	541	610	1102	567	314	884	479	683	1040	546
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.76	0.32	0.40	0.80	0.27	0.75	0.81	0.61	0.21	0.28	0.31

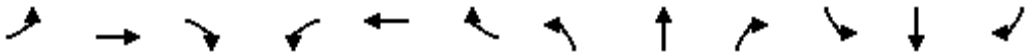
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	167	117	179	1207	632	79
v/c Ratio	0.64	0.35	0.55	0.46	0.35	0.09
Control Delay	44.7	9.1	38.8	5.7	14.1	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.7	9.1	38.8	5.7	14.1	6.1
Queue Length 50th (ft)	85	0	88	110	101	6
Queue Length 95th (ft)	139	42	153	187	157	32
Internal Link Dist (ft)	870			436	1877	
Turn Bay Length (ft)	250		200			50
Base Capacity (vph)	527	554	325	2619	1818	840
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	0.32	0.21	0.55	0.46	0.35	0.09

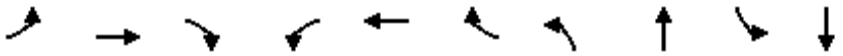
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	107	628	439	35	499	373	349	886	51	117	569	53
v/c Ratio	0.66	0.84	0.56	0.32	0.76	0.59	0.96	0.72	0.08	0.69	0.67	0.11
Control Delay	84.4	53.6	17.8	75.1	52.9	30.0	97.6	47.8	0.3	85.2	56.8	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.4	53.6	17.8	75.1	52.9	30.0	97.6	47.8	0.3	85.2	56.8	0.5
Queue Length 50th (ft)	103	569	142	33	432	193	340	397	0	113	270	0
Queue Length 95th (ft)	164	#805	260	73	#642	323	#538	506	0	177	337	0
Internal Link Dist (ft)		389			2634			2691			2832	
Turn Bay Length (ft)	230			55		60	300		95	260		105
Base Capacity (vph)	373	747	787	309	654	635	369	1227	602	312	849	470
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.84	0.56	0.11	0.76	0.59	0.95	0.72	0.08	0.38	0.67	0.11

Intersection Summary

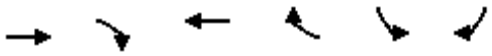
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	25	435	201	41	365	133	284	1326	136	938
v/c Ratio	0.18	0.87	0.39	0.29	0.67	0.24	0.86	0.91	0.68	0.77
Control Delay	56.9	61.7	15.3	59.7	45.6	6.9	73.9	46.2	70.2	44.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.9	61.7	15.3	59.7	45.6	6.9	73.9	46.2	70.2	44.5
Queue Length 50th (ft)	19	335	45	32	268	3	216	544	108	387
Queue Length 95th (ft)	49	434	105	70	354	49	#401	#816	175	#526
Internal Link Dist (ft)		611			755			2017		2691
Turn Bay Length (ft)	150		105	165		105	230		235	
Base Capacity (vph)	157	593	585	157	608	603	335	1463	231	1211
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	0.16	0.73	0.34	0.26	0.60	0.22	0.85	0.91	0.59	0.77

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1865	615	2544	546	78	410
v/c Ratio	0.42	0.47	0.61	0.51	0.11	0.70
Control Delay	9.5	2.0	11.9	2.6	41.8	51.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.5	2.0	11.9	2.6	41.8	51.6
Queue Length 50th (ft)	183	0	323	0	28	173
Queue Length 95th (ft)	246	41	428	50	47	221
Internal Link Dist (ft)	587		722			
Turn Bay Length (ft)		365			235	280
Base Capacity (vph)	4492	1298	4179	1065	1310	1083
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.47	0.61	0.51	0.06	0.38

Intersection Summary



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1573	409	2341	221	812	988
v/c Ratio	0.54	0.38	0.54	0.22	0.49	1.04
Control Delay	18.2	2.2	18.0	2.1	36.4	81.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.2	2.2	18.0	2.1	36.4	81.5
Queue Length 50th (ft)	288	0	290	0	194	~496
Queue Length 95th (ft)	330	44	315	35	236	#643
Internal Link Dist (ft)	722		551			
Turn Bay Length (ft)						
Base Capacity (vph)	2923	1086	4336	1005	1643	948
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	0.54	0.38	0.54	0.22	0.49	1.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	661	1561	364	340	1482	217	634	961	343	388	472
v/c Ratio	1.18	1.06	0.59	0.78	1.15	0.47	0.95	0.59	0.78	0.29	0.44
Control Delay	153.4	92.5	23.4	78.2	126.3	32.1	86.6	42.4	78.0	47.2	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	153.4	92.5	23.4	78.2	126.3	32.1	86.6	42.4	78.0	47.2	5.0
Queue Length 50th (ft)	~412	~632	127	174	~642	109	329	274	176	117	0
Queue Length 95th (ft)	#540	#793	252	222	#739	196	#445	341	224	151	48
Internal Link Dist (ft)		551			830			361		659	
Turn Bay Length (ft)	240		240	245		150	200		230		185
Base Capacity (vph)	559	1474	613	559	1292	463	677	1619	671	1319	1064
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.18	1.06	0.59	0.61	1.15	0.47	0.94	0.59	0.51	0.29	0.44

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	57	629	178	76	700	297	294	389	114	163	282
v/c Ratio	0.49	0.49	0.29	0.58	0.97	0.45	0.89	0.66	0.20	0.76	0.61
Control Delay	81.3	39.5	20.8	83.4	72.5	28.4	87.9	51.8	10.4	85.1	56.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.3	39.5	20.8	83.4	72.5	28.4	87.9	51.8	10.4	85.1	56.2
Queue Length 50th (ft)	55	250	67	73	~684	161	280	330	10	157	246
Queue Length 95th (ft)	102	326	136	126	#1007	262	#415	480	60	229	354
Internal Link Dist (ft)		329			709			846			4328
Turn Bay Length (ft)	115		50	260		55	150			200	
Base Capacity (vph)	369	1283	623	369	721	661	369	592	571	369	464
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.49	0.29	0.21	0.97	0.45	0.80	0.66	0.20	0.44	0.61

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	79	532	62	401	111	180	548	71	63	351	66
v/c Ratio	0.55	0.56	0.49	0.84	0.23	0.78	0.62	0.09	0.50	0.48	0.10
Control Delay	66.5	35.9	65.6	57.6	9.6	72.8	32.6	3.3	65.9	34.1	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.5	35.9	65.6	57.6	9.6	72.8	32.6	3.3	65.9	34.1	3.3
Queue Length 50th (ft)	60	170	47	296	10	135	330	0	48	208	0
Queue Length 95th (ft)	108	203	91	377	50	#216	#644	21	93	363	18
Internal Link Dist (ft)		2573		510			742			2580	
Turn Bay Length (ft)	230		140		25	200			85		25
Base Capacity (vph)	270	1075	268	557	540	271	880	798	262	731	678
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.49	0.23	0.72	0.21	0.66	0.62	0.09	0.24	0.48	0.10

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBL	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	180	19	488	876	767
v/c Ratio	0.60	0.05	0.77	0.35	0.48
Control Delay	45.8	0.3	39.4	9.6	19.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	45.8	0.3	39.4	9.6	19.1
Queue Length 50th (ft)	107	0	148	104	152
Queue Length 95th (ft)	166	0	219	256	246
Internal Link Dist (ft)				513	2784
Turn Bay Length (ft)		380	260		
Base Capacity (vph)	418	453	797	2488	1599
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	0.43	0.04	0.61	0.35	0.48

Intersection Summary



Lane Group	EBL	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	368	661	1306	30	655
v/c Ratio	0.37	1.04	0.74	0.25	0.32
Control Delay	29.5	69.0	23.6	67.4	10.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	29.5	69.0	23.6	67.4	10.6
Queue Length 50th (ft)	95	~334	351	20	63
Queue Length 95th (ft)	136	#556	468	m44	80
Internal Link Dist (ft)			367		513
Turn Bay Length (ft)	535			85	
Base Capacity (vph)	999	637	1754	283	2052
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	0.37	1.04	0.74	0.11	0.32

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

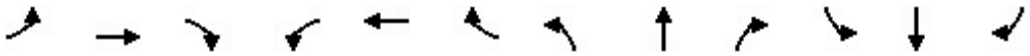
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



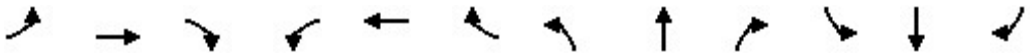
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	85	158	257	20	220	106	739	20	57	743	94
v/c Ratio	0.66	0.36	0.45	0.19	0.70	0.65	0.27	0.02	0.46	0.30	0.12
Control Delay	84.3	45.9	7.3	64.9	60.5	76.4	19.6	0.1	71.7	22.7	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.3	45.9	7.3	64.9	60.5	76.4	19.6	0.1	71.7	22.7	2.3
Queue Length 50th (ft)	73	122	0	17	172	91	132	0	49	141	0
Queue Length 95th (ft)	114	154	36	40	209	129	164	0	82	176	10
Internal Link Dist (ft)		1692			5395		5238			2310	
Turn Bay Length (ft)	235		240	90		250		105	250		200
Base Capacity (vph)	141	600	684	160	580	199	2690	894	194	2499	815
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.26	0.38	0.13	0.38	0.53	0.27	0.02	0.29	0.30	0.12

Intersection Summary



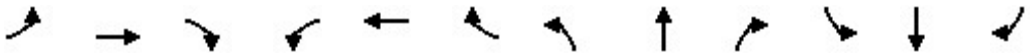
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	33	291	165	57	382	148	182	667	58	195	841	57
v/c Ratio	0.17	0.57	0.45	0.30	0.64	0.40	0.64	0.24	0.06	0.65	0.29	0.06
Control Delay	67.7	62.0	11.2	69.8	61.1	14.3	74.7	17.8	0.1	74.4	18.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.7	62.0	11.2	69.8	61.1	14.3	74.7	17.8	0.1	74.4	18.2	0.1
Queue Length 50th (ft)	15	136	0	27	183	14	87	118	0	93	153	0
Queue Length 95th (ft)	33	175	60	50	224	72	123	163	0	129	206	0
Internal Link Dist (ft)		615			5383			562			5238	
Turn Bay Length (ft)	230		100	250		100	250		160	250		150
Base Capacity (vph)	459	1069	593	426	1058	558	438	2827	922	447	2898	938
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.27	0.28	0.13	0.36	0.27	0.42	0.24	0.06	0.44	0.29	0.06

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	39	436	181	101	440	108	151	179	65	123	189	35
v/c Ratio	0.26	0.47	0.38	0.58	0.80	0.20	0.71	0.25	0.10	0.65	0.28	0.05
Control Delay	60.4	41.4	19.8	69.2	53.5	9.1	72.6	32.5	3.2	71.1	34.3	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.4	41.4	19.8	69.2	53.5	9.1	72.6	32.5	3.2	71.1	34.3	0.2
Queue Length 50th (ft)	31	155	56	83	341	10	125	106	0	102	116	0
Queue Length 95th (ft)	64	190	107	129	404	43	176	175	13	150	188	0
Internal Link Dist (ft)		5383			1263			627			5240	
Turn Bay Length (ft)	230		50	215		60	230		104	255		25
Base Capacity (vph)	288	1022	515	283	554	536	285	705	649	285	682	637
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.43	0.35	0.36	0.79	0.20	0.53	0.25	0.10	0.43	0.28	0.05

Intersection Summary



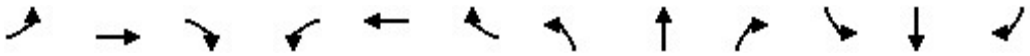
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	39	455	142	225	499	58	96	71	136	23	86	81
v/c Ratio	0.16	0.73	0.39	0.67	0.62	0.13	0.62	0.09	0.29	0.02	0.05	0.11
Control Delay	62.8	61.4	17.3	71.0	52.5	0.6	77.8	41.2	8.1	36.8	23.2	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.8	61.4	17.3	71.0	52.5	0.6	77.8	41.2	8.1	36.8	23.2	2.3
Queue Length 50th (ft)	17	209	26	103	225	0	86	26	0	7	21	0
Queue Length 95th (ft)	34	233	71	132	237	0	131	44	41	18	42	10
Internal Link Dist (ft)		1209			1573			1877			575	
Turn Bay Length (ft)	240		50	245		175	235		50	250		50
Base Capacity (vph)	592	851	457	598	883	476	294	826	472	1054	1612	770
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.53	0.31	0.38	0.57	0.12	0.33	0.09	0.29	0.02	0.05	0.11

Intersection Summary



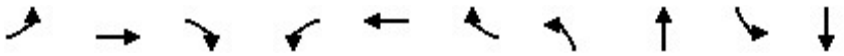
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	99	292	346	308	454	249
v/c Ratio	0.47	0.66	0.71	0.11	0.29	0.33
Control Delay	42.1	12.3	36.2	3.0	17.0	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.1	12.3	36.2	3.0	17.0	6.1
Queue Length 50th (ft)	51	0	166	16	77	14
Queue Length 95th (ft)	78	33	194	27	110	44
Internal Link Dist (ft)	870			436	1877	
Turn Bay Length (ft)	250		200			50
Base Capacity (vph)	527	667	487	2699	1558	753
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	0.19	0.44	0.71	0.11	0.29	0.33

Intersection Summary



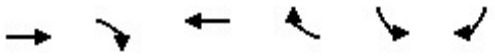
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	34	353	223	77	421	207	80	367	23	80	561	48
v/c Ratio	0.31	0.73	0.39	0.57	0.77	0.38	0.58	0.23	0.03	0.58	0.34	0.06
Control Delay	75.0	59.9	6.9	82.5	58.8	16.6	83.3	26.4	0.1	83.1	28.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.0	59.9	6.9	82.5	58.8	16.6	83.3	26.4	0.1	83.1	28.2	0.1
Queue Length 50th (ft)	33	309	0	74	378	54	77	114	0	77	186	0
Queue Length 95th (ft)	68	401	55	124	465	113	127	165	0	127	255	0
Internal Link Dist (ft)		389			2634			2691			2832	
Turn Bay Length (ft)	230			55		60	300		95	260		105
Base Capacity (vph)	377	516	592	309	546	552	362	1622	729	306	1636	785
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.68	0.38	0.25	0.77	0.38	0.22	0.23	0.03	0.26	0.34	0.06

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	15	303	172	49	461	100	143	414	142	802
v/c Ratio	0.11	0.67	0.37	0.34	0.84	0.19	0.69	0.28	0.71	0.54
Control Delay	55.5	49.7	13.3	61.0	55.6	7.9	70.5	25.6	72.7	31.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.5	49.7	13.3	61.0	55.6	7.9	70.5	25.6	72.7	31.6
Queue Length 50th (ft)	11	235	32	38	336	4	113	103	112	240
Queue Length 95th (ft)	34	291	82	79	459	42	178	175	180	378
Internal Link Dist (ft)		611			755			2017		2691
Turn Bay Length (ft)	150		105	165		105	230		235	
Base Capacity (vph)	151	572	561	155	593	554	252	1456	228	1489
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	0.10	0.53	0.31	0.32	0.78	0.18	0.57	0.28	0.62	0.54

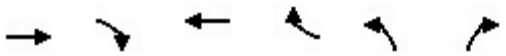
Intersection Summary



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1020	522	1848	408	70	776
v/c Ratio	0.25	0.44	0.50	0.43	0.08	0.97
Control Delay	11.1	2.1	13.9	8.1	36.0	68.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.1	2.1	13.9	8.1	36.0	68.4
Queue Length 50th (ft)	104	0	304	159	22	342
Queue Length 95th (ft)	123	41	338	251	42	#488
Internal Link Dist (ft)	587		722			
Turn Bay Length (ft)		365			235	280
Base Capacity (vph)	4002	1184	3705	954	925	800
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	0.25	0.44	0.50	0.43	0.08	0.97

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	902	237	1852	88	504	553
v/c Ratio	0.30	0.23	0.42	0.09	0.33	0.54
Control Delay	12.7	1.6	15.2	2.5	35.2	21.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.7	1.6	15.2	2.5	35.2	21.6
Queue Length 50th (ft)	113	0	201	0	115	117
Queue Length 95th (ft)	131	25	223	22	148	180
Internal Link Dist (ft)	722		551			
Turn Bay Length (ft)						
Base Capacity (vph)	2972	1023	4454	971	1520	1023
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	0.30	0.23	0.42	0.09	0.33	0.54

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	284	895	230	159	1098	170	249	406	176	314	530
v/c Ratio	0.75	0.54	0.35	0.54	0.72	0.31	0.70	0.23	0.55	0.18	0.40
Control Delay	78.8	44.4	5.8	74.8	52.0	21.3	77.4	29.0	73.9	36.4	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.8	44.4	5.8	74.8	52.0	21.3	77.4	29.0	73.9	36.4	3.8
Queue Length 50th (ft)	146	271	0	80	364	58	128	85	89	80	0
Queue Length 95th (ft)	192	325	63	119	439	131	172	117	129	112	46
Internal Link Dist (ft)		551			830			361		659	
Turn Bay Length (ft)	240		240	245		150	200		230		185
Base Capacity (vph)	548	1643	666	553	1529	540	664	1754	671	1759	1312
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.54	0.35	0.29	0.72	0.31	0.38	0.23	0.26	0.18	0.40

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	21	316	53	38	299	385	164	96	35	193	166
v/c Ratio	0.22	0.42	0.14	0.37	0.70	0.83	0.76	0.11	0.04	0.80	0.19
Control Delay	73.5	51.7	3.8	77.8	60.6	50.9	85.2	27.9	0.1	84.8	26.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.5	51.7	3.8	77.8	60.6	50.9	85.2	27.9	0.1	84.8	26.0
Queue Length 50th (ft)	20	138	0	37	270	250	158	55	0	186	93
Queue Length 95th (ft)	50	173	16	76	344	351	230	115	0	263	177
Internal Link Dist (ft)		329			709			846			4328
Turn Bay Length (ft)	115		50	260		55	150			200	
Base Capacity (vph)	365	872	440	365	467	492	365	885	794	325	888
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.36	0.12	0.10	0.64	0.78	0.45	0.11	0.04	0.59	0.19

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	22	315	79	296	36	121	150	40	34	248	35
v/c Ratio	0.24	0.53	0.55	0.76	0.09	0.64	0.13	0.04	0.34	0.26	0.04
Control Delay	60.7	40.3	66.5	57.9	0.4	66.3	15.0	0.1	62.6	20.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.7	40.3	66.5	57.9	0.4	66.3	15.0	0.1	62.6	20.6	0.1
Queue Length 50th (ft)	17	97	60	222	0	91	54	0	26	108	0
Queue Length 95th (ft)	44	136	108	298	0	149	114	0	59	208	0
Internal Link Dist (ft)		2573		510			742			2580	
Turn Bay Length (ft)	230		140		25	200			85		25
Base Capacity (vph)	282	990	268	512	504	205	1112	983	238	963	864
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.32	0.29	0.58	0.07	0.59	0.13	0.04	0.14	0.26	0.04

Intersection Summary



Lane Group	WBL	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	137	32	507	442	741
v/c Ratio	0.52	0.10	0.78	0.17	0.43
Control Delay	45.7	0.6	50.0	4.0	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	45.7	0.6	50.0	4.0	10.9
Queue Length 50th (ft)	82	0	152	33	81
Queue Length 95th (ft)	135	0	230	50	154
Internal Link Dist (ft)				513	2784
Turn Bay Length (ft)		380	260		
Base Capacity (vph)	427	461	753	2576	1736
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	0.32	0.07	0.67	0.17	0.43

Intersection Summary



Lane Group	EBL	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	160	349	916	15	481
v/c Ratio	0.35	0.68	0.38	0.14	0.18
Control Delay	40.3	11.4	8.6	54.9	5.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	40.3	11.4	8.6	54.9	5.5
Queue Length 50th (ft)	48	0	87	10	40
Queue Length 95th (ft)	73	75	228	m25	66
Internal Link Dist (ft)			367		513
Turn Bay Length (ft)	535			85	
Base Capacity (vph)	948	689	2418	235	2604
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	0.17	0.51	0.38	0.06	0.18

Intersection Summary

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

Queuing and Blocking Report

Intersection: 23: Sunnyside Avenue & Project Driveway 1

Movement	WB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	13
95th Queue (ft)	37
Link Distance (ft)	420
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 24: Sunnyside Avenue & Project Driveway 2

Movement	WB
Directions Served	LR
Maximum Queue (ft)	56
Average Queue (ft)	34
95th Queue (ft)	57
Link Distance (ft)	439
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 25: Shepherd Avenue & Project Driveway 3

Movement	EB	SB
Directions Served	L	R
Maximum Queue (ft)	54	61
Average Queue (ft)	20	35
95th Queue (ft)	48	55
Link Distance (ft)		361
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	200	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

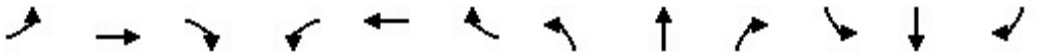
Intersection: 26: Project Driveway 4/Stanford Avenue & Perrin Road

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	31	55	49
Average Queue (ft)	1	26	9
95th Queue (ft)	11	48	33
Link Distance (ft)	439	369	209
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			



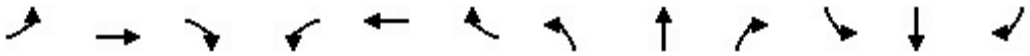
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	13	51	92	35	124	136	536	27	47	443	11
v/c Ratio	0.12	0.25	0.33	0.32	0.52	0.67	0.16	0.02	0.40	0.15	0.01
Control Delay	63.0	56.2	7.8	68.0	57.9	73.0	11.2	0.0	70.3	14.8	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.0	56.2	7.8	68.0	57.9	73.0	11.2	0.0	70.3	14.8	0.0
Queue Length 50th (ft)	11	43	0	30	91	116	63	0	41	60	0
Queue Length 95th (ft)	34	78	28	65	153	177	109	0	79	104	0
Internal Link Dist (ft)		1692			5395		5238			2310	
Turn Bay Length (ft)	235		240	90		250		105	250		200
Base Capacity (vph)	184	612	598	203	595	211	3395	1099	194	3021	965
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.08	0.15	0.17	0.21	0.64	0.16	0.02	0.24	0.15	0.01

Intersection Summary



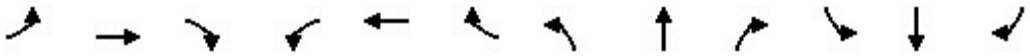
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	38	389	120	40	362	177	259	699	102	173	494	33
v/c Ratio	0.20	0.67	0.34	0.21	0.60	0.44	0.71	0.24	0.11	0.62	0.18	0.04
Control Delay	68.0	63.1	10.9	68.2	59.8	12.2	73.9	18.5	2.2	74.4	19.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.0	63.1	10.9	68.2	59.8	12.2	73.9	18.5	2.2	74.4	19.7	0.1
Queue Length 50th (ft)	18	184	1	19	168	10	124	126	0	82	90	0
Queue Length 95th (ft)	38	231	56	39	213	75	167	176	22	121	131	0
Internal Link Dist (ft)		615			5383			562			5238	
Turn Bay Length (ft)	230		100	250		100	250		160	250		150
Base Capacity (vph)	468	1090	570	439	1090	596	453	2867	936	447	2717	891
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.36	0.21	0.09	0.33	0.30	0.57	0.24	0.11	0.39	0.18	0.04

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	22	515	87	51	425	91	112	163	77	82	153	14
v/c Ratio	0.15	0.55	0.18	0.33	0.79	0.17	0.61	0.20	0.10	0.50	0.19	0.02
Control Delay	57.7	43.2	6.3	62.3	53.7	6.6	69.9	27.5	4.5	66.7	28.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	57.7	43.2	6.3	62.3	53.7	6.6	69.9	27.5	4.5	66.7	28.8	0.1
Queue Length 50th (ft)	17	194	0	41	336	0	93	89	0	67	85	0
Queue Length 95th (ft)	46	229	34	85	423	38	152	165	28	119	161	0
Internal Link Dist (ft)		5383			1263			627			5240	
Turn Bay Length (ft)	230		50	215		60	230		104	255		25
Base Capacity (vph)	288	1027	525	291	559	540	288	812	742	288	792	726
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.50	0.17	0.18	0.76	0.17	0.39	0.20	0.10	0.28	0.19	0.02

Intersection Summary



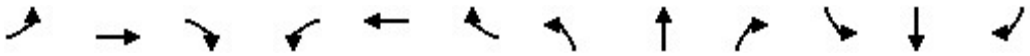
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	34	504	108	137	405	7	147	46	167	11	25	27
v/c Ratio	0.14	0.75	0.26	0.51	0.47	0.01	0.68	0.05	0.32	0.01	0.02	0.03
Control Delay	62.4	60.7	3.4	68.7	48.2	0.0	74.5	40.8	7.5	35.2	25.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.4	60.7	3.4	68.7	48.2	0.0	74.5	40.8	7.5	35.2	25.2	0.1
Queue Length 50th (ft)	15	231	0	63	180	0	130	16	0	3	6	0
Queue Length 95th (ft)	34	280	17	97	217	0	199	34	59	12	18	0
Internal Link Dist (ft)		1209			1573			1877			575	
Turn Bay Length (ft)	240		50	245		175	235		50	250		50
Base Capacity (vph)	604	867	497	610	923	526	221	884	521	1141	1628	789
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.58	0.22	0.22	0.44	0.01	0.67	0.05	0.32	0.01	0.02	0.03

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	91	107	193	459	336	79
v/c Ratio	0.46	0.39	0.67	0.16	0.16	0.08
Control Delay	42.5	11.6	44.6	2.7	9.9	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.5	11.6	44.6	2.7	9.9	3.3
Queue Length 50th (ft)	47	0	98	24	41	0
Queue Length 95th (ft)	79	34	137	40	70	18
Internal Link Dist (ft)	870			436	1877	
Turn Bay Length (ft)	250		200			50
Base Capacity (vph)	527	547	313	2898	2130	985
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	0.20	0.62	0.16	0.16	0.08

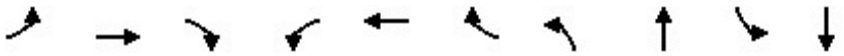
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	23	446	265	46	412	79	132	513	49	46	321	29
v/c Ratio	0.21	0.82	0.43	0.40	0.71	0.14	0.68	0.29	0.06	0.40	0.20	0.04
Control Delay	72.1	62.6	11.0	77.4	52.9	3.0	82.3	25.9	0.1	77.3	29.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.1	62.6	11.0	77.4	52.9	3.0	82.3	25.9	0.1	77.3	29.4	0.1
Queue Length 50th (ft)	22	408	38	44	369	0	125	161	0	44	106	0
Queue Length 95th (ft)	54	502	106	88	444	20	#216	243	0	88	160	0
Internal Link Dist (ft)		389			2634			2691			2832	
Turn Bay Length (ft)	230			55		60	300		95	260		105
Base Capacity (vph)	373	560	626	333	588	565	193	1771	823	312	1568	724
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.06	0.80	0.42	0.14	0.70	0.14	0.68	0.29	0.06	0.15	0.20	0.04

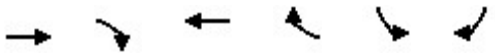
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



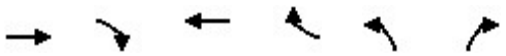
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	16	376	190	39	330	84	159	769	84	584
v/c Ratio	0.11	0.83	0.41	0.27	0.67	0.17	0.71	0.44	0.47	0.36
Control Delay	55.5	60.4	18.3	59.4	47.4	6.1	70.0	25.0	61.8	27.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.5	60.4	18.3	59.4	47.4	6.1	70.0	25.0	61.8	27.1
Queue Length 50th (ft)	12	290	52	30	208	0	125	231	66	174
Queue Length 95th (ft)	36	371	110	68	321	32	194	341	118	266
Internal Link Dist (ft)		611			755			2017		2691
Turn Bay Length (ft)	150		105	165		105	230		235	
Base Capacity (vph)	157	591	571	157	605	577	263	1760	231	1600
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	0.10	0.64	0.33	0.25	0.55	0.15	0.60	0.44	0.36	0.36

Intersection Summary



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1677	534	1705	368	67	345
v/c Ratio	0.36	0.41	0.39	0.35	0.11	0.67
Control Delay	7.5	1.6	7.6	1.7	44.7	51.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.5	1.6	7.6	1.7	44.7	51.2
Queue Length 50th (ft)	138	0	149	0	25	141
Queue Length 95th (ft)	194	36	211	39	43	186
Internal Link Dist (ft)	587		722			
Turn Bay Length (ft)		365			235	280
Base Capacity (vph)	4670	1302	4319	1037	1310	1088
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	0.36	0.41	0.39	0.35	0.05	0.32

Intersection Summary



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1408	371	1603	190	512	761
v/c Ratio	0.49	0.35	0.38	0.19	0.30	0.77
Control Delay	18.0	2.2	16.2	2.2	32.8	41.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.0	2.2	16.2	2.2	32.8	41.3
Queue Length 50th (ft)	246	0	174	0	114	303
Queue Length 95th (ft)	284	42	195	32	146	390
Internal Link Dist (ft)	722		551			
Turn Bay Length (ft)						
Base Capacity (vph)	2923	1070	4336	992	1697	994
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	0.48	0.35	0.37	0.19	0.30	0.77

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	452	1425	315	329	1106	142	365	718	284	279	341
v/c Ratio	0.87	0.96	0.52	0.77	0.82	0.30	0.79	0.43	0.73	0.17	0.31
Control Delay	82.3	68.5	19.1	78.4	59.7	20.1	77.6	35.1	77.7	39.6	4.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	82.3	68.5	19.1	78.4	59.7	20.1	77.6	35.1	77.7	39.6	4.6
Queue Length 50th (ft)	231	521	88	169	393	42	187	175	146	75	0
Queue Length 95th (ft)	295	#682	196	217	453	104	236	226	192	106	42
Internal Link Dist (ft)		551			830			361		659	
Turn Bay Length (ft)	240		240	245		150	200		230		185
Base Capacity (vph)	559	1490	610	559	1352	481	677	1688	671	1617	1107
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.96	0.52	0.59	0.82	0.30	0.54	0.43	0.42	0.17	0.31

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	24	306	79	49	279	135	172	125	77	116	144
v/c Ratio	0.25	0.49	0.23	0.44	0.75	0.36	0.77	0.12	0.08	0.69	0.15
Control Delay	74.3	57.7	11.3	79.9	68.8	24.1	84.9	20.0	4.6	85.3	22.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.3	57.7	11.3	79.9	68.8	24.1	84.9	20.0	4.6	85.3	22.3
Queue Length 50th (ft)	23	141	1	47	262	47	166	60	0	112	73
Queue Length 95th (ft)	55	181	46	92	344	105	239	120	30	176	143
Internal Link Dist (ft)		329			709			846			4328
Turn Bay Length (ft)	115		50	260		55	150			200	
Base Capacity (vph)	369	811	422	369	434	429	369	1039	919	369	966
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.38	0.19	0.13	0.64	0.31	0.47	0.12	0.08	0.31	0.15

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	33	421	41	244	41	179	352	68	40	230	40
v/c Ratio	0.33	0.67	0.38	0.69	0.10	0.67	0.32	0.07	0.38	0.26	0.05
Control Delay	62.5	45.5	63.4	55.2	0.5	59.9	16.7	0.1	63.8	22.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.5	45.5	63.4	55.2	0.5	59.9	16.7	0.1	63.8	22.8	0.1
Queue Length 50th (ft)	25	142	31	182	0	132	142	0	30	107	0
Queue Length 95th (ft)	59	184	68	255	0	203	258	0	66	200	0
Internal Link Dist (ft)		2573		510			742			2580	
Turn Bay Length (ft)	230		140		25	200			85		25
Base Capacity (vph)	270	1035	268	543	554	269	1097	987	277	882	799
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.41	0.15	0.45	0.07	0.67	0.32	0.07	0.14	0.26	0.05

Intersection Summary



Lane Group	WBL	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	167	16	453	829	617
v/c Ratio	0.58	0.05	0.76	0.33	0.37
Control Delay	45.9	0.3	41.3	8.0	16.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	45.9	0.3	41.3	8.0	16.4
Queue Length 50th (ft)	99	0	123	61	108
Queue Length 95th (ft)	157	0	198	245	182
Internal Link Dist (ft)				513	2784
Turn Bay Length (ft)		380	260		
Base Capacity (vph)	418	453	713	2513	1657
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	0.40	0.04	0.64	0.33	0.37

Intersection Summary



Lane Group	EBL	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	361	609	1213	24	560
v/c Ratio	0.38	0.92	0.64	0.21	0.27
Control Delay	30.3	38.2	18.7	68.1	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	30.3	38.2	18.7	68.1	8.3
Queue Length 50th (ft)	93	197	233	16	46
Queue Length 95th (ft)	134	#419	410	m42	66
Internal Link Dist (ft)			367		513
Turn Bay Length (ft)	535			85	
Base Capacity (vph)	999	681	1899	200	2111
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	0.36	0.89	0.64	0.12	0.27

Intersection Summary

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.

Queuing and Blocking Report

Intersection: 23: Sunnyside Avenue & Project Driveway 1

Movement	WB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	7
95th Queue (ft)	27
Link Distance (ft)	420
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 24: Sunnyside Avenue & Project Driveway 2

Movement	WB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	24
95th Queue (ft)	45
Link Distance (ft)	439
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 25: Shepherd Avenue & Project Driveway 3

Movement	EB	WB	SB
Directions Served	L	TR	R
Maximum Queue (ft)	74	53	71
Average Queue (ft)	34	3	32
95th Queue (ft)	68	22	61
Link Distance (ft)		1184	361
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report

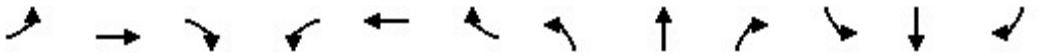
Intersection: 26: Project Driveway 4/Stanford Avenue & Perrin Road

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	56	30
Average Queue (ft)	21	13
95th Queue (ft)	47	37
Link Distance (ft)	369	209
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	87	168	301	27	248	165	981	24	62	975	95
v/c Ratio	0.61	0.35	0.48	0.25	0.73	0.70	0.38	0.03	0.48	0.45	0.13
Control Delay	77.3	43.0	6.6	66.5	60.0	71.4	23.4	0.1	72.5	30.6	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.3	43.0	6.6	66.5	60.0	71.4	23.4	0.1	72.5	30.6	3.1
Queue Length 50th (ft)	75	127	0	23	194	140	195	0	54	221	0
Queue Length 95th (ft)	113	155	34	48	229	181	241	0	87	269	12
Internal Link Dist (ft)		1692			5395		5238			2310	
Turn Bay Length (ft)	235		240	90		250		105	250		200
Base Capacity (vph)	180	600	714	199	578	242	2563	857	194	2173	724
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.28	0.42	0.14	0.43	0.68	0.38	0.03	0.32	0.45	0.13

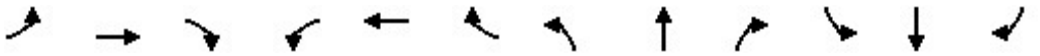
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	122	461	170	338	702	277	210	991	242	285	1443	228
v/c Ratio	0.53	0.68	0.42	0.84	0.80	0.57	0.68	0.48	0.33	0.74	0.66	0.31
Control Delay	73.4	59.3	17.9	81.4	58.1	27.7	74.5	34.5	12.2	73.8	36.6	15.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.4	59.3	17.9	81.4	58.1	27.7	74.5	34.5	12.2	73.8	36.6	15.3
Queue Length 50th (ft)	58	218	37	162	330	118	100	250	43	136	392	60
Queue Length 95th (ft)	89	248	95	#214	366	191	138	338	123	176	512	141
Internal Link Dist (ft)		615			5383			562			5238	
Turn Bay Length (ft)	230		100	250		100	250		160	250		150
Base Capacity (vph)	459	1069	564	426	1058	560	438	2045	728	456	2189	738
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.43	0.30	0.79	0.66	0.49	0.48	0.48	0.33	0.63	0.66	0.31

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

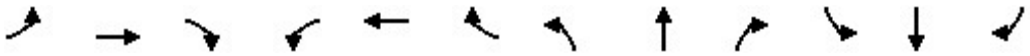


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	100	795	287	176	862	158	227	306	106	244	546	139
v/c Ratio	0.57	0.76	0.54	0.78	1.44	0.28	0.87	0.61	0.21	0.90	1.06	0.28
Control Delay	68.7	47.9	31.0	77.0	240.8	15.9	84.6	48.0	7.7	88.1	103.2	15.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.7	47.9	31.0	77.0	240.8	15.9	84.6	48.0	7.7	88.1	103.2	15.9
Queue Length 50th (ft)	83	323	138	145	~970	39	186	229	0	203	~529	30
Queue Length 95th (ft)	129	380	217	203	#1162	87	#275	303	38	#306	#673	74
Internal Link Dist (ft)		5383			1263			627			5240	
Turn Bay Length (ft)	230		50	215		60	230		104	255		25
Base Capacity (vph)	288	1049	527	283	599	571	285	502	498	285	513	502
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.35	0.76	0.54	0.62	1.44	0.28	0.80	0.61	0.21	0.86	1.06	0.28

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



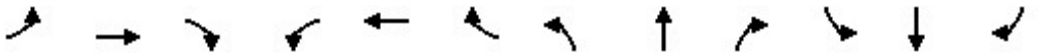
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	130	824	161	257	782	136	134	233	159	183	458	242
v/c Ratio	0.50	0.83	0.31	0.71	0.70	0.24	0.72	0.28	0.34	0.27	0.40	0.42
Control Delay	68.7	54.7	15.4	71.2	45.9	10.3	80.0	44.0	12.5	49.9	38.8	23.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.7	54.7	15.4	71.2	45.9	10.3	80.0	44.0	12.5	49.9	38.8	23.3
Queue Length 50th (ft)	59	361	35	118	318	17	120	91	19	75	172	92
Queue Length 95th (ft)	86	407	82	147	356	55	169	119	64	104	221	162
Internal Link Dist (ft)		1209			1573			1877			575	
Turn Bay Length (ft)	240		50	245		175	235		50	250		50
Base Capacity (vph)	592	998	518	598	1110	571	294	826	469	669	1149	581
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.83	0.31	0.43	0.70	0.24	0.46	0.28	0.34	0.27	0.40	0.42

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	107	293	349	514	942	266
v/c Ratio	0.50	0.66	0.74	0.19	0.60	0.38
Control Delay	42.9	12.1	38.3	3.3	21.0	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.9	12.1	38.3	3.3	21.0	12.7
Queue Length 50th (ft)	55	0	169	30	192	53
Queue Length 95th (ft)	83	33	197	45	239	99
Internal Link Dist (ft)	870			436	1877	
Turn Bay Length (ft)	250		200			50
Base Capacity (vph)	527	667	475	2692	1583	707
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	0.20	0.44	0.73	0.19	0.60	0.38

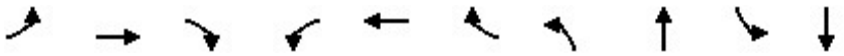
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	47	405	392	77	459	207	176	531	23	80	946	83
v/c Ratio	0.41	0.73	0.55	0.57	0.74	0.34	0.78	0.36	0.03	0.58	0.72	0.13
Control Delay	77.9	54.9	9.2	82.5	53.1	15.0	84.8	32.0	0.1	83.1	45.9	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.9	54.9	9.2	82.5	53.1	15.0	84.8	32.0	0.1	83.1	45.9	1.1
Queue Length 50th (ft)	45	353	32	74	406	52	169	184	0	77	418	0
Queue Length 95th (ft)	86	437	104	124	488	106	234	261	0	127	#615	2
Internal Link Dist (ft)		389			2634			2691			2832	
Turn Bay Length (ft)	230			55		60	300		95	260		105
Base Capacity (vph)	365	566	715	309	617	606	362	1479	674	306	1309	655
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.72	0.55	0.25	0.74	0.34	0.49	0.36	0.03	0.26	0.72	0.13

Intersection Summary

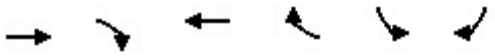
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	17	320	173	49	470	117	143	632	173	1302
v/c Ratio	0.12	0.70	0.36	0.34	0.84	0.21	0.67	0.44	0.80	0.89
Control Delay	55.7	50.4	12.5	61.0	55.4	5.1	68.0	29.6	80.1	44.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.7	50.4	12.5	61.0	55.4	5.1	68.0	29.6	80.1	44.4
Queue Length 50th (ft)	13	248	30	38	340	0	113	187	136	487
Queue Length 95th (ft)	37	307	80	79	470	35	174	280	#240	#841
Internal Link Dist (ft)		611			755			2017		2691
Turn Bay Length (ft)	150		105	165		105	230		235	
Base Capacity (vph)	151	572	564	155	596	580	294	1423	231	1463
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	0.11	0.56	0.31	0.32	0.79	0.20	0.49	0.44	0.75	0.89

Intersection Summary

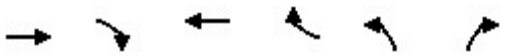
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1116	544	2106	472	78	776
v/c Ratio	0.28	0.46	0.58	0.49	0.08	0.95
Control Delay	11.9	2.2	15.0	8.8	35.2	65.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.9	2.2	15.0	8.8	35.2	65.0
Queue Length 50th (ft)	120	0	374	200	25	344
Queue Length 95th (ft)	139	42	413	318	45	#486
Internal Link Dist (ft)	587		722			
Turn Bay Length (ft)		365			235	280
Base Capacity (vph)	3943	1183	3627	971	957	815
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	0.28	0.46	0.58	0.49	0.08	0.95

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	999	248	2172	92	514	664
v/c Ratio	0.34	0.24	0.49	0.09	0.34	0.67
Control Delay	12.9	1.6	16.1	2.5	35.3	30.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.9	1.6	16.1	2.5	35.3	30.5
Queue Length 50th (ft)	122	0	250	0	118	196
Queue Length 95th (ft)	147	26	274	23	151	272
Internal Link Dist (ft)	722		551			
Turn Bay Length (ft)						
Base Capacity (vph)	2972	1028	4454	973	1520	987
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	0.34	0.24	0.49	0.09	0.34	0.67

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	383	954	268	163	1143	190	269	461	212	441	778
v/c Ratio	0.82	0.58	0.39	0.55	0.82	0.37	0.72	0.27	0.63	0.25	0.57
Control Delay	79.6	45.3	6.3	75.0	58.4	24.2	77.7	31.7	75.9	38.1	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.6	45.3	6.3	75.0	58.4	24.2	77.7	31.7	75.9	38.1	10.4
Queue Length 50th (ft)	196	293	4	83	400	72	138	104	109	117	67
Queue Length 95th (ft)	250	350	73	122	473	152	183	141	151	156	147
Internal Link Dist (ft)		551			830			361		659	
Turn Bay Length (ft)	240		240	245		150	200		230		185
Base Capacity (vph)	548	1641	687	553	1400	507	664	1735	671	1735	1355
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.58	0.39	0.29	0.82	0.37	0.41	0.27	0.32	0.25	0.57

Intersection Summary

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	33	598	146	39	466	385	217	101	40	193	176
v/c Ratio	0.33	0.48	0.24	0.38	0.70	0.62	0.81	0.16	0.07	0.79	0.31
Control Delay	76.6	39.3	17.2	78.1	48.4	36.2	83.5	39.4	0.2	84.5	41.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	76.6	39.3	17.2	78.1	48.4	36.2	83.5	39.4	0.2	84.5	41.6
Queue Length 50th (ft)	32	244	46	38	401	254	208	70	0	185	125
Queue Length 95th (ft)	69	295	99	77	517	360	287	134	2	262	220
Internal Link Dist (ft)		329			709			846			4328
Turn Bay Length (ft)	115		50	260		55	150			200	
Base Capacity (vph)	365	1255	599	365	663	617	365	616	577	358	574
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.48	0.24	0.11	0.70	0.62	0.59	0.16	0.07	0.54	0.31

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	22	328	79	302	40	121	172	40	42	307	35
v/c Ratio	0.24	0.54	0.55	0.77	0.10	0.65	0.16	0.04	0.39	0.32	0.04
Control Delay	60.7	41.3	66.5	57.4	0.5	67.5	16.3	0.1	63.6	21.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.7	41.3	66.5	57.4	0.5	67.5	16.3	0.1	63.6	21.7	0.1
Queue Length 50th (ft)	17	104	60	227	0	92	64	0	32	138	0
Queue Length 95th (ft)	44	143	108	302	0	149	132	0	68	263	0
Internal Link Dist (ft)		2573		510			742			2580	
Turn Bay Length (ft)	230		140		25	200			85		25
Base Capacity (vph)	238	1017	238	543	529	242	1067	947	238	959	861
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.32	0.33	0.56	0.08	0.50	0.16	0.04	0.18	0.32	0.04

Intersection Summary



Lane Group	WBL	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	138	32	527	459	780
v/c Ratio	0.52	0.10	0.78	0.18	0.46
Control Delay	45.7	0.6	51.7	4.0	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	45.7	0.6	51.7	4.0	12.1
Queue Length 50th (ft)	82	0	183	34	95
Queue Length 95th (ft)	136	0	239	47	175
Internal Link Dist (ft)				513	2784
Turn Bay Length (ft)		380	260		
Base Capacity (vph)	427	461	806	2574	1710
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	0.32	0.07	0.65	0.18	0.46

Intersection Summary



Lane Group	EBL	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	167	356	950	15	504
v/c Ratio	0.35	0.68	0.40	0.14	0.20
Control Delay	39.7	11.1	9.1	54.2	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	39.7	11.1	9.1	54.2	7.4
Queue Length 50th (ft)	51	1	93	10	55
Queue Length 95th (ft)	74	76	246	m25	78
Internal Link Dist (ft)			367		513
Turn Bay Length (ft)	535			85	
Base Capacity (vph)	989	707	2397	283	2584
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	0.17	0.50	0.40	0.05	0.20

Intersection Summary

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

Intersection: 23: Sunnyside Avenue & Project Driveway 1

Movement	WB
Directions Served	LR
Maximum Queue (ft)	51
Average Queue (ft)	18
95th Queue (ft)	45
Link Distance (ft)	420
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 24: Sunnyside Avenue & Project Driveway 2

Movement	WB
Directions Served	LR
Maximum Queue (ft)	54
Average Queue (ft)	33
95th Queue (ft)	55
Link Distance (ft)	439
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

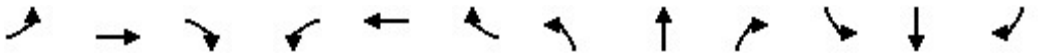
Intersection: 25: Shepherd Avenue & Project Driveway 3

Movement	EB	WB	WB	SB
Directions Served	L	T	TR	R
Maximum Queue (ft)	53	513	629	376
Average Queue (ft)	16	216	268	237
95th Queue (ft)	46	538	597	419
Link Distance (ft)		1184	1184	361
Upstream Blk Time (%)				26
Queuing Penalty (veh)				0
Storage Bay Dist (ft)	200			
Storage Blk Time (%)				
Queuing Penalty (veh)				



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	14	65	145	48	146	193	851	41	63	761	14
v/c Ratio	0.13	0.32	0.48	0.41	0.53	0.67	0.26	0.04	0.49	0.28	0.02
Control Delay	63.2	58.2	13.2	70.4	55.6	64.9	13.6	0.1	72.5	20.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.2	58.2	13.2	70.4	55.6	64.9	13.6	0.1	72.5	20.4	0.0
Queue Length 50th (ft)	12	55	0	41	108	161	113	0	54	128	0
Queue Length 95th (ft)	34	93	56	81	173	233	187	0	98	199	0
Internal Link Dist (ft)		1692			5395		5238			2310	
Turn Bay Length (ft)	235		240	90		250		105	250		200
Base Capacity (vph)	184	612	618	203	593	289	3258	1059	194	2675	868
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.11	0.23	0.24	0.25	0.67	0.26	0.04	0.32	0.28	0.02

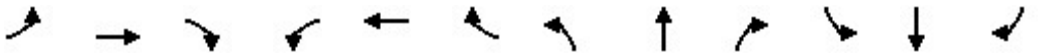
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	268	733	131	362	632	323	297	1470	502	351	1065	210
v/c Ratio	0.72	0.79	0.26	0.86	0.63	0.57	0.76	0.87	0.74	0.81	0.61	0.34
Control Delay	74.0	56.7	9.3	82.7	48.5	23.7	75.7	53.0	31.3	76.7	43.1	17.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.0	56.7	9.3	82.7	48.5	23.7	75.7	53.0	31.3	76.7	43.1	17.2
Queue Length 50th (ft)	128	342	9	174	273	119	142	489	239	167	311	55
Queue Length 95th (ft)	172	392	59	#248	331	216	191	#647	#446	#233	396	137
Internal Link Dist (ft)		615			5383			562			5238	
Turn Bay Length (ft)	230		100	250		100	250		160	250		150
Base Capacity (vph)	468	1090	570	439	1090	602	451	1690	677	461	1744	619
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.67	0.23	0.82	0.58	0.54	0.66	0.87	0.74	0.76	0.61	0.34

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

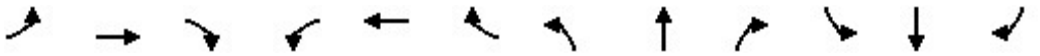


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	147	1055	165	113	933	216	210	526	161	162	372	111
v/c Ratio	0.70	0.92	0.29	0.61	1.61	0.39	0.83	0.93	0.28	0.74	0.70	0.22
Control Delay	71.7	56.4	16.8	69.8	315.3	23.2	80.6	69.8	11.6	73.9	50.9	11.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	71.7	56.4	16.8	69.8	315.3	23.2	80.6	69.8	11.6	73.9	50.9	11.4
Queue Length 50th (ft)	121	445	43	93	~1122	79	172	432	21	133	286	12
Queue Length 95th (ft)	186	#633	106	152	#1449	163	#276	#713	81	203	408	60
Internal Link Dist (ft)		5383			1263			627			5240	
Turn Bay Length (ft)	230		50	215		60	230		104	255		25
Base Capacity (vph)	288	1145	575	291	578	555	288	563	567	288	529	516
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.92	0.29	0.39	1.61	0.39	0.73	0.93	0.28	0.56	0.70	0.22

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



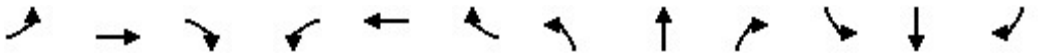
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	196	908	163	173	920	149	214	413	184	138	279	164
v/c Ratio	0.63	0.76	0.27	0.59	0.78	0.25	0.83	0.47	0.38	0.23	0.28	0.31
Control Delay	70.6	47.1	13.9	70.1	48.4	12.4	82.9	47.1	20.2	50.8	41.7	15.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.6	47.1	13.9	70.1	48.4	12.4	82.9	47.1	20.2	50.8	41.7	15.9
Queue Length 50th (ft)	90	386	34	79	396	26	191	170	53	56	106	35
Queue Length 95th (ft)	129	485	94	117	499	82	276	223	124	88	152	100
Internal Link Dist (ft)		1209			1573			1877			575	
Turn Bay Length (ft)	240		50	245		175	235		50	250		50
Base Capacity (vph)	604	1190	596	610	1181	601	314	884	479	611	995	528
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.76	0.27	0.28	0.78	0.25	0.68	0.47	0.38	0.23	0.28	0.31

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	111	110	194	1000	673	91
v/c Ratio	0.52	0.38	0.69	0.37	0.34	0.10
Control Delay	43.4	11.0	45.6	4.1	12.1	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.4	11.0	45.6	4.1	12.1	6.7
Queue Length 50th (ft)	57	0	99	70	95	10
Queue Length 95th (ft)	91	33	138	103	146	33
Internal Link Dist (ft)	870			436	1877	
Turn Bay Length (ft)	250		200			50
Base Capacity (vph)	527	549	381	2716	2000	916
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	0.21	0.20	0.51	0.37	0.34	0.10

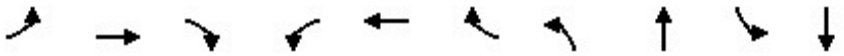
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	59	502	418	46	478	79	332	938	49	46	588	51
v/c Ratio	0.48	0.75	0.55	0.40	0.73	0.12	0.90	0.61	0.07	0.40	0.61	0.10
Control Delay	79.7	51.0	13.4	77.4	50.5	0.6	84.7	37.1	0.2	77.3	52.4	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.7	51.0	13.4	77.4	50.5	0.6	84.7	37.1	0.2	77.3	52.4	0.4
Queue Length 50th (ft)	57	445	88	44	419	0	309	375	0	44	274	0
Queue Length 95th (ft)	105	570	192	88	545	2	#500	501	0	88	350	0
Internal Link Dist (ft)		389			2634			2691			2832	
Turn Bay Length (ft)	230			55		60	300		95	260		105
Base Capacity (vph)	373	671	764	309	657	637	384	1529	725	312	969	518
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.75	0.55	0.15	0.73	0.12	0.86	0.61	0.07	0.15	0.61	0.10

Intersection Summary

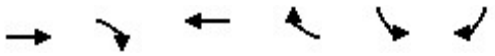
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	24	388	191	39	350	126	160	1338	116	958
v/c Ratio	0.17	0.84	0.39	0.27	0.75	0.26	0.70	0.82	0.60	0.61
Control Delay	56.7	60.1	14.9	59.4	53.5	6.5	68.0	37.2	66.1	32.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.7	60.1	14.9	59.4	53.5	6.5	68.0	37.2	66.1	32.8
Queue Length 50th (ft)	18	299	40	30	263	0	126	518	92	332
Queue Length 95th (ft)	47	381	97	68	339	43	192	#827	151	#542
Internal Link Dist (ft)		611			755			2017		2691
Turn Bay Length (ft)	150		105	165		105	230		235	
Base Capacity (vph)	157	592	584	157	592	591	304	1629	232	1566
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	0.15	0.66	0.33	0.25	0.59	0.21	0.53	0.82	0.50	0.61

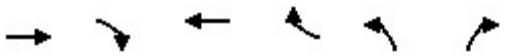
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1773	551	1959	426	74	345
v/c Ratio	0.38	0.42	0.46	0.41	0.12	0.67
Control Delay	7.8	1.6	8.3	1.9	44.6	52.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.8	1.6	8.3	1.9	44.6	52.3
Queue Length 50th (ft)	150	0	184	0	27	145
Queue Length 95th (ft)	210	37	258	41	47	190
Internal Link Dist (ft)	587		722			
Turn Bay Length (ft)		365			235	280
Base Capacity (vph)	4651	1304	4279	1050	1310	1083
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	0.38	0.42	0.46	0.41	0.06	0.32

Intersection Summary



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1507	378	1878	205	536	1018
v/c Ratio	0.52	0.35	0.43	0.21	0.33	1.07
Control Delay	17.9	2.2	16.4	2.2	33.7	88.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.9	2.2	16.4	2.2	33.7	88.9
Queue Length 50th (ft)	271	0	214	0	120	~521
Queue Length 95th (ft)	312	42	237	34	153	#669
Internal Link Dist (ft)	722		551			
Turn Bay Length (ft)						
Base Capacity (vph)	2923	1073	4336	998	1643	953
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	0.52	0.35	0.43	0.21	0.33	1.07

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	705	1488	344	332	1184	211	405	875	329	376	504
v/c Ratio	1.26	1.00	0.56	0.78	0.92	0.44	0.81	0.53	0.77	0.24	0.42
Control Delay	182.1	77.8	21.2	78.3	68.0	26.9	76.9	40.6	78.2	41.8	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	182.1	77.8	21.2	78.3	68.0	26.9	76.9	40.6	78.2	41.8	4.4
Queue Length 50th (ft)	~459	~557	108	170	430	88	207	242	169	105	0
Queue Length 95th (ft)	#588	#732	225	218	#510	170	258	304	217	143	48
Internal Link Dist (ft)		551			830			361		659	
Turn Bay Length (ft)	240		240	245		150	200		230		185
Base Capacity (vph)	559	1486	615	559	1292	476	677	1639	671	1558	1193
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.26	1.00	0.56	0.59	0.92	0.44	0.60	0.53	0.49	0.24	0.42

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	45	616	169	55	694	135	297	128	80	116	174
v/c Ratio	0.42	0.45	0.26	0.48	0.95	0.20	0.90	0.20	0.13	0.69	0.38
Control Delay	79.2	36.6	18.8	80.8	67.9	15.0	88.1	37.2	7.8	85.3	48.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	79.2	36.6	18.8	80.8	67.9	15.0	88.1	37.2	7.8	85.3	48.1
Queue Length 50th (ft)	44	239	59	53	666	36	282	89	0	112	137
Queue Length 95th (ft)	86	311	124	100	#975	89	#421	151	40	176	214
Internal Link Dist (ft)		329			709			846			4328
Turn Bay Length (ft)	115		50	260		55	150			200	
Base Capacity (vph)	369	1374	662	369	731	668	369	640	597	369	459
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.45	0.26	0.15	0.95	0.20	0.80	0.20	0.13	0.31	0.38

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	33	433	41	264	51	179	407	68	46	271	40
v/c Ratio	0.33	0.66	0.38	0.71	0.13	0.74	0.38	0.07	0.42	0.30	0.05
Control Delay	62.5	44.9	63.4	55.5	1.6	67.1	18.5	2.0	64.5	23.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.5	44.9	63.4	55.5	1.6	67.1	18.5	2.0	64.5	23.4	0.1
Queue Length 50th (ft)	25	146	31	196	0	135	176	0	35	127	0
Queue Length 95th (ft)	59	188	68	271	6	202	316	15	73	241	0
Internal Link Dist (ft)		2573		510			742			2580	
Turn Bay Length (ft)	230		140		25	200			85		25
Base Capacity (vph)	270	1035	268	543	529	283	1076	954	262	894	808
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.42	0.15	0.49	0.10	0.63	0.38	0.07	0.18	0.30	0.05

Intersection Summary



Lane Group	WBL	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	172	16	465	873	645
v/c Ratio	0.59	0.05	0.76	0.35	0.39
Control Delay	45.8	0.3	40.8	8.1	17.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	45.8	0.3	40.8	8.1	17.2
Queue Length 50th (ft)	102	0	132	59	117
Queue Length 95th (ft)	160	0	210	251	196
Internal Link Dist (ft)				513	2784
Turn Bay Length (ft)		380	260		
Base Capacity (vph)	418	453	797	2503	1633
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	0.41	0.04	0.58	0.35	0.39

Intersection Summary



Lane Group	EBL	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	383	630	1248	24	580
v/c Ratio	0.39	0.95	0.67	0.21	0.28
Control Delay	30.1	44.5	19.8	66.3	10.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	30.1	44.5	19.8	66.3	10.9
Queue Length 50th (ft)	100	228	245	16	60
Queue Length 95th (ft)	141	#462	430	m39	77
Internal Link Dist (ft)			367		513
Turn Bay Length (ft)	535			85	
Base Capacity (vph)	999	671	1866	283	2078
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	0.38	0.94	0.67	0.08	0.28

Intersection Summary

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.

Intersection: 23: Sunnyside Avenue & Project Driveway 1

Movement	WB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	10
95th Queue (ft)	33
Link Distance (ft)	420
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 24: Sunnyside Avenue & Project Driveway 2

Movement	WB
Directions Served	LR
Maximum Queue (ft)	50
Average Queue (ft)	24
95th Queue (ft)	47
Link Distance (ft)	439
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 25: Shepherd Avenue & Project Driveway 3

Movement	EB	WB	WB	B78	B78	SB
Directions Served	L	T	TR	T	T	R
Maximum Queue (ft)	96	1274	1256	374	374	354
Average Queue (ft)	31	1027	1054	197	201	316
95th Queue (ft)	68	1624	1605	484	486	427
Link Distance (ft)		1184	1184	346	346	361
Upstream Blk Time (%)		58	60	11	16	83
Queuing Penalty (veh)		280	291	52	79	0
Storage Bay Dist (ft)	200					
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 26: Project Driveway 4/Stanford Avenue & Perrin Road

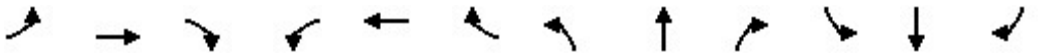
Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	31	30
Average Queue (ft)	18	13
95th Queue (ft)	43	37
Link Distance (ft)	369	209
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	78	171	272	108	583	149	882	22	64	878	86
v/c Ratio	0.57	0.27	0.38	0.68	0.94	0.83	0.50	0.04	0.49	0.57	0.16
Control Delay	75.5	34.0	5.2	80.1	66.1	94.0	37.1	0.1	72.6	42.0	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.5	34.0	5.2	80.1	66.1	94.0	37.1	0.1	72.6	42.0	2.7
Queue Length 50th (ft)	67	108	0	93	480	129	228	0	55	241	0
Queue Length 95th (ft)	120	175	63	154	#757	#240	286	0	103	289	18
Internal Link Dist (ft)		1692			5395		5238			2310	
Turn Bay Length (ft)	235		240	90		250		105	250		200
Base Capacity (vph)	180	643	724	199	620	192	1762	627	194	1534	547
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.27	0.38	0.54	0.94	0.78	0.50	0.04	0.33	0.57	0.16

Intersection Summary

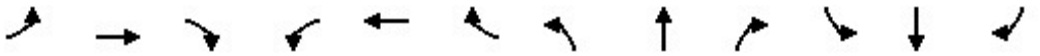
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	122	455	311	338	701	276	424	996	349	286	1450	229
v/c Ratio	0.53	0.67	0.64	0.84	0.80	0.57	0.76	0.49	0.45	0.74	0.80	0.36
Control Delay	73.4	59.1	19.9	81.4	58.2	27.9	67.0	34.5	12.8	73.6	47.1	19.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.4	59.1	19.9	81.4	58.2	27.9	67.0	34.5	12.8	73.6	47.1	19.3
Queue Length 50th (ft)	58	214	66	162	327	117	198	253	65	137	454	70
Queue Length 95th (ft)	92	254	160	#228	379	201	255	348	180	182	#638	163
Internal Link Dist (ft)		615			5383			562			5238	
Turn Bay Length (ft)	230		100	250		100	250		160	250		150
Base Capacity (vph)	459	1069	639	426	1058	560	560	2045	771	456	1817	634
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.43	0.49	0.79	0.66	0.49	0.76	0.49	0.45	0.63	0.80	0.36

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

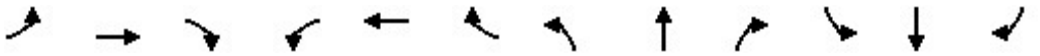


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	96	760	396	165	820	152	237	337	100	360	970	134
v/c Ratio	0.56	0.72	0.73	0.75	1.36	0.26	0.89	0.69	0.21	1.26	1.91	0.27
Control Delay	68.4	46.0	38.5	75.1	208.6	15.1	86.8	51.9	8.0	187.4	446.8	15.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.4	46.0	38.5	75.1	208.6	15.1	86.8	51.9	8.0	187.4	446.8	15.2
Queue Length 50th (ft)	80	302	220	136	~893	35	196	257	0	~380	~1272	27
Queue Length 95th (ft)	134	395	#389	207	#1199	94	#333	367	44	#576	#1527	81
Internal Link Dist (ft)		5383			1263			627			5240	
Turn Bay Length (ft)	230		50	215		60	230		104	255		25
Base Capacity (vph)	288	1062	546	283	602	574	285	487	482	285	507	497
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.72	0.73	0.58	1.36	0.26	0.83	0.69	0.21	1.26	1.91	0.27

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	120	778	228	345	734	180	127	214	188	173	649	311
v/c Ratio	0.48	0.93	0.50	1.24	0.84	0.37	0.73	0.16	0.27	0.41	0.46	0.45
Control Delay	68.7	69.3	27.7	184.4	59.7	16.3	84.6	28.5	4.7	59.7	31.7	21.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.7	69.3	27.7	184.4	59.7	16.3	84.6	28.5	4.7	59.7	31.7	21.0
Queue Length 50th (ft)	55	365	93	~200	333	38	114	66	0	76	225	126
Queue Length 95th (ft)	88	#481	179	#302	#420	107	183	96	49	115	292	219
Internal Link Dist (ft)		1209			1573			1877			575	
Turn Bay Length (ft)	240		50	245		175	235		50	250		50
Base Capacity (vph)	276	851	457	279	878	488	209	1308	700	423	1416	693
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.91	0.50	1.24	0.84	0.37	0.61	0.16	0.27	0.41	0.46	0.45

Intersection Summary

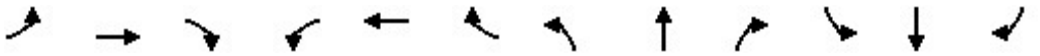
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	92	254	308	496	1065	327
v/c Ratio	0.45	0.63	0.58	0.18	0.71	0.48
Control Delay	42.0	12.3	31.3	3.1	23.8	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.0	12.3	31.3	3.1	23.8	14.0
Queue Length 50th (ft)	47	0	144	27	226	71
Queue Length 95th (ft)	89	64	225	51	334	159
Internal Link Dist (ft)	870			436	1877	
Turn Bay Length (ft)	250		200			50
Base Capacity (vph)	590	686	527	2712	1490	680
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	0.16	0.37	0.58	0.18	0.71	0.48

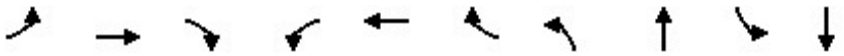
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	77	435	389	75	512	253	175	508	23	125	926	148
v/c Ratio	0.57	0.64	0.51	0.56	0.75	0.39	0.77	0.42	0.04	0.75	0.85	0.26
Control Delay	82.7	45.6	9.9	82.4	50.8	18.6	84.7	39.6	0.1	92.7	57.3	9.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	82.7	45.6	9.9	82.4	50.8	18.6	84.7	39.6	0.1	92.7	57.3	9.7
Queue Length 50th (ft)	74	351	46	73	436	82	168	202	0	121	447	10
Queue Length 95th (ft)	128	498	147	126	610	168	242	263	0	192	#631	68
Internal Link Dist (ft)		389			2634			2691			2832	
Turn Bay Length (ft)	230			55		60	300		95	260		105
Base Capacity (vph)	389	676	767	321	680	654	408	1205	569	200	1092	568
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.64	0.51	0.23	0.75	0.39	0.43	0.42	0.04	0.63	0.85	0.26

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

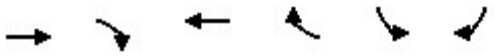


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	17	317	210	50	455	118	303	667	176	1333
v/c Ratio	0.12	0.70	0.43	0.35	0.82	0.22	0.84	0.47	0.81	1.14
Control Delay	55.8	50.6	14.6	61.3	53.8	5.2	68.8	29.8	81.0	114.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.8	50.6	14.6	61.3	53.8	5.2	68.8	29.8	81.0	114.1
Queue Length 50th (ft)	13	246	44	39	327	0	227	198	138	~693
Queue Length 95th (ft)	37	309	103	80	459	37	#444	300	#252	#893
Internal Link Dist (ft)		611			755			2017		2691
Turn Bay Length (ft)	150		105	165		105	230		235	
Base Capacity (vph)	151	572	576	155	596	580	361	1421	231	1165
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	0.11	0.55	0.36	0.32	0.76	0.20	0.84	0.47	0.76	1.14

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

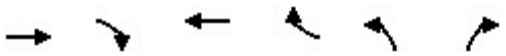


Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1315	956	2300	506	83	837
v/c Ratio	0.33	0.71	0.62	0.51	0.09	1.08
Control Delay	11.8	4.0	16.0	9.0	36.2	97.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.8	4.0	16.0	9.0	36.2	97.7
Queue Length 50th (ft)	143	0	430	223	27	~432
Queue Length 95th (ft)	164	48	472	356	48	#575
Internal Link Dist (ft)	587		722			
Turn Bay Length (ft)		365			235	280
Base Capacity (vph)	4002	1347	3686	991	925	778
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	0.33	0.71	0.62	0.51	0.09	1.08

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1174	254	2338	101	528	684
v/c Ratio	0.40	0.25	0.52	0.10	0.35	0.73
Control Delay	13.6	1.6	16.7	2.4	35.4	37.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	13.6	1.6	16.7	2.4	35.4	37.1
Queue Length 50th (ft)	152	0	278	0	121	238
Queue Length 95th (ft)	180	26	302	24	155	318
Internal Link Dist (ft)	722		551			
Turn Bay Length (ft)						
Base Capacity (vph)	2972	1030	4454	976	1520	940
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	0.40	0.25	0.52	0.10	0.35	0.73

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	441	1006	391	211	1196	200	409	658	222	515	809
v/c Ratio	0.87	0.63	0.52	0.65	0.89	0.41	0.81	0.38	0.65	0.33	0.66
Control Delay	82.4	47.4	8.1	77.3	64.4	26.4	76.9	35.5	76.3	43.6	17.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	82.4	47.4	8.1	77.3	64.4	26.4	76.9	35.5	76.3	43.6	17.6
Queue Length 50th (ft)	225	316	20	108	436	83	209	165	114	149	130
Queue Length 95th (ft)	288	382	114	150	#525	164	260	212	156	195	224
Internal Link Dist (ft)		551			830			361		659	
Turn Bay Length (ft)	240		240	245		150	200		230		185
Base Capacity (vph)	548	1602	746	553	1341	490	664	1730	671	1541	1228
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.80	0.63	0.52	0.38	0.89	0.41	0.62	0.38	0.33	0.33	0.66

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	55	732	294	78	489	402	226	104	42	356	589
v/c Ratio	0.48	0.58	0.49	0.58	0.69	0.61	0.82	0.24	0.10	0.98	1.15
Control Delay	81.0	42.0	30.9	83.8	46.1	35.1	83.5	49.1	1.1	101.4	135.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.0	42.0	30.9	83.8	46.1	35.1	83.5	49.1	1.1	101.4	135.6
Queue Length 50th (ft)	53	305	164	75	409	260	217	84	0	350	~674
Queue Length 95th (ft)	100	390	269	129	566	396	297	140	4	#563	#1019
Internal Link Dist (ft)		329			709			846			4328
Turn Bay Length (ft)	115		50	260		55	150			200	
Base Capacity (vph)	365	1256	600	365	711	655	365	426	423	362	511
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.58	0.49	0.21	0.69	0.61	0.62	0.24	0.10	0.98	1.15

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	23	410	104	335	42	170	179	72	104	701	87
v/c Ratio	0.25	0.67	0.62	0.74	0.09	0.72	0.20	0.09	0.62	0.83	0.11
Control Delay	60.9	46.2	67.4	52.5	0.4	66.0	21.1	3.0	67.3	41.5	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.9	46.2	67.4	52.5	0.4	66.0	21.1	3.0	67.3	41.5	5.3
Queue Length 50th (ft)	18	141	79	253	0	128	75	0	79	462	0
Queue Length 95th (ft)	45	183	133	328	0	194	156	20	133	#891	33
Internal Link Dist (ft)		2573		510			742			2580	
Turn Bay Length (ft)	230		140		25	200			85		25
Base Capacity (vph)	238	1016	238	543	529	262	917	827	238	844	769
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.40	0.44	0.62	0.08	0.65	0.20	0.09	0.44	0.83	0.11

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBL	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	140	34	550	479	1015
v/c Ratio	0.52	0.10	0.79	0.19	0.60
Control Delay	45.7	0.6	50.8	5.2	15.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	45.7	0.6	50.8	5.2	15.8
Queue Length 50th (ft)	83	0	193	36	164
Queue Length 95th (ft)	137	0	247	83	275
Internal Link Dist (ft)				513	2784
Turn Bay Length (ft)		380	260		
Base Capacity (vph)	427	461	768	2571	1696
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	0.33	0.07	0.72	0.19	0.60

Intersection Summary



Lane Group	EBL	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	169	404	998	16	615
v/c Ratio	0.27	0.78	0.44	0.15	0.25
Control Delay	34.4	22.6	12.2	60.1	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	34.4	22.6	12.2	60.1	8.4
Queue Length 50th (ft)	48	72	123	11	65
Queue Length 95th (ft)	68	165	306	m22	87
Internal Link Dist (ft)			367		513
Turn Bay Length (ft)	535			85	
Base Capacity (vph)	958	643	2251	283	2437
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	0.18	0.63	0.44	0.06	0.25

Intersection Summary

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

Intersection: 23: Sunnyside Avenue & Project Driveway 1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	55	903
Average Queue (ft)	25	878
95th Queue (ft)	52	900
Link Distance (ft)	420	840
Upstream Blk Time (%)		100
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 24: Sunnyside Avenue & Project Driveway 2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	118	601
Average Queue (ft)	59	593
95th Queue (ft)	99	599
Link Distance (ft)	439	587
Upstream Blk Time (%)		47
Queuing Penalty (veh)		555
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 25: Shepherd Avenue & Project Driveway 3

Movement	EB	WB	WB	B78	B78	SB
Directions Served	L	T	TR	T	T	R
Maximum Queue (ft)	28	1274	1274	369	364	368
Average Queue (ft)	6	1000	1017	165	170	325
95th Queue (ft)	25	1643	1627	442	445	459
Link Distance (ft)		1184	1184	346	346	361
Upstream Blk Time (%)		55	57	10	17	84
Queuing Penalty (veh)		197	203	34	62	0
Storage Bay Dist (ft)	200					
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 26: Project Driveway 4/Stanford Avenue & Perrin Road

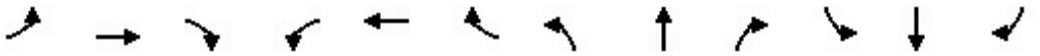
Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	54	49
Average Queue (ft)	25	12
95th Queue (ft)	48	38
Link Distance (ft)	369	209
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	14	132	146	139	211	195	853	196	128	762	14
v/c Ratio	0.13	0.58	0.45	0.78	0.54	0.63	0.32	0.22	0.68	0.33	0.02
Control Delay	63.2	65.6	12.2	86.3	49.3	61.8	21.4	9.3	75.2	26.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.2	65.6	12.2	86.3	49.3	61.8	21.4	9.3	75.2	26.2	0.1
Queue Length 50th (ft)	12	112	0	119	144	162	157	32	110	156	0
Queue Length 95th (ft)	35	170	60	#206	237	242	232	94	173	221	0
Internal Link Dist (ft)		1692			5395		5238			2310	
Turn Bay Length (ft)	235		240	90		250		105	250		200
Base Capacity (vph)	184	612	619	203	591	309	2645	884	206	2282	758
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.22	0.24	0.68	0.36	0.63	0.32	0.22	0.62	0.33	0.02

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

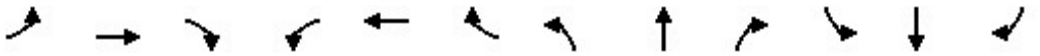


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	282	765	412	380	661	338	312	1544	527	366	1118	220
v/c Ratio	0.74	0.79	0.73	0.89	0.63	0.58	0.78	0.96	0.80	0.84	0.67	0.37
Control Delay	74.4	55.5	33.8	85.6	47.6	24.6	76.2	63.3	36.2	78.7	46.2	18.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.4	55.5	33.8	85.6	47.6	24.6	76.2	63.3	36.2	78.7	46.2	18.9
Queue Length 50th (ft)	135	351	202	184	282	130	149	~571	280	174	343	64
Queue Length 95th (ft)	181	412	319	#269	348	234	200	#700	#499	#250	420	149
Internal Link Dist (ft)		615			5383			562			5238	
Turn Bay Length (ft)	230		100	250		100	250		160	250		150
Base Capacity (vph)	468	1090	614	439	1091	603	453	1612	657	459	1658	595
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.60	0.70	0.67	0.87	0.61	0.56	0.69	0.96	0.80	0.80	0.67	0.37

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

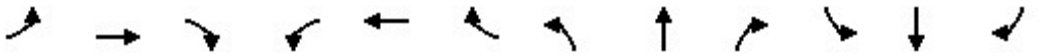


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	155	1099	234	116	975	227	337	732	166	171	542	116
v/c Ratio	0.72	0.96	0.41	0.62	1.70	0.41	1.17	1.31	0.31	0.76	1.10	0.24
Control Delay	72.8	63.0	23.6	70.0	353.6	24.5	154.4	191.1	18.2	75.2	116.5	12.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.8	63.0	23.6	70.0	353.6	24.5	154.4	191.1	18.2	75.2	116.5	12.4
Queue Length 50th (ft)	128	474	90	96	~1203	88	~337	~798	45	141	~518	15
Queue Length 95th (ft)	195	#678	175	155	#1528	174	#528	#1091	111	214	#742	64
Internal Link Dist (ft)		5383			1263			627			5240	
Turn Bay Length (ft)	230		50	215		60	230		104	255		25
Base Capacity (vph)	288	1140	573	291	573	551	288	557	540	288	491	486
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.96	0.41	0.40	1.70	0.41	1.17	1.31	0.31	0.59	1.10	0.24

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	201	946	172	302	962	155	234	712	385	143	287	169
v/c Ratio	0.64	0.88	0.31	0.74	0.82	0.26	0.86	0.81	0.80	0.23	0.30	0.33
Control Delay	70.6	57.6	16.9	70.5	50.3	13.3	85.0	57.8	48.8	50.9	42.6	17.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.6	57.6	16.9	70.5	50.3	13.3	85.0	57.8	48.8	50.9	42.6	17.0
Queue Length 50th (ft)	92	432	43	139	422	30	208	323	243	58	111	39
Queue Length 95th (ft)	131	#601	111	184	#537	88	#319	400	#399	91	157	105
Internal Link Dist (ft)		1209			1573			1877			575	
Turn Bay Length (ft)	240		50	245		175	235		50	250		50
Base Capacity (vph)	604	1072	548	610	1177	599	314	884	479	610	965	515
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.33	0.88	0.31	0.50	0.82	0.26	0.75	0.81	0.80	0.23	0.30	0.33

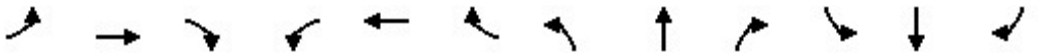
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	175	117	179	1296	685	84
v/c Ratio	0.65	0.34	0.52	0.50	0.39	0.10
Control Delay	44.8	8.9	37.5	6.2	14.9	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.8	8.9	37.5	6.2	14.9	6.3
Queue Length 50th (ft)	89	0	87	125	114	8
Queue Length 95th (ft)	144	42	156	213	168	33
Internal Link Dist (ft)	870			436	1877	
Turn Bay Length (ft)	250		200			50
Base Capacity (vph)	527	554	345	2605	1762	816
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	0.33	0.21	0.52	0.50	0.39	0.10

Intersection Summary

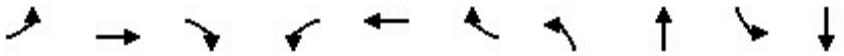


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	107	632	439	57	501	373	349	973	51	117	621	53
v/c Ratio	0.66	0.86	0.56	0.47	0.77	0.61	1.13	0.79	0.08	0.69	0.65	0.11
Control Delay	84.4	56.1	18.6	79.7	53.1	34.0	145.0	50.6	0.3	85.2	52.8	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.4	56.1	18.6	79.7	53.1	34.0	145.0	50.6	0.3	85.2	52.8	0.4
Queue Length 50th (ft)	103	576	145	55	434	219	~394	452	0	113	286	0
Queue Length 95th (ft)	164	#850	271	102	#646	353	#599	#575	0	177	354	0
Internal Link Dist (ft)		389			2634			2691			2832	
Turn Bay Length (ft)	230			55		60	300		95	260		105
Base Capacity (vph)	373	735	777	309	654	616	309	1227	602	312	955	491
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.86	0.56	0.18	0.77	0.61	1.13	0.79	0.08	0.38	0.65	0.11

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

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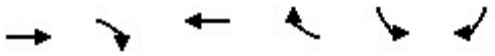


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	25	439	201	41	367	133	284	1415	136	1014
v/c Ratio	0.18	0.87	0.39	0.29	0.67	0.24	0.86	0.97	0.68	0.84
Control Delay	56.9	61.4	15.1	59.7	45.3	6.8	74.1	55.5	70.2	47.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.9	61.4	15.1	59.7	45.3	6.8	74.1	55.5	70.2	47.9
Queue Length 50th (ft)	19	335	45	32	267	3	216	~653	108	~458
Queue Length 95th (ft)	49	440	105	70	354	49	#401	#897	175	#596
Internal Link Dist (ft)		611			755			2017		2691
Turn Bay Length (ft)	150		105	165		105	230		235	
Base Capacity (vph)	157	593	585	157	609	604	334	1455	231	1205
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	0.16	0.74	0.34	0.26	0.60	0.22	0.85	0.97	0.59	0.84

Intersection Summary

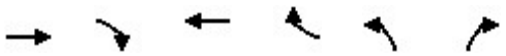
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Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1872	615	2590	561	78	410
v/c Ratio	0.42	0.47	0.62	0.52	0.11	0.70
Control Delay	9.5	2.0	12.1	2.6	41.8	51.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.5	2.0	12.1	2.6	41.8	51.6
Queue Length 50th (ft)	184	0	333	0	28	173
Queue Length 95th (ft)	247	41	441	50	47	221
Internal Link Dist (ft)	587		722			
Turn Bay Length (ft)		365			235	280
Base Capacity (vph)	4492	1298	4173	1070	1310	1083
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.47	0.62	0.52	0.06	0.38

Intersection Summary



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1580	409	2404	221	812	1051
v/c Ratio	0.54	0.38	0.55	0.22	0.49	1.11
Control Delay	18.3	2.2	18.2	2.1	36.4	103.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.3	2.2	18.2	2.1	36.4	103.4
Queue Length 50th (ft)	290	0	301	0	194	~560
Queue Length 95th (ft)	332	44	327	35	236	#710
Internal Link Dist (ft)	722		551			
Turn Bay Length (ft)						
Base Capacity (vph)	2923	1086	4336	1005	1643	947
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	0.54	0.38	0.55	0.22	0.49	1.11

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	732	1561	364	340	1482	221	634	973	345	394	535
v/c Ratio	1.31	1.06	0.59	0.78	1.15	0.48	0.95	0.60	0.78	0.30	0.49
Control Delay	200.5	92.5	23.4	78.2	126.3	32.6	86.6	42.8	78.0	47.3	5.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	200.5	92.5	23.4	78.2	126.3	32.6	86.6	42.8	78.0	47.3	5.9
Queue Length 50th (ft)	~489	~632	127	174	~642	113	329	280	177	119	7
Queue Length 95th (ft)	#618	#793	252	222	#739	200	#445	347	225	153	57
Internal Link Dist (ft)		551			830			361		659	
Turn Bay Length (ft)	240		240	245		150	200		230		185
Base Capacity (vph)	559	1474	613	559	1292	463	677	1617	671	1319	1098
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.31	1.06	0.59	0.61	1.15	0.48	0.94	0.60	0.51	0.30	0.49

Intersection Summary

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95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	57	645	178	76	726	297	351	389	114	163	294
v/c Ratio	0.49	0.50	0.29	0.58	1.01	0.45	0.97	0.66	0.20	0.76	0.68
Control Delay	81.3	39.7	20.8	83.4	80.8	28.4	98.1	51.8	10.4	85.1	61.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.3	39.7	20.8	83.4	80.8	28.4	98.1	51.8	10.4	85.1	61.1
Queue Length 50th (ft)	55	258	67	73	~763	161	343	330	10	157	262
Queue Length 95th (ft)	102	335	136	126	#1062	262	#542	480	60	229	371
Internal Link Dist (ft)		329			709			846			4328
Turn Bay Length (ft)	115		50	260		55	150			200	
Base Capacity (vph)	369	1283	623	369	721	661	369	592	571	369	430
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.50	0.29	0.21	1.01	0.45	0.95	0.66	0.20	0.44	0.68

Intersection Summary

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Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	79	532	62	401	115	180	602	71	65	360	66
v/c Ratio	0.55	0.56	0.49	0.84	0.24	0.78	0.68	0.09	0.50	0.49	0.10
Control Delay	66.5	35.9	65.6	57.6	10.2	73.2	34.7	3.3	66.2	34.2	3.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.5	35.9	65.6	57.6	10.2	73.2	34.7	3.3	66.2	34.2	3.2
Queue Length 50th (ft)	60	170	47	296	12	135	378	0	49	216	0
Queue Length 95th (ft)	108	203	91	377	54	#233	#740	21	94	369	18
Internal Link Dist (ft)		2573		510			742			2580	
Turn Bay Length (ft)	230		140		25	200			85		25
Base Capacity (vph)	270	1075	268	557	540	259	879	797	248	732	679
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.49	0.23	0.72	0.21	0.69	0.68	0.09	0.26	0.49	0.10

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBL	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	180	19	488	928	775
v/c Ratio	0.60	0.05	0.78	0.37	0.48
Control Delay	45.8	0.3	39.2	10.0	18.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	45.8	0.3	39.2	10.0	18.7
Queue Length 50th (ft)	107	0	132	122	153
Queue Length 95th (ft)	166	0	215	284	243
Internal Link Dist (ft)				513	2784
Turn Bay Length (ft)		380	260		
Base Capacity (vph)	418	453	711	2488	1613
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	0.43	0.04	0.69	0.37	0.48

Intersection Summary



Lane Group	EBL	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	405	661	1321	30	664
v/c Ratio	0.41	1.04	0.75	0.25	0.32
Control Delay	30.0	70.7	23.8	68.3	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	30.0	70.7	23.8	68.3	8.3
Queue Length 50th (ft)	106	~339	357	21	51
Queue Length 95th (ft)	150	#561	475	m43	70
Internal Link Dist (ft)			367		513
Turn Bay Length (ft)	535			85	
Base Capacity (vph)	999	634	1756	200	2052
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	0.41	1.04	0.75	0.15	0.32

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

Intersection: 23: Sunnyside Avenue & Project Driveway 1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	286	855
Average Queue (ft)	124	788
95th Queue (ft)	241	1082
Link Distance (ft)	420	840
Upstream Blk Time (%)		85
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 24: Sunnyside Avenue & Project Driveway 2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	432	598
Average Queue (ft)	386	593
95th Queue (ft)	494	597
Link Distance (ft)	439	587
Upstream Blk Time (%)	0	34
Queuing Penalty (veh)	0	235
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 25: Shepherd Avenue & Project Driveway 3

Movement	EB	WB	WB	B78	B78	SB
Directions Served	L	T	TR	T	T	R
Maximum Queue (ft)	73	1274	1256	380	404	372
Average Queue (ft)	27	1242	1242	321	325	350
95th Queue (ft)	64	1352	1344	476	479	410
Link Distance (ft)		1184	1184	346	346	361
Upstream Blk Time (%)		93	93	27	41	92
Queuing Penalty (veh)		492	493	142	216	0
Storage Bay Dist (ft)	200					
Storage Blk Time (%)						
Queuing Penalty (veh)						

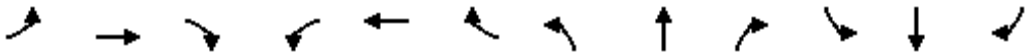
Intersection: 26: Project Driveway 4/Stanford Avenue & Perrin Road

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	31	30
Average Queue (ft)	20	18
95th Queue (ft)	44	41
Link Distance (ft)	369	209
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	85	158	257	20	220	106	739	20	57	743	94
v/c Ratio	0.60	0.35	0.45	0.19	0.70	0.65	0.28	0.02	0.46	0.30	0.12
Control Delay	77.0	44.5	7.0	64.9	60.5	76.4	20.4	0.1	71.7	23.5	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.0	44.5	7.0	64.9	60.5	76.4	20.4	0.1	71.7	23.5	2.5
Queue Length 50th (ft)	73	122	0	17	172	91	132	0	49	141	0
Queue Length 95th (ft)	111	149	35	40	209	129	170	0	82	183	10
Internal Link Dist (ft)		1692			5395		5238			2310	
Turn Bay Length (ft)	235		240	210		250		105	250		200
Base Capacity (vph)	180	600	684	199	580	199	2654	884	194	2463	805
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.47	0.26	0.38	0.10	0.38	0.53	0.28	0.02	0.29	0.30	0.12

Intersection Summary

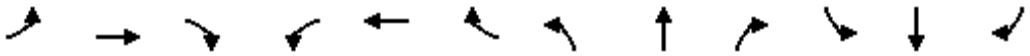


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	33	291	165	57	382	148	182	667	58	195	841	57
v/c Ratio	0.17	0.57	0.45	0.30	0.64	0.38	0.64	0.24	0.06	0.65	0.29	0.06
Control Delay	67.7	62.0	11.2	69.8	61.1	10.4	74.7	17.8	2.1	74.4	18.2	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.7	62.0	11.2	69.8	61.1	10.4	74.7	17.8	2.1	74.4	18.2	0.1
Queue Length 50th (ft)	15	136	0	27	183	0	87	118	0	93	153	0
Queue Length 95th (ft)	33	175	60	50	224	56	123	163	14	129	206	0
Internal Link Dist (ft)		615			4724			562			5238	
Turn Bay Length (ft)	230		175	280		200	260		225	280		165
Base Capacity (vph)	459	1069	593	426	1058	570	438	2827	1076	447	2898	938
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.27	0.28	0.13	0.36	0.26	0.42	0.24	0.05	0.44	0.29	0.06

Intersection Summary

Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	196	550	314	423
v/c Ratio	0.34	0.84	0.36	0.54
Control Delay	12.6	24.2	8.8	14.2
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	12.6	24.2	8.8	14.2
Queue Length 50th (ft)	41	116	51	95
Queue Length 95th (ft)	66	171	154	177
Internal Link Dist (ft)	5395	5207	4586	912
Turn Bay Length (ft)				
Base Capacity (vph)	741	785	872	783
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.26	0.70	0.36	0.54

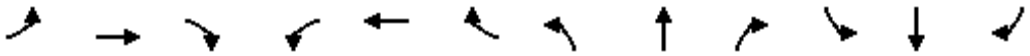
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	39	431	179	100	435	107	149	176	65	121	187	34
v/c Ratio	0.32	0.55	0.40	0.61	0.82	0.21	0.71	0.23	0.09	0.65	0.25	0.05
Control Delay	60.3	43.2	12.9	67.2	53.5	7.7	69.1	27.7	0.2	60.4	28.1	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.3	43.2	12.9	67.2	53.5	7.7	69.1	27.7	0.2	60.4	28.1	0.2
Queue Length 50th (ft)	29	148	25	76	314	4	113	93	0	93	94	0
Queue Length 95th (ft)	62	184	74	123	393	39	166	159	0	m140	172	m0
Internal Link Dist (ft)		579			1263			627			574	
Turn Bay Length (ft)	250		50	215		130	230		105	255		25
Base Capacity (vph)	134	962	523	219	585	565	280	768	724	295	745	714
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.45	0.34	0.46	0.74	0.19	0.53	0.23	0.09	0.41	0.25	0.05

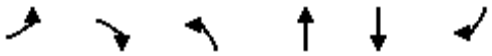
Intersection Summary

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



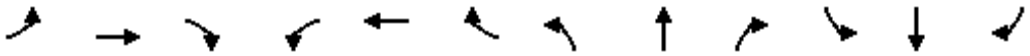
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	39	455	142	225	499	58	96	71	136	23	86	81
v/c Ratio	0.16	0.73	0.39	0.67	0.62	0.13	0.62	0.09	0.29	0.02	0.05	0.11
Control Delay	62.8	61.4	17.3	71.0	52.5	0.6	77.8	41.2	8.1	36.8	23.2	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.8	61.4	17.3	71.0	52.5	0.6	77.8	41.2	8.1	36.8	23.2	2.3
Queue Length 50th (ft)	17	209	26	103	225	0	86	26	0	7	21	0
Queue Length 95th (ft)	34	233	71	132	237	0	131	44	41	18	42	10
Internal Link Dist (ft)		1209			1573			1877			575	
Turn Bay Length (ft)	240		50	245		175	235		50	250		270
Base Capacity (vph)	592	851	457	598	883	476	294	826	472	1054	1612	770
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.53	0.31	0.38	0.57	0.12	0.33	0.09	0.29	0.02	0.05	0.11

Intersection Summary



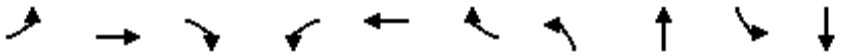
Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	99	292	346	308	454	249
v/c Ratio	0.47	0.66	0.74	0.11	0.28	0.33
Control Delay	42.1	12.3	38.6	3.0	16.5	6.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.1	12.3	38.6	3.0	16.5	6.1
Queue Length 50th (ft)	51	0	167	16	76	15
Queue Length 95th (ft)	78	33	196	27	108	45
Internal Link Dist (ft)	870			436	1877	
Turn Bay Length (ft)	250		225			50
Base Capacity (vph)	527	667	471	2699	1600	766
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	0.19	0.44	0.73	0.11	0.28	0.33

Intersection Summary



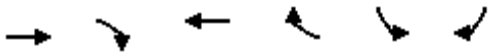
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	34	353	223	77	421	207	80	367	23	80	561	48
v/c Ratio	0.21	0.72	0.39	0.48	0.77	0.38	0.47	0.25	0.03	0.48	0.38	0.07
Control Delay	45.8	41.5	5.7	54.0	42.5	14.8	52.2	22.8	0.1	53.1	24.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	45.8	41.5	5.7	54.0	42.5	14.8	52.2	22.8	0.1	53.1	24.6	0.2
Queue Length 50th (ft)	20	197	0	47	245	46	49	89	0	49	145	0
Queue Length 95th (ft)	49	275	47	92	336	99	92	127	0	93	198	0
Internal Link Dist (ft)		389			2634			2691			2832	
Turn Bay Length (ft)	230			60		60	475		95	260		105
Base Capacity (vph)	159	571	633	160	593	573	192	1460	683	177	1464	705
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.62	0.35	0.48	0.71	0.36	0.42	0.25	0.03	0.45	0.38	0.07

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	15	303	172	49	461	100	143	414	142	802
v/c Ratio	0.11	0.67	0.37	0.34	0.84	0.18	0.67	0.28	0.71	0.54
Control Delay	55.5	49.7	12.4	61.0	55.6	3.2	68.0	25.6	72.7	32.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.5	49.7	12.4	61.0	55.6	3.2	68.0	25.6	72.7	32.1
Queue Length 50th (ft)	11	235	29	38	336	0	113	103	112	240
Queue Length 95th (ft)	34	291	78	79	459	22	174	175	180	388
Internal Link Dist (ft)		611			755			2017		2691
Turn Bay Length (ft)	150		110	165		105	420		215	
Base Capacity (vph)	151	572	565	155	593	578	294	1456	228	1476
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	0.10	0.53	0.30	0.32	0.78	0.17	0.49	0.28	0.62	0.54

Intersection Summary



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1020	522	1848	408	70	776
v/c Ratio	0.26	0.44	0.51	0.43	0.07	0.94
Control Delay	11.6	2.1	14.0	8.2	35.1	62.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.6	2.1	14.0	8.2	35.1	62.6
Queue Length 50th (ft)	107	0	305	159	22	339
Queue Length 95th (ft)	126	42	340	251	41	#478
Internal Link Dist (ft)	587		722			
Turn Bay Length (ft)		365			235	565
Base Capacity (vph)	3943	1174	3651	946	957	823
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	0.26	0.44	0.51	0.43	0.07	0.94

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



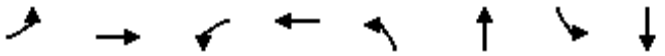
Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	902	237	1852	88	504	553
v/c Ratio	0.30	0.23	0.42	0.09	0.33	0.54
Control Delay	12.6	1.6	15.2	2.5	35.2	21.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.6	1.6	15.2	2.5	35.2	21.6
Queue Length 50th (ft)	110	0	201	0	115	117
Queue Length 95th (ft)	128	25	223	22	148	180
Internal Link Dist (ft)	722		551			
Turn Bay Length (ft)						
Base Capacity (vph)	2972	1023	4454	971	1520	1023
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	0.30	0.23	0.42	0.09	0.33	0.54

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	284	895	230	159	1098	170	249	406	176	314	530
v/c Ratio	0.74	0.43	0.25	0.61	0.57	0.24	0.71	0.29	0.64	0.24	0.44
Control Delay	73.5	31.2	8.1	74.9	37.7	5.1	73.9	33.6	75.5	44.0	25.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.5	31.2	8.1	74.9	37.7	5.1	73.9	33.6	75.5	44.0	25.9
Queue Length 50th (ft)	136	218	48	76	300	0	119	88	84	86	164
Queue Length 95th (ft)	180	267	93	113	367	51	161	123	124	121	219
Internal Link Dist (ft)		551			830			361		659	
Turn Bay Length (ft)	350			245		150	200		230		185
Base Capacity (vph)	633	2094	1031	331	1922	704	591	1403	334	1314	1406
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.45	0.43	0.22	0.48	0.57	0.24	0.42	0.29	0.53	0.24	0.38

Intersection Summary

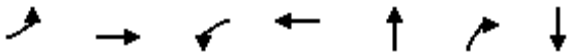


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	32	487	64	524	55	54	24	136
v/c Ratio	0.23	0.81	0.59	0.44	0.39	0.08	0.21	0.22
Control Delay	42.4	36.9	53.4	36.8	46.6	11.9	43.4	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.4	36.9	53.4	36.8	46.6	11.9	43.4	15.7
Queue Length 50th (ft)	17	240	38	150	30	5	13	28
Queue Length 95th (ft)	45	308	m#76	206	67	36	38	83
Internal Link Dist (ft)		426		912		2573		597
Turn Bay Length (ft)	250		250		250		250	
Base Capacity (vph)	173	790	109	1431	151	681	117	605
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	0.18	0.62	0.59	0.37	0.36	0.08	0.21	0.22

Intersection Summary

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.



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	13	372	26	401	220	18	259
v/c Ratio	0.03	0.19	0.05	0.37	0.80	0.04	0.54
Control Delay	8.2	5.8	12.8	19.5	40.7	4.4	18.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.2	5.8	12.8	19.5	40.7	4.4	18.9
Queue Length 50th (ft)	2	22	13	296	73	0	67
Queue Length 95th (ft)	10	52	m28	418	123	8	106
Internal Link Dist (ft)		388		2573	635		2575
Turn Bay Length (ft)	70		65				
Base Capacity (vph)	518	1994	573	1078	409	615	692
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	0.03	0.19	0.05	0.37	0.54	0.03	0.37

Intersection Summary

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	21	316	53	38	299	385	164	96	35	193	166
v/c Ratio	0.13	0.38	0.11	0.24	0.61	0.55	0.70	0.15	0.05	0.69	0.24
Control Delay	25.3	20.9	2.3	42.3	33.9	5.8	55.9	27.9	0.1	48.3	23.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.3	20.9	2.3	42.3	33.9	5.8	55.9	27.9	0.1	48.3	23.2
Queue Length 50th (ft)	9	94	0	21	141	0	87	36	0	105	62
Queue Length 95th (ft)	m16	124	m5	51	212	60	#209	98	0	164	130
Internal Link Dist (ft)		329			709			846			3571
Turn Bay Length (ft)	115		160	260		205	285			200	
Base Capacity (vph)	157	1179	635	157	621	784	233	650	671	443	682
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.27	0.08	0.24	0.48	0.49	0.70	0.15	0.05	0.44	0.24

Intersection Summary

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.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	22	315	79	296	36	121	150	40	34	248	35
v/c Ratio	0.24	0.53	0.55	0.76	0.09	0.65	0.14	0.04	0.34	0.26	0.04
Control Delay	59.6	39.3	66.5	57.6	0.4	67.5	15.0	0.1	62.6	20.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.6	39.3	66.5	57.6	0.4	67.5	15.0	0.1	62.6	20.6	0.1
Queue Length 50th (ft)	15	99	60	222	0	92	54	0	26	107	0
Queue Length 95th (ft)	40	148	108	297	0	149	114	0	59	209	0
Internal Link Dist (ft)		2573		510			742			2580	
Turn Bay Length (ft)	230		140		60	220			125		50
Base Capacity (vph)	238	1018	238	543	529	242	1111	983	238	965	866
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.31	0.33	0.55	0.07	0.50	0.14	0.04	0.14	0.26	0.04

Intersection Summary



Lane Group	WBL	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	137	32	507	442	741
v/c Ratio	0.52	0.10	0.78	0.17	0.43
Control Delay	45.7	0.6	46.9	5.0	11.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	45.7	0.6	46.9	5.0	11.2
Queue Length 50th (ft)	82	0	159	40	83
Queue Length 95th (ft)	135	0	203	68	157
Internal Link Dist (ft)				513	2784
Turn Bay Length (ft)		380	260		
Base Capacity (vph)	427	461	802	2576	1730
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	0.32	0.07	0.63	0.17	0.43

Intersection Summary



Lane Group	EBL	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	160	349	916	15	481
v/c Ratio	0.53	0.46	0.45	0.08	0.22
Control Delay	29.3	5.2	9.2	25.7	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	29.3	5.2	9.2	25.7	5.7
Queue Length 50th (ft)	53	0	77	5	36
Queue Length 95th (ft)	103	32	185	20	55
Internal Link Dist (ft)			367		513
Turn Bay Length (ft)	535			85	
Base Capacity (vph)	318	786	2019	179	2163
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	0.50	0.44	0.45	0.08	0.22

Intersection Summary

Queuing and Blocking Report

Intersection: 23: Sunnyside Avenue & Project Driveway 1

Movement	WB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	13
95th Queue (ft)	38
Link Distance (ft)	420
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 24: Sunnyside Avenue & Project Driveway 2

Movement	WB
Directions Served	LR
Maximum Queue (ft)	72
Average Queue (ft)	31
95th Queue (ft)	52
Link Distance (ft)	434
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 25: Shepherd Avenue & Project Driveway 3

Movement	EB	SB
Directions Served	L	R
Maximum Queue (ft)	53	93
Average Queue (ft)	19	35
95th Queue (ft)	47	60
Link Distance (ft)		361
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	200	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

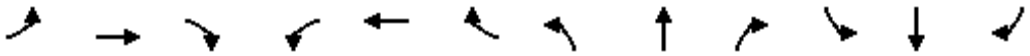
Intersection: 26: Project Driveway 4/Stanford Avenue & Perrin Road

Movement	NB
Directions Served	LT
Maximum Queue (ft)	31
Average Queue (ft)	29
95th Queue (ft)	42
Link Distance (ft)	374
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	13	51	92	35	124	136	536	27	47	443	11
v/c Ratio	0.12	0.25	0.33	0.32	0.52	0.69	0.16	0.02	0.40	0.15	0.01
Control Delay	63.0	56.2	7.8	68.0	57.9	75.7	11.2	0.0	70.3	14.6	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.0	56.2	7.8	68.0	57.9	75.7	11.2	0.0	70.3	14.6	0.0
Queue Length 50th (ft)	11	43	0	30	91	117	63	0	41	59	0
Queue Length 95th (ft)	34	78	28	65	153	177	109	0	79	104	0
Internal Link Dist (ft)		1692			5395		5238			2310	
Turn Bay Length (ft)	235		240	210		250		105	250		200
Base Capacity (vph)	184	612	598	203	595	217	3395	1099	194	3042	970
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.08	0.15	0.17	0.21	0.63	0.16	0.02	0.24	0.15	0.01

Intersection Summary

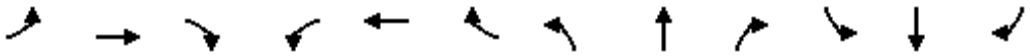


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	38	389	120	40	362	177	259	699	102	173	494	33
v/c Ratio	0.20	0.68	0.21	0.21	0.54	0.40	0.71	0.25	0.11	0.62	0.19	0.04
Control Delay	68.0	63.6	6.0	68.2	57.1	9.4	73.9	19.2	2.6	74.4	20.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.0	63.6	6.0	68.2	57.1	9.4	73.9	19.2	2.6	74.4	20.4	0.1
Queue Length 50th (ft)	18	184	0	19	168	0	124	126	0	82	90	0
Queue Length 95th (ft)	38	233	43	39	214	64	167	174	27	121	130	0
Internal Link Dist (ft)		615			4724			562			5238	
Turn Bay Length (ft)	230		175	280		200	260		225	280		165
Base Capacity (vph)	437	1020	623	415	1028	580	475	2769	1066	387	2620	859
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.38	0.19	0.10	0.35	0.31	0.55	0.25	0.10	0.45	0.19	0.04

Intersection Summary

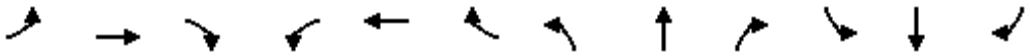
Lane Group	EBT	WBT	NBT	SBT
Lane Group Flow (vph)	120	220	292	326
v/c Ratio	0.37	0.59	0.25	0.31
Control Delay	18.7	19.1	5.2	5.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	18.7	19.1	5.2	5.5
Queue Length 50th (ft)	28	40	28	37
Queue Length 95th (ft)	60	84	137	89
Internal Link Dist (ft)	5395	5207	4586	912
Turn Bay Length (ft)				
Base Capacity (vph)	665	690	1166	1051
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.18	0.32	0.25	0.31

Intersection Summary



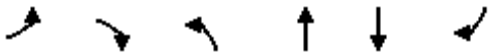
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	22	515	87	51	425	91	112	163	77	82	153	14
v/c Ratio	0.18	0.59	0.19	0.38	0.77	0.17	0.63	0.18	0.10	0.53	0.19	0.02
Control Delay	56.8	42.5	5.2	61.2	48.7	5.2	67.3	24.1	3.4	69.8	26.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.8	42.5	5.2	61.2	48.7	5.2	67.3	24.1	3.4	69.8	26.3	0.1
Queue Length 50th (ft)	16	198	0	39	299	0	85	69	0	64	64	0
Queue Length 95th (ft)	44	216	29	79	388	31	141	156	22	110	163	1
Internal Link Dist (ft)		579			1263			627			574	
Turn Bay Length (ft)	250		50	215		130	230		105	255		25
Base Capacity (vph)	178	1191	599	165	626	599	226	885	806	208	823	756
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.43	0.15	0.31	0.68	0.15	0.50	0.18	0.10	0.39	0.19	0.02

Intersection Summary



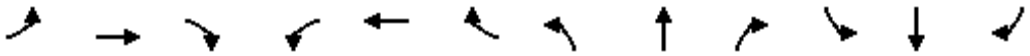
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	34	504	108	137	405	7	147	46	167	11	25	27
v/c Ratio	0.11	0.70	0.25	0.45	0.44	0.01	0.67	0.04	0.26	0.02	0.02	0.04
Control Delay	49.4	47.7	5.1	54.8	38.2	0.0	62.9	25.8	5.1	42.5	25.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.4	47.7	5.1	54.8	38.2	0.0	62.9	25.8	5.1	42.5	25.4	0.1
Queue Length 50th (ft)	12	182	0	50	141	0	106	12	0	3	5	0
Queue Length 95th (ft)	28	230	30	83	182	0	167	25	47	12	17	0
Internal Link Dist (ft)		1209			1573			1877			575	
Turn Bay Length (ft)	240		50	245		175	235		50	250		270
Base Capacity (vph)	301	1025	546	316	1070	571	254	1214	654	610	1404	710
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.49	0.20	0.43	0.38	0.01	0.58	0.04	0.26	0.02	0.02	0.04

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	91	107	193	459	336	79
v/c Ratio	0.46	0.39	0.68	0.16	0.16	0.08
Control Delay	42.5	11.6	45.6	2.7	9.9	3.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.5	11.6	45.6	2.7	9.9	3.3
Queue Length 50th (ft)	47	0	98	24	41	0
Queue Length 95th (ft)	79	34	137	40	70	18
Internal Link Dist (ft)	870			436	1877	
Turn Bay Length (ft)	250		225			50
Base Capacity (vph)	527	547	381	2898	2141	990
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	0.20	0.51	0.16	0.16	0.08

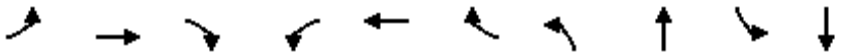
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	23	446	265	46	412	79	132	513	49	46	321	29
v/c Ratio	0.17	0.83	0.41	0.34	0.72	0.14	0.66	0.32	0.06	0.33	0.23	0.04
Control Delay	55.3	53.2	5.4	58.3	55.4	5.3	66.4	24.8	0.6	58.9	27.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.3	53.2	5.4	58.3	55.4	5.3	66.4	24.8	0.6	58.9	27.7	0.1
Queue Length 50th (ft)	17	320	0	37	301	4	100	143	0	34	90	0
Queue Length 95th (ft)	44	422	59	m74	375	16	159	206	4	73	144	0
Internal Link Dist (ft)		389			2634			2691			2832	
Turn Bay Length (ft)	230			60		60	475		95	260		105
Base Capacity (vph)	150	628	711	134	629	614	342	1612	754	165	1426	699
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.71	0.37	0.34	0.66	0.13	0.39	0.32	0.06	0.28	0.23	0.04

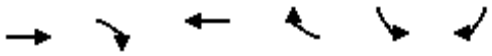
Intersection Summary

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	16	376	190	39	330	84	159	769	84	584
v/c Ratio	0.11	0.83	0.40	0.27	0.67	0.16	0.70	0.44	0.47	0.37
Control Delay	55.5	60.4	15.2	59.4	47.4	2.0	67.9	25.0	61.8	27.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.5	60.4	15.2	59.4	47.4	2.0	67.9	25.0	61.8	27.5
Queue Length 50th (ft)	12	290	40	30	208	0	125	231	66	174
Queue Length 95th (ft)	36	371	97	68	321	12	191	341	118	272
Internal Link Dist (ft)		611			755			2017		2691
Turn Bay Length (ft)	150		110	165		105	420		215	
Base Capacity (vph)	157	591	583	157	605	601	304	1760	231	1588
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	0.10	0.64	0.33	0.25	0.55	0.14	0.52	0.44	0.36	0.37

Intersection Summary



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1677	534	1705	368	67	345
v/c Ratio	0.36	0.41	0.39	0.35	0.11	0.67
Control Delay	7.5	1.6	7.6	1.7	44.7	51.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.5	1.6	7.6	1.7	44.7	51.2
Queue Length 50th (ft)	138	0	149	0	25	141
Queue Length 95th (ft)	194	36	211	39	43	186
Internal Link Dist (ft)	587		722			
Turn Bay Length (ft)		365			235	565
Base Capacity (vph)	4670	1302	4319	1037	1310	1088
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	0.36	0.41	0.39	0.35	0.05	0.32

Intersection Summary



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1408	371	1603	190	512	761
v/c Ratio	0.49	0.35	0.38	0.19	0.30	0.77
Control Delay	18.0	2.2	16.2	2.2	32.8	41.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.0	2.2	16.2	2.2	32.8	41.3
Queue Length 50th (ft)	246	0	174	0	114	303
Queue Length 95th (ft)	284	42	195	32	146	390
Internal Link Dist (ft)	722		551			
Turn Bay Length (ft)						
Base Capacity (vph)	2923	1070	4336	992	1697	994
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	0.48	0.35	0.37	0.19	0.30	0.77

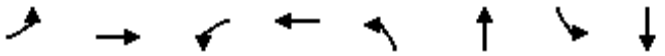
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	452	1425	315	329	1106	142	365	718	284	279	341
v/c Ratio	0.82	0.73	0.34	0.85	0.65	0.22	0.77	0.53	0.87	0.24	0.30
Control Delay	70.9	41.5	15.0	83.1	44.0	3.4	71.8	39.7	90.1	47.7	18.3
Queue Delay	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.9	42.0	15.0	83.1	44.0	3.4	71.8	39.7	90.1	47.7	18.3
Queue Length 50th (ft)	215	424	129	158	326	0	174	180	138	79	75
Queue Length 95th (ft)	264	483	177	#228	401	31	222	225	#214	114	115
Internal Link Dist (ft)		551			830			361		659	
Turn Bay Length (ft)	350			245		150	200		230		185
Base Capacity (vph)	717	1950	1078	406	1703	637	845	1361	334	1149	1281
Starvation Cap Reductn	0	200	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.81	0.29	0.81	0.65	0.22	0.43	0.53	0.85	0.24	0.27

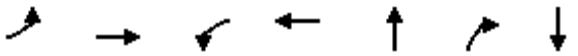
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	89	597	53	443	85	98	20	103
v/c Ratio	0.53	0.64	0.47	0.27	0.31	0.31	0.07	0.35
Control Delay	62.2	25.8	68.7	21.0	56.8	16.9	44.8	30.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.2	25.8	68.7	21.0	56.8	16.9	44.8	30.5
Queue Length 50th (ft)	67	336	40	107	65	15	13	41
Queue Length 95th (ft)	118	465	84	155	117	51	37	95
Internal Link Dist (ft)		426		912		2573		597
Turn Bay Length (ft)	250		250		250		250	
Base Capacity (vph)	260	940	112	1628	270	314	270	298
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	0.34	0.64	0.47	0.27	0.31	0.31	0.07	0.35

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	28	503	37	404	302	40	204
v/c Ratio	0.16	0.46	0.16	0.71	0.37	0.04	0.21
Control Delay	17.7	16.6	16.2	27.3	10.8	3.7	7.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.7	16.6	16.2	27.3	10.8	3.7	7.3
Queue Length 50th (ft)	13	117	11	185	56	0	30
Queue Length 95th (ft)	m19	132	m25	177	125	13	58
Internal Link Dist (ft)		388		2573	635		2575
Turn Bay Length (ft)	70		65				
Base Capacity (vph)	235	1451	305	765	820	902	973
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	0.35	0.12	0.53	0.37	0.04	0.21

Intersection Summary

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	24	306	79	49	279	135	172	125	77	116	144
v/c Ratio	0.17	0.44	0.18	0.33	0.61	0.26	0.69	0.15	0.10	0.57	0.19
Control Delay	46.0	36.7	0.9	49.7	39.0	4.3	54.5	21.8	1.9	52.3	23.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.0	36.7	0.9	49.7	39.0	4.3	54.5	21.8	1.9	52.3	23.6
Queue Length 50th (ft)	15	95	0	30	151	0	106	45	0	71	53
Queue Length 95th (ft)	40	117	0	67	229	31	166	110	13	123	129
Internal Link Dist (ft)		329			709			846			3571
Turn Bay Length (ft)	115		160	260		205	285			200	
Base Capacity (vph)	142	1286	678	160	695	692	340	820	765	212	761
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.24	0.12	0.31	0.40	0.20	0.51	0.15	0.10	0.55	0.19

Intersection Summary



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	33	421	41	244	41	179	352	68	40	230	40
v/c Ratio	0.33	0.67	0.38	0.69	0.11	0.74	0.32	0.07	0.38	0.25	0.05
Control Delay	51.7	55.0	63.4	55.2	0.6	67.1	16.7	1.9	63.8	21.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.7	55.0	63.4	55.2	0.6	67.1	16.7	1.9	63.8	21.9	0.1
Queue Length 50th (ft)	27	160	31	182	0	135	142	0	30	103	0
Queue Length 95th (ft)	63	212	68	255	0	202	258	14	66	200	0
Internal Link Dist (ft)		2573		510			742			2580	
Turn Bay Length (ft)	230		140		60	220			125		50
Base Capacity (vph)	270	1035	268	543	529	283	1097	972	262	910	821
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.41	0.15	0.45	0.08	0.63	0.32	0.07	0.15	0.25	0.05

Intersection Summary



Lane Group	WBL	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	167	16	453	829	617
v/c Ratio	0.58	0.05	0.75	0.33	0.37
Control Delay	45.9	0.3	47.4	6.6	16.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	45.9	0.3	47.4	6.6	16.6
Queue Length 50th (ft)	99	0	142	93	110
Queue Length 95th (ft)	157	0	186	147	184
Internal Link Dist (ft)				513	2784
Turn Bay Length (ft)		380	260		
Base Capacity (vph)	418	453	797	2513	1652
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	0.40	0.04	0.57	0.33	0.37

Intersection Summary



Lane Group	EBL	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	361	609	1213	24	560
v/c Ratio	0.81	0.55	0.66	0.18	0.27
Control Delay	43.7	5.8	16.4	38.0	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	43.7	5.8	16.4	38.0	8.7
Queue Length 50th (ft)	167	13	176	12	67
Queue Length 95th (ft)	#299	57	336	34	94
Internal Link Dist (ft)			367		513
Turn Bay Length (ft)	535			85	
Base Capacity (vph)	462	1130	1846	134	2073
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	0.78	0.54	0.66	0.18	0.27

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queuing and Blocking Report

Intersection: 23: Sunnyside Avenue & Project Driveway 1

Movement	WB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	10
95th Queue (ft)	33
Link Distance (ft)	420
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 24: Sunnyside Avenue & Project Driveway 2

Movement	WB
Directions Served	LR
Maximum Queue (ft)	55
Average Queue (ft)	28
95th Queue (ft)	49
Link Distance (ft)	434
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 25: Shepherd Avenue & Project Driveway 3

Movement	EB	WB	SB
Directions Served	L	TR	R
Maximum Queue (ft)	136	22	49
Average Queue (ft)	38	1	29
95th Queue (ft)	86	8	45
Link Distance (ft)		1184	361
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report

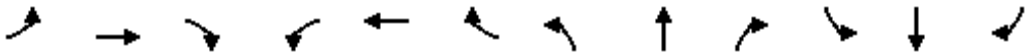
Intersection: 26: Project Driveway 4/Stanford Avenue & Perrin Road

Movement	NB
Directions Served	LT
Maximum Queue (ft)	55
Average Queue (ft)	20
95th Queue (ft)	48
Link Distance (ft)	374
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	87	168	301	27	248	165	981	24	62	975	95
v/c Ratio	0.61	0.35	0.48	0.25	0.73	0.70	0.38	0.03	0.48	0.45	0.13
Control Delay	77.3	43.0	6.6	66.5	60.0	71.4	23.4	0.1	72.5	30.6	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.3	43.0	6.6	66.5	60.0	71.4	23.4	0.1	72.5	30.6	3.1
Queue Length 50th (ft)	75	127	0	23	194	140	195	0	54	221	0
Queue Length 95th (ft)	113	155	34	48	229	181	241	0	87	269	12
Internal Link Dist (ft)		1692			5395		5238			2310	
Turn Bay Length (ft)	235		240	210		250		105	250		200
Base Capacity (vph)	180	600	714	199	578	242	2563	857	194	2173	724
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.28	0.42	0.14	0.43	0.68	0.38	0.03	0.32	0.45	0.13

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	122	461	170	338	702	277	210	991	242	285	1443	228
v/c Ratio	0.53	0.68	0.39	0.84	0.80	0.49	0.68	0.48	0.28	0.74	0.66	0.31
Control Delay	73.4	59.3	8.6	81.4	58.1	10.6	74.5	34.5	10.2	73.8	36.6	15.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.4	59.3	8.6	81.4	58.1	10.6	74.5	34.5	10.2	73.8	36.6	15.3
Queue Length 50th (ft)	58	218	0	162	330	27	100	250	52	136	392	60
Queue Length 95th (ft)	89	248	55	#214	366	93	138	338	122	176	512	141
Internal Link Dist (ft)		615			4724			562			5238	
Turn Bay Length (ft)	230		175	280		200	260		225	280		165
Base Capacity (vph)	459	1069	596	426	1058	634	438	2045	870	456	2189	738
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.43	0.29	0.79	0.66	0.44	0.48	0.48	0.28	0.63	0.66	0.31

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	211	590	54	321	457
v/c Ratio	0.33	0.87	0.12	0.35	0.62
Control Delay	12.6	28.1	11.6	12.5	16.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	12.6	28.1	11.6	12.5	16.7
Queue Length 50th (ft)	42	130	10	67	121
Queue Length 95th (ft)	74	211	m20	m93	192
Internal Link Dist (ft)	5395	5207		4586	912
Turn Bay Length (ft)			250		
Base Capacity (vph)	717	752	452	919	735
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	0.78	0.12	0.35	0.62

Intersection Summary

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

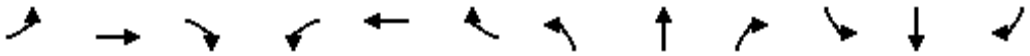


Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	99	786	284	174	1008	225	302	105	241	540	138
v/c Ratio	0.74	0.81	0.54	0.84	0.93	0.87	0.29	0.19	0.88	0.51	0.24
Control Delay	86.0	48.8	23.3	84.7	54.2	80.6	34.7	3.3	79.1	36.6	7.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	86.0	48.8	23.3	84.7	54.2	80.6	34.7	3.3	79.1	36.6	7.5
Queue Length 50th (ft)	77	302	96	133	389	170	97	0	185	175	6
Queue Length 95th (ft)	#152	351	168	#225	#445	#267	130	18	m#285	224	m38
Internal Link Dist (ft)		579			1263		627			574	
Turn Bay Length (ft)	250		50	215		230		105	255		25
Base Capacity (vph)	136	967	525	219	1100	280	1027	550	295	1056	567
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.73	0.81	0.54	0.79	0.92	0.80	0.29	0.19	0.82	0.51	0.24

Intersection Summary

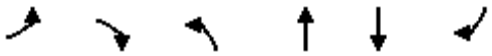
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



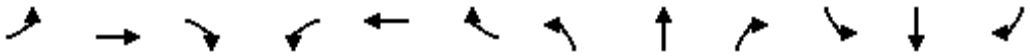
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	130	824	161	257	782	136	134	233	159	183	458	242
v/c Ratio	0.50	0.83	0.31	0.71	0.70	0.24	0.72	0.28	0.34	0.27	0.40	0.36
Control Delay	68.7	54.7	15.4	71.2	45.9	10.3	80.0	44.0	12.5	49.9	38.8	6.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.7	54.7	15.4	71.2	45.9	10.3	80.0	44.0	12.5	49.9	38.8	6.2
Queue Length 50th (ft)	59	361	35	118	318	17	120	91	19	75	172	0
Queue Length 95th (ft)	86	407	82	147	356	55	169	119	64	104	221	47
Internal Link Dist (ft)		1209			1573			1877			575	
Turn Bay Length (ft)	240		50	245		175	235		50	250		270
Base Capacity (vph)	592	998	518	598	1110	571	294	826	469	669	1149	668
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.83	0.31	0.43	0.70	0.24	0.46	0.28	0.34	0.27	0.40	0.36

Intersection Summary



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	107	293	349	514	942	266
v/c Ratio	0.50	0.66	0.74	0.19	0.60	0.38
Control Delay	42.9	12.1	38.3	3.3	21.0	12.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.9	12.1	38.3	3.3	21.0	12.7
Queue Length 50th (ft)	55	0	169	30	192	53
Queue Length 95th (ft)	83	33	197	45	239	99
Internal Link Dist (ft)	870			436	1877	
Turn Bay Length (ft)	250		225			50
Base Capacity (vph)	527	667	475	2692	1583	707
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	0.20	0.44	0.73	0.19	0.60	0.38

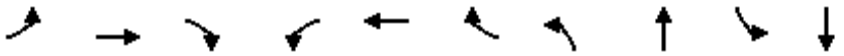
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	47	405	392	77	459	207	176	531	23	80	946	83
v/c Ratio	0.30	0.78	0.60	0.48	0.80	0.37	0.85	0.38	0.03	0.48	0.76	0.13
Control Delay	47.9	44.0	12.0	54.0	43.6	14.3	79.1	24.9	0.1	53.1	35.2	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.9	44.0	12.0	54.0	43.6	14.3	79.1	24.9	0.1	53.1	35.2	2.9
Queue Length 50th (ft)	29	228	46	47	267	45	113	140	0	49	298	0
Queue Length 95th (ft)	63	321	124	92	#377	99	#228	184	0	93	#364	18
Internal Link Dist (ft)		389			2634			2691			2832	
Turn Bay Length (ft)	230			60		60	475		95	260		105
Base Capacity (vph)	159	571	682	160	606	583	206	1409	663	177	1246	617
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.71	0.57	0.48	0.76	0.36	0.85	0.38	0.03	0.45	0.76	0.13

Intersection Summary

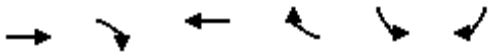
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	17	320	173	49	470	117	143	632	173	1302
v/c Ratio	0.12	0.70	0.36	0.34	0.84	0.21	0.67	0.44	0.80	0.89
Control Delay	55.7	50.4	12.5	61.0	55.4	5.1	68.0	29.6	80.1	44.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.7	50.4	12.5	61.0	55.4	5.1	68.0	29.6	80.1	44.4
Queue Length 50th (ft)	13	248	30	38	340	0	113	187	136	487
Queue Length 95th (ft)	37	307	80	79	470	35	174	280	#240	#841
Internal Link Dist (ft)		611			755			2017		2691
Turn Bay Length (ft)	150		110	165		105	420		215	
Base Capacity (vph)	151	572	564	155	596	580	294	1423	231	1463
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	0.11	0.56	0.31	0.32	0.79	0.20	0.49	0.44	0.75	0.89

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1116	544	2106	472	78	776
v/c Ratio	0.32	0.49	0.66	0.52	0.07	0.79
Control Delay	16.3	3.1	8.6	2.8	25.1	39.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.3	3.1	8.6	2.8	25.1	39.8
Queue Length 50th (ft)	136	0	108	11	20	289
Queue Length 95th (ft)	176	56	125	28	35	350
Internal Link Dist (ft)	587		722			
Turn Bay Length (ft)		365			235	565
Base Capacity (vph)	3463	1105	3190	910	1349	1116
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	0.32	0.49	0.66	0.52	0.06	0.70

Intersection Summary



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	999	248	2172	92	514	664
v/c Ratio	0.41	0.28	0.60	0.11	0.26	0.56
Control Delay	10.1	1.0	16.2	2.2	23.8	24.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	10.1	1.0	16.2	2.2	23.8	24.0
Queue Length 50th (ft)	57	0	202	2	91	181
Queue Length 95th (ft)	66	5	221	m6	118	246
Internal Link Dist (ft)	722		551			
Turn Bay Length (ft)						
Base Capacity (vph)	2423	884	3631	810	2006	1189
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	0.41	0.28	0.60	0.11	0.26	0.56

Intersection Summary

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	383	954	268	163	1143	190	269	461	212	441	778
v/c Ratio	0.97	0.52	0.32	0.62	0.69	0.30	0.63	0.29	1.05	0.34	0.69
Control Delay	99.2	22.8	3.8	64.4	37.6	7.5	57.0	25.3	131.1	37.8	18.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.2	22.8	3.8	64.4	37.6	7.5	57.0	25.3	131.1	37.8	18.3
Queue Length 50th (ft)	160	136	34	63	280	12	103	78	~92	102	153
Queue Length 95th (ft)	#259	176	50	100	333	65	148	109	#172	136	204
Internal Link Dist (ft)		551			830			361		659	
Turn Bay Length (ft)	350			245		150	200		230		185
Base Capacity (vph)	396	1852	834	286	1665	630	429	1594	202	1284	1126
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.97	0.52	0.32	0.57	0.69	0.30	0.63	0.29	1.05	0.34	0.69

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

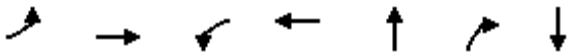


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	64	756	199	68	736	11	112	65	24	59	101
v/c Ratio	0.42	0.95	0.26	0.62	0.51	0.02	0.81	0.12	0.23	0.14	0.23
Control Delay	47.1	48.3	3.3	49.9	35.0	0.0	81.1	11.7	45.6	29.8	4.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.1	48.3	3.3	49.9	35.0	0.0	81.1	11.7	45.6	29.8	4.7
Queue Length 50th (ft)	35	396	0	31	227	0	64	6	13	27	0
Queue Length 95th (ft)	74	#637	37	m50	287	m0	#157	39	39	60	27
Internal Link Dist (ft)		426			912			2573		597	
Turn Bay Length (ft)	250			250		250	250		250		300
Base Capacity (vph)	173	809	784	109	1448	707	139	544	105	416	445
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.37	0.93	0.25	0.62	0.51	0.02	0.81	0.12	0.23	0.14	0.23

Intersection Summary

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.



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	18	385	26	408	237	18	329
v/c Ratio	0.04	0.20	0.05	0.39	0.87	0.04	0.63
Control Delay	9.2	6.8	13.9	22.0	49.4	4.0	20.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	9.2	6.8	13.9	22.0	49.4	4.0	20.8
Queue Length 50th (ft)	3	25	14	314	80	0	89
Queue Length 95th (ft)	14	59	m28	426	#138	8	132
Internal Link Dist (ft)		388		2573	635		2575
Turn Bay Length (ft)	70		65				
Base Capacity (vph)	482	1915	543	1034	387	639	726
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	0.04	0.20	0.05	0.39	0.61	0.03	0.45

Intersection Summary

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.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	33	598	146	39	466	385	217	101	40	193	176
v/c Ratio	0.21	0.55	0.24	0.25	0.81	0.51	0.78	0.20	0.07	0.69	0.35
Control Delay	33.3	19.4	6.6	42.5	40.9	5.1	62.3	31.9	0.2	48.3	27.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.3	19.4	6.6	42.5	40.9	5.1	62.3	31.9	0.2	48.3	27.4
Queue Length 50th (ft)	14	183	27	21	233	0	~154	49	0	105	77
Queue Length 95th (ft)	m19	m200	m32	52	#351	60	#292	102	0	164	136
Internal Link Dist (ft)		329			709			846			3571
Turn Bay Length (ft)	115		160	260		205	285			200	
Base Capacity (vph)	157	1179	635	157	621	784	277	517	570	443	509
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.51	0.23	0.25	0.75	0.49	0.78	0.20	0.07	0.44	0.35

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	22	328	79	302	40	121	172	40	42	307	35
v/c Ratio	0.24	0.54	0.55	0.77	0.10	0.65	0.16	0.04	0.39	0.32	0.04
Control Delay	60.9	40.3	66.5	57.4	0.5	67.5	16.3	0.1	63.6	21.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.9	40.3	66.5	57.4	0.5	67.5	16.3	0.1	63.6	21.7	0.1
Queue Length 50th (ft)	14	107	60	227	0	92	64	0	32	138	0
Queue Length 95th (ft)	m42	157	108	302	0	149	132	0	68	263	0
Internal Link Dist (ft)		2573		510			742			2580	
Turn Bay Length (ft)	230		140		60	220			125		50
Base Capacity (vph)	238	1017	238	543	529	242	1067	947	238	959	861
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.32	0.33	0.56	0.08	0.50	0.16	0.04	0.18	0.32	0.04

Intersection Summary

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



Lane Group	WBL	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	138	32	527	459	780
v/c Ratio	0.52	0.10	0.78	0.18	0.46
Control Delay	45.7	0.6	46.7	5.0	12.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	45.7	0.6	46.7	5.0	12.1
Queue Length 50th (ft)	82	0	165	42	95
Queue Length 95th (ft)	136	0	210	71	175
Internal Link Dist (ft)				513	2784
Turn Bay Length (ft)		380	260		
Base Capacity (vph)	427	461	806	2574	1710
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	0.32	0.07	0.65	0.18	0.46

Intersection Summary



Lane Group	EBL	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	167	356	950	15	504
v/c Ratio	0.55	0.46	0.47	0.08	0.23
Control Delay	29.9	5.1	9.4	25.7	5.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	29.9	5.1	9.4	25.7	5.7
Queue Length 50th (ft)	55	0	81	5	38
Queue Length 95th (ft)	108	32	194	20	57
Internal Link Dist (ft)			367		513
Turn Bay Length (ft)	535			85	
Base Capacity (vph)	318	792	2017	179	2161
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	0.53	0.45	0.47	0.08	0.23

Intersection Summary

Queuing and Blocking Report

Intersection: 23: Sunnyside Avenue & Project Driveway 1

Movement	WB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	13
95th Queue (ft)	38
Link Distance (ft)	420
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 24: Sunnyside Avenue & Project Driveway 2

Movement	WB
Directions Served	LR
Maximum Queue (ft)	72
Average Queue (ft)	33
95th Queue (ft)	51
Link Distance (ft)	434
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 25: Shepherd Avenue & Project Driveway 3

Movement	EB	WB	SB
Directions Served	L	TR	R
Maximum Queue (ft)	98	22	92
Average Queue (ft)	24	1	42
95th Queue (ft)	64	8	71
Link Distance (ft)		1184	361
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report

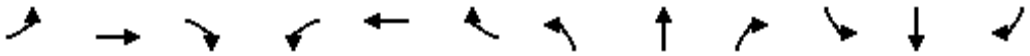
Intersection: 26: Project Driveway 4/Stanford Avenue & Perrin Road

Movement	NB
Directions Served	LT
Maximum Queue (ft)	31
Average Queue (ft)	24
95th Queue (ft)	45
Link Distance (ft)	374
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	14	65	145	48	146	193	851	41	63	761	14
v/c Ratio	0.13	0.32	0.48	0.41	0.53	0.67	0.26	0.04	0.49	0.28	0.02
Control Delay	63.2	58.2	13.2	70.4	55.6	64.9	13.6	0.1	72.5	20.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.2	58.2	13.2	70.4	55.6	64.9	13.6	0.1	72.5	20.4	0.0
Queue Length 50th (ft)	12	55	0	41	108	161	113	0	54	128	0
Queue Length 95th (ft)	34	93	56	81	173	233	187	0	98	199	0
Internal Link Dist (ft)		1692			5395		5238			2310	
Turn Bay Length (ft)	235		240	210		250		105	250		200
Base Capacity (vph)	184	612	618	203	593	289	3258	1059	194	2675	868
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.11	0.23	0.24	0.25	0.67	0.26	0.04	0.32	0.28	0.02

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	268	733	131	362	632	323	297	1470	502	351	1065	210
v/c Ratio	0.74	0.81	0.19	0.89	0.65	0.53	0.75	0.83	0.66	0.84	0.59	0.33
Control Delay	75.2	58.8	13.7	87.5	50.2	14.1	74.7	49.5	28.3	80.4	41.6	14.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.2	58.8	13.7	87.5	50.2	14.1	74.7	49.5	28.3	80.4	41.6	14.3
Queue Length 50th (ft)	128	342	40	176	276	55	142	487	302	165	306	44
Queue Length 95th (ft)	174	404	78	#260	340	149	189	552	428	#263	385	120
Internal Link Dist (ft)		615			4724			562			5238	
Turn Bay Length (ft)	230		175	280		200	260		225	280		165
Base Capacity (vph)	437	1020	727	415	1028	630	475	1770	762	421	1793	643
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.61	0.72	0.18	0.87	0.61	0.51	0.63	0.83	0.66	0.83	0.59	0.33

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Lane Group	EBT	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	151	257	56	296	393
v/c Ratio	0.40	0.64	0.08	0.24	0.39
Control Delay	18.4	22.0	8.7	8.6	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	18.4	22.0	8.7	8.6	7.2
Queue Length 50th (ft)	37	58	16	87	54
Queue Length 95th (ft)	70	105	m31	m133	126
Internal Link Dist (ft)	5395	5207		4586	912
Turn Bay Length (ft)			250		
Base Capacity (vph)	638	642	679	1222	1013
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	0.24	0.40	0.08	0.24	0.39

Intersection Summary

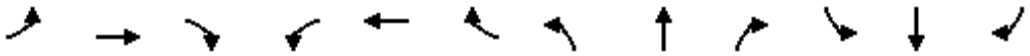
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	147	1055	165	113	1149	210	526	161	162	372	111
v/c Ratio	0.86	0.88	0.26	0.73	0.99	0.94	0.49	0.27	0.83	0.36	0.19
Control Delay	93.0	47.3	6.3	80.5	64.6	99.4	36.4	6.8	85.2	33.7	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	93.0	47.3	6.3	80.5	64.6	99.4	36.4	6.8	85.2	33.7	2.2
Queue Length 50th (ft)	114	405	5	86	457	164	177	3	115	113	1
Queue Length 95th (ft)	#227	#523	54	#170	#614	#315	233	54	#234	153	9
Internal Link Dist (ft)		579			1263		627			574	
Turn Bay Length (ft)	250		50	215		230		105	255		25
Base Capacity (vph)	178	1201	640	165	1157	223	1082	592	208	1025	582
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.83	0.88	0.26	0.68	0.99	0.94	0.49	0.27	0.78	0.36	0.19

Intersection Summary

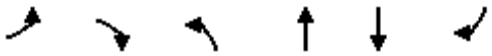
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	196	908	163	173	920	149	214	413	184	138	279	164
v/c Ratio	0.65	0.90	0.30	0.56	0.90	0.27	0.91	0.34	0.29	0.42	0.26	0.27
Control Delay	61.7	52.3	10.0	57.7	51.9	8.4	89.5	29.6	9.9	54.0	31.8	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	61.7	52.3	10.0	57.7	51.9	8.4	89.5	29.6	9.9	54.0	31.8	6.0
Queue Length 50th (ft)	73	336	17	64	341	9	158	120	25	51	83	0
Queue Length 95th (ft)	113	#450	70	101	#450	58	#298	163	78	83	121	50
Internal Link Dist (ft)		1209			1573			1877			575	
Turn Bay Length (ft)	240		50	245		175	235		50	250		270
Base Capacity (vph)	301	1030	548	316	1048	562	241	1214	633	325	1079	598
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.88	0.30	0.55	0.88	0.27	0.89	0.34	0.29	0.42	0.26	0.27

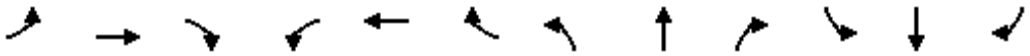
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	111	110	194	1000	673	91
v/c Ratio	0.52	0.38	0.69	0.37	0.34	0.10
Control Delay	43.4	11.0	45.6	4.1	12.1	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	43.4	11.0	45.6	4.1	12.1	6.7
Queue Length 50th (ft)	57	0	99	70	95	10
Queue Length 95th (ft)	91	33	138	103	146	33
Internal Link Dist (ft)	870			436	1877	
Turn Bay Length (ft)	250		225			50
Base Capacity (vph)	527	549	381	2716	2000	916
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	0.21	0.20	0.51	0.37	0.34	0.10

Intersection Summary

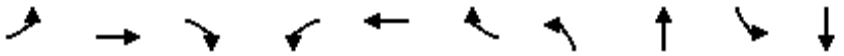


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	59	502	418	46	478	79	332	938	49	46	588	51
v/c Ratio	0.42	0.86	0.54	0.34	0.84	0.14	0.93	0.61	0.07	0.33	0.57	0.09
Control Delay	62.3	54.7	5.8	58.1	62.1	5.7	80.6	31.4	0.6	58.9	40.9	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.3	54.7	5.8	58.1	62.1	5.7	80.6	31.4	0.6	58.9	40.9	0.4
Queue Length 50th (ft)	44	354	4	38	318	3	257	325	0	34	216	0
Queue Length 95th (ft)	89	#498	76	m68	#443	m16	#443	414	4	73	279	0
Internal Link Dist (ft)		389			2634			2691			2832	
Turn Bay Length (ft)	230			60		60	475		95	260		105
Base Capacity (vph)	150	628	809	134	609	598	357	1533	722	165	1028	540
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.80	0.52	0.34	0.78	0.13	0.93	0.61	0.07	0.28	0.57	0.09

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

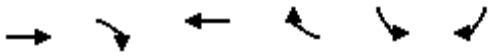
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	24	388	191	39	350	126	160	1338	116	958
v/c Ratio	0.17	0.84	0.39	0.27	0.75	0.26	0.70	0.82	0.60	0.61
Control Delay	56.7	60.1	14.9	59.4	53.5	6.5	68.0	37.2	66.1	32.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.7	60.1	14.9	59.4	53.5	6.5	68.0	37.2	66.1	32.8
Queue Length 50th (ft)	18	299	40	30	263	0	126	518	92	332
Queue Length 95th (ft)	47	381	97	68	339	43	192	#827	151	#542
Internal Link Dist (ft)		611			755			2017		2691
Turn Bay Length (ft)	150		110	165		105	420		215	
Base Capacity (vph)	157	592	584	157	592	591	304	1629	232	1566
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	0.15	0.66	0.33	0.25	0.59	0.21	0.53	0.82	0.50	0.61

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1773	551	1959	426	74	345
v/c Ratio	0.37	0.42	0.44	0.40	0.13	0.69
Control Delay	7.1	1.5	1.7	2.0	49.2	52.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.1	1.5	1.7	2.0	49.2	52.3
Queue Length 50th (ft)	147	0	24	11	30	141
Queue Length 95th (ft)	205	34	33	56	51	189
Internal Link Dist (ft)	587		722			
Turn Bay Length (ft)		365			235	565
Base Capacity (vph)	4785	1326	4405	1068	933	802
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	0.37	0.42	0.44	0.40	0.08	0.43

Intersection Summary



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1507	378	1878	205	536	1018
v/c Ratio	0.84	0.50	0.70	0.30	0.19	0.65
Control Delay	39.8	7.1	22.2	2.8	16.0	23.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.8	7.1	22.2	2.8	16.0	23.7
Queue Length 50th (ft)	464	28	372	12	84	346
Queue Length 95th (ft)	289	77	372	m19	105	427
Internal Link Dist (ft)	722		551			
Turn Bay Length (ft)						
Base Capacity (vph)	1804	755	2677	687	2779	1565
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	0.84	0.50	0.70	0.30	0.19	0.65

Intersection Summary

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	705	1488	344	332	1184	211	405	875	329	376	504
v/c Ratio	1.02	0.78	0.38	0.86	0.82	0.38	0.70	0.63	1.02	0.37	0.41
Control Delay	75.5	29.1	5.3	83.2	52.7	14.5	62.8	42.3	117.9	49.5	19.3
Queue Delay	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.5	29.4	5.3	83.2	52.7	14.5	62.8	42.3	117.9	49.5	19.3
Queue Length 50th (ft)	~353	347	71	155	370	41	181	232	~163	109	120
Queue Length 95th (ft)	#472	376	m74	#231	429	112	240	281	#263	143	169
Internal Link Dist (ft)		551			830			361		659	
Turn Bay Length (ft)	350			245		150	200		230		185
Base Capacity (vph)	693	1899	895	396	1441	551	575	1393	321	1027	1218
Starvation Cap Reductn	0	75	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.02	0.82	0.38	0.84	0.82	0.38	0.70	0.63	1.02	0.37	0.41

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

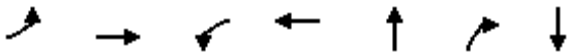


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	141	943	170	66	973	33	195	106	20	46	115
v/c Ratio	0.67	0.99	0.20	0.59	0.62	0.04	0.72	0.33	0.07	0.16	0.32
Control Delay	65.9	57.1	6.7	76.2	29.2	0.1	70.1	16.9	44.8	46.2	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.9	57.1	6.7	76.2	29.2	0.1	70.1	16.9	44.8	46.2	7.4
Queue Length 50th (ft)	106	~781	22	51	305	0	152	15	13	32	0
Queue Length 95th (ft)	171	#1031	60	#111	393	0	#252	61	37	68	38
Internal Link Dist (ft)		426			912			2573		597	
Turn Bay Length (ft)	250			250		250	250		250		300
Base Capacity (vph)	260	954	868	112	1559	774	270	320	270	285	357
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.54	0.99	0.20	0.59	0.62	0.04	0.72	0.33	0.07	0.16	0.32

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBT	NBR	SBT
Lane Group Flow (vph)	45	516	37	424	358	40	254
v/c Ratio	0.27	0.47	0.16	0.73	0.44	0.04	0.26
Control Delay	19.9	16.5	15.4	28.2	11.7	3.6	7.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.9	16.5	15.4	28.2	11.7	3.6	7.4
Queue Length 50th (ft)	21	121	10	202	71	0	47
Queue Length 95th (ft)	m27	142	m23	177	146	12	83
Internal Link Dist (ft)		388		2573	635		2575
Turn Bay Length (ft)	70		65				
Base Capacity (vph)	209	1392	287	734	821	894	968
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	0.22	0.37	0.13	0.58	0.44	0.04	0.26

Intersection Summary

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



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	45	616	169	55	694	135	297	128	80	116	174
v/c Ratio	0.32	0.47	0.24	0.37	0.93	0.19	0.90	0.24	0.15	0.67	0.49
Control Delay	49.8	25.8	4.4	50.8	51.2	2.9	71.0	30.6	2.7	63.9	40.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	49.8	25.8	4.4	50.8	51.2	2.9	71.0	30.6	2.7	63.9	40.3
Queue Length 50th (ft)	28	155	0	34	435	0	186	66	0	72	96
Queue Length 95th (ft)	63	210	42	73	#682	27	#334	116	15	#148	166
Internal Link Dist (ft)		329			709			846			3571
Turn Bay Length (ft)	115		160	260		205	285			200	
Base Capacity (vph)	142	1338	704	160	744	729	342	524	532	178	355
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.46	0.24	0.34	0.93	0.19	0.87	0.24	0.15	0.65	0.49

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	33	433	41	264	51	179	407	68	46	271	40
v/c Ratio	0.33	0.66	0.38	0.71	0.13	0.74	0.38	0.07	0.42	0.30	0.05
Control Delay	51.1	54.1	63.4	55.5	1.6	67.1	18.5	2.0	64.5	23.4	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	51.1	54.1	63.4	55.5	1.6	67.1	18.5	2.0	64.5	23.4	0.1
Queue Length 50th (ft)	27	166	31	196	0	135	176	0	35	127	0
Queue Length 95th (ft)	63	217	68	271	6	202	316	15	73	241	0
Internal Link Dist (ft)		2573		510			742			2580	
Turn Bay Length (ft)	230		140		60	220			125		50
Base Capacity (vph)	270	1035	268	543	529	283	1076	954	262	894	808
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.42	0.15	0.49	0.10	0.63	0.38	0.07	0.18	0.30	0.05

Intersection Summary



Lane Group	WBL	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	172	16	465	873	645
v/c Ratio	0.59	0.05	0.76	0.35	0.39
Control Delay	45.8	0.3	47.3	6.8	17.2
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	45.8	0.3	47.3	6.8	17.2
Queue Length 50th (ft)	102	0	146	101	117
Queue Length 95th (ft)	160	0	189	159	196
Internal Link Dist (ft)				513	2784
Turn Bay Length (ft)		380	260		
Base Capacity (vph)	418	453	797	2503	1633
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	0.41	0.04	0.58	0.35	0.39

Intersection Summary



Lane Group	EBL	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	383	630	1248	24	580
v/c Ratio	0.84	0.57	0.68	0.18	0.28
Control Delay	46.5	7.2	17.2	38.0	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	46.5	7.2	17.2	38.0	8.9
Queue Length 50th (ft)	180	23	185	12	70
Queue Length 95th (ft)	#325	70	352	34	98
Internal Link Dist (ft)			367		513
Turn Bay Length (ft)	535			85	
Base Capacity (vph)	462	1112	1830	134	2055
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	0.83	0.57	0.68	0.18	0.28

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Queuing and Blocking Report

Intersection: 23: Sunnyside Avenue & Project Driveway 1

Movement	WB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	12
95th Queue (ft)	37
Link Distance (ft)	420
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 24: Sunnyside Avenue & Project Driveway 2

Movement	WB
Directions Served	LR
Maximum Queue (ft)	55
Average Queue (ft)	29
95th Queue (ft)	53
Link Distance (ft)	434
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 25: Shepherd Avenue & Project Driveway 3

Movement	EB	WB	SB
Directions Served	L	TR	R
Maximum Queue (ft)	116	37	66
Average Queue (ft)	63	4	29
95th Queue (ft)	103	19	58
Link Distance (ft)		1184	361
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	200		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report

Intersection: 26: Project Driveway 4/Stanford Avenue & Perrin Road

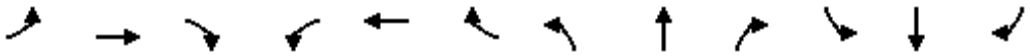
Movement	NB
Directions Served	LT
Maximum Queue (ft)	31
Average Queue (ft)	19
95th Queue (ft)	43
Link Distance (ft)	374
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	78	171	272	108	583	149	882	22	64	878	86
v/c Ratio	0.57	0.27	0.38	0.68	0.94	0.83	0.50	0.04	0.49	0.57	0.16
Control Delay	75.5	34.0	5.2	80.1	66.1	94.0	37.1	0.1	72.6	42.0	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.5	34.0	5.2	80.1	66.1	94.0	37.1	0.1	72.6	42.0	2.7
Queue Length 50th (ft)	67	108	0	93	480	129	228	0	55	241	0
Queue Length 95th (ft)	120	175	63	154	#757	#240	286	0	103	289	18
Internal Link Dist (ft)		1692			5395		5238			2310	
Turn Bay Length (ft)	235		240	210		250		105	250		200
Base Capacity (vph)	180	643	724	199	620	192	1762	627	194	1534	547
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.27	0.38	0.54	0.94	0.78	0.50	0.04	0.33	0.57	0.16

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	122	455	311	338	701	276	424	996	349	286	1450	229
v/c Ratio	0.47	0.70	0.60	0.76	0.81	0.49	0.77	0.49	0.40	0.74	0.80	0.36
Control Delay	69.8	61.1	13.6	63.0	37.6	8.9	68.4	35.4	8.7	73.6	47.6	19.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	69.8	61.1	13.6	63.0	37.6	8.9	68.4	35.4	8.7	73.6	47.6	19.5
Queue Length 50th (ft)	57	214	29	172	358	68	198	256	63	137	458	71
Queue Length 95th (ft)	90	261	118	m198	m397	m87	260	356	122	182	#638	163
Internal Link Dist (ft)		615			4724			562			5238	
Turn Bay Length (ft)	230		175	280		200	260		225	280		165
Base Capacity (vph)	459	1069	670	468	1058	634	549	2016	880	456	1803	630
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.43	0.46	0.72	0.66	0.44	0.77	0.49	0.40	0.63	0.80	0.36

Intersection Summary

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.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	3	249	47	572	413	125	305	180	649
v/c Ratio	0.03	0.36	0.13	0.80	0.49	0.56	0.47	0.73	0.95
Control Delay	18.7	21.2	21.4	41.1	4.7	60.8	35.4	66.9	61.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.7	21.2	21.4	41.1	4.7	60.8	35.4	66.9	61.6
Queue Length 50th (ft)	1	110	23	386	12	91	185	133	498
Queue Length 95th (ft)	7	149	43	451	64	#221	308	#234	#786
Internal Link Dist (ft)		5395		5207			4586		912
Turn Bay Length (ft)	200		200		200			250	
Base Capacity (vph)	150	878	462	905	965	223	652	256	686
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	0.02	0.28	0.10	0.63	0.43	0.56	0.47	0.70	0.95

Intersection Summary

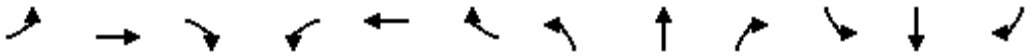
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	96	760	396	165	972	237	337	100	360	970	134
v/c Ratio	0.87	0.86	0.55	0.77	0.91	0.94	0.41	0.21	0.79	0.78	0.21
Control Delay	123.5	53.1	11.6	84.9	60.6	105.0	49.5	1.5	63.2	48.1	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	123.5	53.1	11.6	84.9	60.6	105.0	49.5	1.5	63.2	48.1	9.1
Queue Length 50th (ft)	94	248	115	153	454	224	145	0	317	439	13
Queue Length 95th (ft)	m#200	#492	183	227	#553	#390	195	5	#441	527	62
Internal Link Dist (ft)		579			1263		627			574	
Turn Bay Length (ft)	250		50	215		230		105	255		25
Base Capacity (vph)	110	888	721	277	1096	256	822	484	463	1237	626
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.87	0.86	0.55	0.60	0.89	0.93	0.41	0.21	0.78	0.78	0.21

Intersection Summary

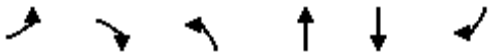
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	120	778	228	345	734	180	127	214	188	173	649	311
v/c Ratio	0.47	0.86	0.47	0.77	0.66	0.31	0.70	0.26	0.38	0.26	0.56	0.43
Control Delay	68.2	59.7	25.8	70.1	44.3	12.4	79.6	43.6	10.3	49.7	41.8	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.2	59.7	25.8	70.1	44.3	12.4	79.6	43.6	10.3	49.7	41.8	6.0
Queue Length 50th (ft)	55	345	87	158	291	33	114	83	13	71	262	0
Queue Length 95th (ft)	87	#466	177	205	366	93	177	121	78	108	352	75
Internal Link Dist (ft)		1209			1573			1877			575	
Turn Bay Length (ft)	240		50	245		175	235		50	250		270
Base Capacity (vph)	592	917	485	598	1115	586	294	826	498	670	1162	718
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.20	0.85	0.47	0.58	0.66	0.31	0.43	0.26	0.38	0.26	0.56	0.43

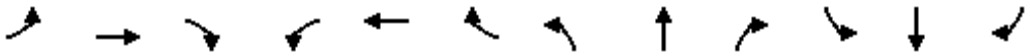
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	92	254	308	496	1065	327
v/c Ratio	0.46	0.63	0.76	0.18	0.62	0.43
Control Delay	42.1	12.4	42.3	3.0	19.1	12.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.1	12.4	42.3	3.0	19.1	12.5
Queue Length 50th (ft)	47	0	153	27	206	66
Queue Length 95th (ft)	89	64	224	51	335	163
Internal Link Dist (ft)	870			436	1877	
Turn Bay Length (ft)	250		225			50
Base Capacity (vph)	527	640	429	2712	1731	769
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	0.40	0.72	0.18	0.62	0.43

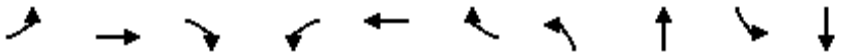
Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	77	435	389	75	512	253	175	508	23	125	926	148
v/c Ratio	0.48	0.79	0.58	0.47	0.91	0.46	0.91	0.41	0.04	0.72	0.77	0.25
Control Delay	54.2	43.4	11.1	53.5	56.7	18.2	90.2	26.9	0.1	67.8	35.8	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.2	43.4	11.1	53.5	56.7	18.2	90.2	26.9	0.1	67.8	35.8	9.3
Queue Length 50th (ft)	48	250	43	46	310	68	112	135	0	79	290	16
Queue Length 95th (ft)	95	#373	133	93	#498	142	#238	184	0	#165	#378	62
Internal Link Dist (ft)		389			2634			2691			2832	
Turn Bay Length (ft)	230			60		60	475		95	260		105
Base Capacity (vph)	159	571	684	160	577	561	193	1242	597	177	1209	602
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.76	0.57	0.47	0.89	0.45	0.91	0.41	0.04	0.71	0.77	0.25

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

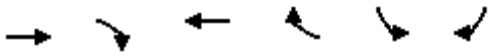


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	17	317	210	50	455	118	303	667	176	1333
v/c Ratio	0.12	0.75	0.45	0.32	0.87	0.23	0.79	0.47	0.73	1.15
Control Delay	54.1	56.0	15.2	59.3	61.1	11.5	61.8	30.3	68.5	117.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.1	56.0	15.2	59.3	61.1	11.5	61.8	30.3	68.5	117.3
Queue Length 50th (ft)	13	246	40	39	327	14	227	198	139	~692
Queue Length 95th (ft)	36	321	103	80	#544	63	#413	317	207	#893
Internal Link Dist (ft)		611			755			2017		2691
Turn Bay Length (ft)	150		110	165		105	420		215	
Base Capacity (vph)	220	569	580	162	540	524	385	1411	343	1157
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	0.08	0.56	0.36	0.31	0.84	0.23	0.79	0.47	0.51	1.15

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1315	956	2300	506	83	837
v/c Ratio	0.38	0.74	0.72	0.55	0.07	0.86
Control Delay	16.4	5.0	9.7	3.4	26.3	45.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.4	5.0	9.7	3.4	26.3	45.1
Queue Length 50th (ft)	169	0	119	12	21	319
Queue Length 95th (ft)	197	61	128	55	39	411
Internal Link Dist (ft)	587		722			
Turn Bay Length (ft)		365			235	565
Base Capacity (vph)	3484	1297	3216	928	1233	1023
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	0.38	0.74	0.72	0.55	0.07	0.82

Intersection Summary



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1174	254	2338	101	528	684
v/c Ratio	0.48	0.28	0.63	0.12	0.27	0.60
Control Delay	11.2	1.0	23.9	3.6	24.5	27.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.2	1.0	23.9	3.6	24.5	27.6
Queue Length 50th (ft)	76	0	322	0	95	209
Queue Length 95th (ft)	87	8	355	29	124	278
Internal Link Dist (ft)	722		551			
Turn Bay Length (ft)						
Base Capacity (vph)	2466	898	3695	827	1965	1142
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	0.48	0.28	0.63	0.12	0.27	0.60

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	441	1006	391	211	1196	200	409	658	222	515	809
v/c Ratio	0.94	0.56	0.46	0.69	0.76	0.33	0.73	0.45	0.69	0.45	0.66
Control Delay	84.1	35.4	10.4	69.6	44.7	10.0	60.0	34.4	68.2	45.1	27.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.1	35.4	10.4	69.6	44.7	10.0	60.0	34.4	68.2	45.1	27.7
Queue Length 50th (ft)	192	251	98	89	335	22	170	147	94	138	252
Queue Length 95th (ft)	#293	306	149	131	399	84	224	187	137	176	331
Internal Link Dist (ft)		551			830			361		659	
Turn Bay Length (ft)	350			245		150	200		230		185
Base Capacity (vph)	470	1805	881	343	1570	601	607	1472	373	1145	1234
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.56	0.44	0.62	0.76	0.33	0.67	0.45	0.60	0.45	0.66

Intersection Summary

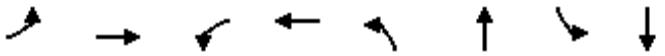
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	227	790	208	70	765	101	117	140	339	450	489
v/c Ratio	0.77	0.78	0.35	0.59	0.88	0.20	0.72	0.28	0.76	0.74	0.73
Control Delay	52.9	32.0	5.4	55.8	40.4	2.5	59.6	17.0	43.6	31.4	19.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.9	32.0	5.4	55.8	40.4	2.5	59.6	17.0	43.6	31.4	19.1
Queue Length 50th (ft)	54	183	0	32	179	0	54	36	78	190	101
Queue Length 95th (ft)	#107	#276	47	#88	#275	15	#132	80	#135	#341	#264
Internal Link Dist (ft)		426			451			2573		597	
Turn Bay Length (ft)	250		250	250		250	250		250		300
Base Capacity (vph)	294	1014	591	119	881	503	164	495	454	612	669
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.77	0.78	0.35	0.59	0.87	0.20	0.71	0.28	0.75	0.74	0.73

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	19	516	55	506	160	118	45	526
v/c Ratio	0.13	0.41	0.22	0.79	0.78	0.16	0.21	0.97
Control Delay	16.6	11.6	13.9	25.6	54.3	12.0	26.4	54.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.6	11.6	13.9	25.6	54.3	12.0	26.4	54.3
Queue Length 50th (ft)	5	49	16	153	57	17	15	179
Queue Length 95th (ft)	19	85	m39	314	#145	60	41	#360
Internal Link Dist (ft)		388		2573		635		2575
Turn Bay Length (ft)	70		65				200	
Base Capacity (vph)	143	1244	246	641	205	730	210	545
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	0.13	0.41	0.22	0.79	0.78	0.16	0.21	0.97

Intersection Summary

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.



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	11	26	10	614	369
v/c Ratio	0.06	0.15	0.05	0.37	0.23
Control Delay	24.7	12.9	23.8	2.5	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	24.7	12.9	23.8	2.5	3.9
Queue Length 50th (ft)	4	0	3	0	0
Queue Length 95th (ft)	16	19	15	110	123
Internal Link Dist (ft)	513			677	273
Turn Bay Length (ft)	100		300		
Base Capacity (vph)	576	532	221	1666	1571
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	0.02	0.05	0.05	0.37	0.23

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	55	732	294	78	489	402	226	104	42	356	589
v/c Ratio	0.39	0.71	0.45	0.55	0.90	0.54	0.94	0.25	0.09	0.89	1.02
Control Delay	52.3	35.8	5.7	59.9	55.1	6.4	89.6	37.1	0.3	62.7	78.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.3	35.8	5.7	59.9	55.1	6.4	89.6	37.1	0.3	62.7	78.0
Queue Length 50th (ft)	34	215	1	49	295	6	~160	59	0	215	~418
Queue Length 95th (ft)	73	282	61	#104	#476	77	#308	109	0	#362	#632
Internal Link Dist (ft)		329			709			846			3571
Turn Bay Length (ft)	115		160	260		205	285			200	
Base Capacity (vph)	141	1061	668	141	558	747	241	418	482	434	578
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.69	0.44	0.55	0.88	0.54	0.94	0.25	0.09	0.82	1.02

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	61	89	8	250	147	846	59
v/c Ratio	0.28	0.40	0.02	0.18	0.17	0.58	0.05
Control Delay	18.2	18.5	2.9	2.3	3.5	6.3	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.2	18.5	2.9	2.3	3.5	6.3	1.1
Queue Length 50th (ft)	14	14	1	17	12	107	0
Queue Length 95th (ft)	m27	47	5	67	34	248	8
Internal Link Dist (ft)	2567	739		2580		1659	
Turn Bay Length (ft)			100		260		
Base Capacity (vph)	491	478	395	1412	879	1456	1250
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	0.19	0.02	0.18	0.17	0.58	0.05

Intersection Summary

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



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	23	410	104	335	42	170	179	72	104	701	87
v/c Ratio	0.25	0.67	0.62	0.74	0.09	0.72	0.20	0.09	0.62	0.83	0.11
Control Delay	60.3	45.4	67.4	52.5	0.4	66.0	21.1	3.0	70.1	45.4	9.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	60.3	45.4	67.4	52.5	0.4	66.0	21.1	3.0	70.1	45.4	9.6
Queue Length 50th (ft)	17	128	79	253	0	128	75	0	86	533	2
Queue Length 95th (ft)	m44	141	133	328	0	194	156	20	123	#919	m42
Internal Link Dist (ft)		2573		510			742			2580	
Turn Bay Length (ft)	230		140		60	220			125		50
Base Capacity (vph)	238	1016	238	543	529	262	917	827	238	844	769
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.40	0.44	0.62	0.08	0.65	0.20	0.09	0.44	0.83	0.11

Intersection Summary

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.



Lane Group	WBL	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	140	34	550	479	1015
v/c Ratio	0.52	0.10	0.79	0.19	0.60
Control Delay	45.7	0.6	46.7	5.1	16.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	45.7	0.6	46.7	5.1	16.1
Queue Length 50th (ft)	83	0	173	44	166
Queue Length 95th (ft)	137	0	218	74	279
Internal Link Dist (ft)				513	2784
Turn Bay Length (ft)		380	260		
Base Capacity (vph)	427	461	810	2571	1690
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	0.33	0.07	0.68	0.19	0.60

Intersection Summary



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	152	211	210	998	16	615
v/c Ratio	0.53	0.51	0.49	0.49	0.09	0.28
Control Delay	29.7	10.0	8.2	9.6	25.8	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.7	10.0	8.2	9.6	25.8	6.0
Queue Length 50th (ft)	52	5	0	87	5	48
Queue Length 95th (ft)	105	60	51	207	21	71
Internal Link Dist (ft)		884		367		513
Turn Bay Length (ft)	535				85	
Base Capacity (vph)	302	420	442	2021	179	2164
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	0.50	0.50	0.48	0.49	0.09	0.28

Intersection Summary

Intersection: 23: Sunnyside Avenue & Project Driveway 1

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	55	892
Average Queue (ft)	18	714
95th Queue (ft)	49	1236
Link Distance (ft)	414	840
Upstream Blk Time (%)		43
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 24: Sunnyside Avenue & Project Driveway 2

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	436	600
Average Queue (ft)	328	495
95th Queue (ft)	536	842
Link Distance (ft)	421	587
Upstream Blk Time (%)	51	17
Queuing Penalty (veh)	0	202
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 25: Shepherd Avenue & Project Driveway 3

Movement	EB	SB
Directions Served	L	R
Maximum Queue (ft)	65	69
Average Queue (ft)	19	34
95th Queue (ft)	47	54
Link Distance (ft)		361
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	200	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 26: Project Driveway 4/Stanford Avenue & Perrin Road

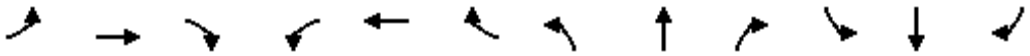
Movement	NB
Directions Served	LT
Maximum Queue (ft)	31
Average Queue (ft)	20
95th Queue (ft)	44
Link Distance (ft)	374
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	14	132	146	139	211	195	853	196	128	762	14
v/c Ratio	0.13	0.58	0.45	0.78	0.54	0.67	0.32	0.22	0.69	0.33	0.02
Control Delay	63.2	65.6	12.2	86.3	49.3	64.6	21.3	9.3	76.2	25.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	63.2	65.6	12.2	86.3	49.3	64.6	21.3	9.3	76.2	25.6	0.1
Queue Length 50th (ft)	12	112	0	119	144	163	157	32	110	155	0
Queue Length 95th (ft)	35	170	60	#206	237	242	232	95	173	221	0
Internal Link Dist (ft)		1692			5395		5238			2310	
Turn Bay Length (ft)	235		240	210		250		105	250		200
Base Capacity (vph)	184	612	619	203	591	292	2652	886	211	2330	772
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.22	0.24	0.68	0.36	0.67	0.32	0.22	0.61	0.33	0.02

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	282	765	412	380	661	338	312	1544	527	366	1118	220
v/c Ratio	0.75	0.82	0.58	0.92	0.66	0.55	0.77	0.90	0.71	0.87	0.65	0.35
Control Delay	75.7	58.7	30.1	67.8	66.3	35.9	75.2	54.5	30.7	83.4	43.9	15.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	75.7	58.7	30.1	67.8	66.3	35.9	75.2	54.5	30.7	83.4	43.9	15.7
Queue Length 50th (ft)	135	357	249	181	346	173	149	522	327	175	333	52
Queue Length 95th (ft)	183	425	335	m187	m353	m179	198	#619	462	#279	408	131
Internal Link Dist (ft)		615			4724			562			5238	
Turn Bay Length (ft)	230		175	280		200	260		225	280		165
Base Capacity (vph)	437	1020	739	415	1029	628	475	1720	747	420	1731	625
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.75	0.56	0.92	0.64	0.54	0.66	0.90	0.71	0.87	0.65	0.35

Intersection Summary

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.



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	8	517	20	237	174	162	497	221	279
v/c Ratio	0.03	0.92	0.16	0.42	0.29	0.73	0.81	0.85	0.43
Control Delay	14.9	44.2	18.9	19.2	4.5	46.9	31.2	57.4	17.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.9	44.2	18.9	19.2	4.5	46.9	31.2	57.4	17.6
Queue Length 50th (ft)	2	169	5	67	0	58	160	80	76
Queue Length 95th (ft)	10	#338	20	121	36	#140	#311	#189	135
Internal Link Dist (ft)		5395		5207			4586		912
Turn Bay Length (ft)	200		200		200			250	
Base Capacity (vph)	318	577	129	585	618	223	615	260	655
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	0.03	0.90	0.16	0.41	0.28	0.73	0.81	0.85	0.43

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



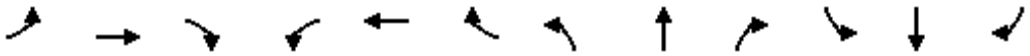
Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	155	1099	234	116	1202	337	732	166	171	542	116
v/c Ratio	0.97	0.88	0.24	0.82	1.00	0.98	0.64	0.28	0.85	0.63	0.23
Control Delay	101.6	37.0	4.2	104.3	73.3	100.5	45.4	11.5	95.8	53.0	3.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	101.6	37.0	4.2	104.3	73.3	100.5	45.4	11.5	95.8	53.0	3.0
Queue Length 50th (ft)	150	451	31	109	~592	320	316	25	159	242	0
Queue Length 95th (ft)	m#241	#519	m67	#214	#754	#520	388	84	#273	307	19
Internal Link Dist (ft)		579			1263		627			574	
Turn Bay Length (ft)	250		50	215		230		105	255		25
Base Capacity (vph)	160	1247	962	149	1199	345	1147	600	221	862	505
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.97	0.88	0.24	0.78	1.00	0.98	0.64	0.28	0.77	0.63	0.23

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

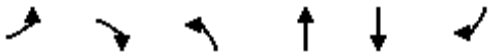


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	201	946	172	302	962	155	234	712	385	143	287	169
v/c Ratio	0.67	0.93	0.32	0.96	0.93	0.28	0.96	0.59	0.60	0.46	0.27	0.29
Control Delay	62.5	56.2	10.8	76.5	37.4	6.5	96.8	33.9	23.7	55.0	32.4	6.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.5	56.2	10.8	76.5	37.4	6.5	96.8	33.9	23.7	55.0	32.4	6.0
Queue Length 50th (ft)	75	357	22	103	386	39	175	227	146	53	86	0
Queue Length 95th (ft)	115	#481	77	m#152	m#446	m49	#335	291	251	86	124	51
Internal Link Dist (ft)		1209			1573			1877			575	
Turn Bay Length (ft)	240		50	245		175	235		50	250		270
Base Capacity (vph)	301	1025	546	316	1048	562	245	1214	639	313	1045	587
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.67	0.92	0.32	0.96	0.92	0.28	0.96	0.59	0.60	0.46	0.27	0.29

Intersection Summary

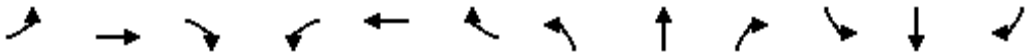
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Group Flow (vph)	175	117	179	1296	685	84
v/c Ratio	0.65	0.34	0.67	0.50	0.36	0.10
Control Delay	44.8	8.9	45.6	6.2	13.7	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.8	8.9	45.6	6.2	13.7	7.7
Queue Length 50th (ft)	89	0	91	125	104	10
Queue Length 95th (ft)	144	42	147	213	185	40
Internal Link Dist (ft)	870			436	1877	
Turn Bay Length (ft)	250		225			50
Base Capacity (vph)	527	554	378	2605	1917	878
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	0.33	0.21	0.47	0.50	0.36	0.10

Intersection Summary

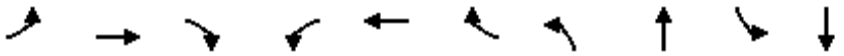


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	107	632	439	57	501	373	349	973	51	117	621	53
v/c Ratio	0.73	0.97	0.56	0.43	0.85	0.64	0.97	0.75	0.08	0.75	0.70	0.11
Control Delay	81.2	69.1	10.5	63.3	53.1	27.8	88.6	38.5	1.0	80.7	45.9	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.2	69.1	10.5	63.3	53.1	27.8	88.6	38.5	1.0	80.7	45.9	0.5
Queue Length 50th (ft)	82	~493	53	43	357	159	~281	353	0	90	231	0
Queue Length 95th (ft)	#169	#739	154	88	#531	267	#473	436	5	#178	297	0
Internal Link Dist (ft)		389			2634			2691			2832	
Turn Bay Length (ft)	230			60		60	475		95	260		105
Base Capacity (vph)	150	650	778	134	606	596	360	1292	624	165	893	486
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.97	0.56	0.43	0.83	0.63	0.97	0.75	0.08	0.71	0.70	0.11

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

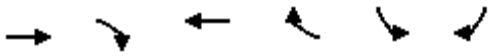


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	25	439	201	41	367	133	284	1415	136	1014
v/c Ratio	0.18	0.87	0.39	0.29	0.67	0.24	0.86	0.97	0.68	0.84
Control Delay	56.9	61.4	15.1	59.7	45.3	6.8	74.1	55.5	70.2	47.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.9	61.4	15.1	59.7	45.3	6.8	74.1	55.5	70.2	47.9
Queue Length 50th (ft)	19	335	45	32	267	3	216	~653	108	~458
Queue Length 95th (ft)	49	440	105	70	354	49	#401	#897	175	#596
Internal Link Dist (ft)		611			755			2017		2691
Turn Bay Length (ft)	150		110	165		105	420		215	
Base Capacity (vph)	157	593	585	157	609	604	334	1455	231	1205
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	0.16	0.74	0.34	0.26	0.60	0.22	0.85	0.97	0.59	0.84

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	1872	615	2590	561	78	410
v/c Ratio	0.41	0.47	0.61	0.52	0.12	0.72
Control Delay	9.2	1.9	2.8	2.7	45.3	56.3
Queue Delay	0.0	0.0	0.3	0.3	0.0	0.0
Total Delay	9.2	1.9	3.0	3.0	45.3	56.3
Queue Length 50th (ft)	188	0	52	11	30	186
Queue Length 95th (ft)	248	40	m66	m33	51	236
Internal Link Dist (ft)	587		722			
Turn Bay Length (ft)		365			235	565
Base Capacity (vph)	4573	1310	4249	1079	884	739
Starvation Cap Reductn	0	0	790	124	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.47	0.75	0.59	0.09	0.55

Intersection Summary

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



Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	1580	409	2404	221	812	1051
v/c Ratio	0.93	0.56	0.96	0.35	0.28	0.65
Control Delay	47.5	8.8	35.7	4.2	15.5	21.9
Queue Delay	1.9	0.0	0.0	0.0	0.0	0.0
Total Delay	49.4	8.8	35.7	4.2	15.5	21.9
Queue Length 50th (ft)	513	39	561	20	128	344
Queue Length 95th (ft)	#606	87	m569	m23	154	425
Internal Link Dist (ft)	722		551			
Turn Bay Length (ft)						
Base Capacity (vph)	1694	727	2514	632	2887	1624
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	46	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.96	0.56	0.96	0.35	0.28	0.65

Intersection Summary

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.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	732	1561	364	340	1482	221	634	973	345	394	535
v/c Ratio	1.10	0.85	0.37	0.85	1.03	0.40	0.75	0.70	1.00	0.60	0.53
Control Delay	99.9	33.7	4.0	80.2	80.2	15.7	55.3	44.4	109.9	61.8	26.6
Queue Delay	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.9	34.8	4.0	80.2	80.2	15.7	55.3	44.4	109.9	61.8	26.6
Queue Length 50th (ft)	~398	439	59	157	~526	48	277	266	164	126	153
Queue Length 95th (ft)	m#482	m487	m56	#228	#624	123	347	319	#269	164	213
Internal Link Dist (ft)		551			830			361		659	
Turn Bay Length (ft)	350			245		150	200		230		185
Base Capacity (vph)	668	1837	995	420	1441	551	850	1394	346	660	1011
Starvation Cap Reductn	0	110	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.10	0.90	0.37	0.81	1.03	0.40	0.75	0.70	1.00	0.60	0.53

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

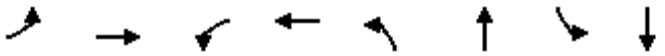


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	455	981	179	68	1016	355	204	400	179	199	411
v/c Ratio	0.97	0.74	0.26	0.44	0.94	0.50	0.74	0.86	0.32	0.41	0.63
Control Delay	84.4	25.4	2.7	57.9	55.7	7.4	64.1	59.4	44.5	38.6	13.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	84.4	25.4	2.7	57.9	55.7	7.4	64.1	59.4	44.5	38.6	13.2
Queue Length 50th (ft)	151	364	12	49	385	15	146	277	61	123	50
Queue Length 95th (ft)	m#228	m431	m27	93	#516	90	#254	#448	95	194	156
Internal Link Dist (ft)		426			451			2573		597	
Turn Bay Length (ft)	250		250	250		250	250		250		300
Base Capacity (vph)	467	1317	688	353	1083	712	274	465	563	487	655
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.97	0.74	0.26	0.19	0.94	0.50	0.74	0.86	0.32	0.41	0.63

Intersection Summary

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.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	59	689	54	555	247	395	22	257
v/c Ratio	0.51	0.60	0.34	0.92	0.89	0.42	0.11	0.43
Control Delay	36.9	19.2	23.4	44.8	64.3	13.0	27.2	18.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	36.9	19.2	23.4	44.8	64.3	13.0	27.2	18.9
Queue Length 50th (ft)	18	105	16	204	98	81	8	72
Queue Length 95th (ft)	#67	156	46	#383	#223	204	26	132
Internal Link Dist (ft)		388		2573		635		2575
Turn Bay Length (ft)	70		65				200	
Base Capacity (vph)	118	1183	165	620	276	941	206	592
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	0.50	0.58	0.33	0.90	0.89	0.42	0.11	0.43

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	5	18	10	311	333
v/c Ratio	0.03	0.12	0.05	0.18	0.20
Control Delay	29.4	15.9	28.9	1.5	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	29.4	15.9	28.9	1.5	3.1
Queue Length 50th (ft)	2	0	4	0	0
Queue Length 95th (ft)	11	17	17	44	103
Internal Link Dist (ft)	513			677	273
Turn Bay Length (ft)	100		300		
Base Capacity (vph)	464	428	528	1731	1628
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	0.01	0.04	0.02	0.18	0.20

Intersection Summary



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Group Flow (vph)	57	645	178	76	726	297	351	389	114	163	294
v/c Ratio	0.40	0.46	0.24	0.50	0.98	0.39	1.04	0.82	0.23	0.92	0.96
Control Delay	52.6	25.0	4.3	55.6	61.0	8.5	99.4	50.8	6.4	94.7	85.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	52.6	25.0	4.3	55.6	61.0	8.5	99.4	50.8	6.4	94.7	85.3
Queue Length 50th (ft)	35	165	0	47	~504	34	~242	234	0	105	184
Queue Length 95th (ft)	76	221	43	94	#727	98	#417	#384	39	#228	#352
Internal Link Dist (ft)		329			709			846			3571
Turn Bay Length (ft)	115		160	260		205	285			200	
Base Capacity (vph)	142	1389	730	160	740	760	339	475	494	178	305
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.40	0.46	0.24	0.47	0.98	0.39	1.04	0.82	0.23	0.92	0.96

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	73	157	25	773	24	440	44
v/c Ratio	0.47	0.50	0.04	0.54	0.06	0.31	0.04
Control Delay	29.1	14.6	4.5	11.9	3.8	4.3	1.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.1	14.6	4.5	11.9	3.8	4.3	1.5
Queue Length 50th (ft)	20	16	4	198	2	44	0
Queue Length 95th (ft)	51	58	m13	637	9	101	8
Internal Link Dist (ft)	2567	739		2580		1659	
Turn Bay Length (ft)			100		260		
Base Capacity (vph)	318	550	710	1422	432	1412	1211
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	0.23	0.29	0.04	0.54	0.06	0.31	0.04

Intersection Summary

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



Lane Group	EBL	EBT	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	79	532	62	401	115	180	602	71	65	360	66
v/c Ratio	0.55	0.56	0.49	0.84	0.24	0.78	0.68	0.09	0.50	0.49	0.10
Control Delay	66.5	35.9	65.6	57.6	10.2	72.8	34.7	3.3	65.3	41.5	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	66.5	35.9	65.6	57.6	10.2	72.8	34.7	3.3	65.3	41.5	9.3
Queue Length 50th (ft)	60	170	47	296	12	135	378	0	50	256	0
Queue Length 95th (ft)	108	203	91	377	54	#216	#740	21	81	#403	33
Internal Link Dist (ft)		2573		510			742			2580	
Turn Bay Length (ft)	230		140		60	220			125		50
Base Capacity (vph)	270	1075	268	557	540	271	879	797	262	731	678
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.49	0.23	0.72	0.21	0.66	0.68	0.09	0.25	0.49	0.10

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	WBL	WBR	NBL	NBT	SBT
Lane Group Flow (vph)	180	19	488	928	775
v/c Ratio	0.60	0.05	0.77	0.37	0.48
Control Delay	45.8	0.3	47.1	7.2	19.3
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay	45.8	0.3	47.1	7.2	19.3
Queue Length 50th (ft)	107	0	153	111	154
Queue Length 95th (ft)	166	0	197	175	251
Internal Link Dist (ft)				513	2784
Turn Bay Length (ft)		380	260		
Base Capacity (vph)	418	453	797	2488	1598
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	0.43	0.04	0.61	0.37	0.48

Intersection Summary



Lane Group	EBL	EBT	EBR	NBT	SBL	SBT
Lane Group Flow (vph)	364	352	350	1321	30	664
v/c Ratio	0.84	0.63	0.62	0.72	0.23	0.32
Control Delay	47.3	14.2	13.6	18.4	39.2	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.3	14.2	13.6	18.4	39.2	9.2
Queue Length 50th (ft)	181	47	44	204	14	83
Queue Length 95th (ft)	#331	142	132	#404	40	114
Internal Link Dist (ft)		884		367		513
Turn Bay Length (ft)	535				85	
Base Capacity (vph)	439	561	573	1829	134	2055
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	0.83	0.63	0.61	0.72	0.22	0.32

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Intersection: 23: Sunnyside Avenue & Project Driveway 1

Movement	WB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	18
95th Queue (ft)	41
Link Distance (ft)	414
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 24: Sunnyside Avenue & Project Driveway 2

Movement	WB	NB	NB
Directions Served	LR	T	R
Maximum Queue (ft)	68	605	616
Average Queue (ft)	34	80	22
95th Queue (ft)	64	404	211
Link Distance (ft)	421	580	580
Upstream Blk Time (%)		0	0
Queuing Penalty (veh)		1	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 25: Shepherd Avenue & Project Driveway 3

Movement	EB	B27	B27	WB	SB
Directions Served	L	T		TR	R
Maximum Queue (ft)	178	540	469	22	91
Average Queue (ft)	77	156	16	5	44
95th Queue (ft)	141	531	152	19	80
Link Distance (ft)		451	451	1184	361
Upstream Blk Time (%)		1	0		
Queuing Penalty (veh)		9	1		
Storage Bay Dist (ft)	200				
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 26: Project Driveway 4/Stanford Avenue & Perrin Road

Movement	NB
Directions Served	LT
Maximum Queue (ft)	31
Average Queue (ft)	26
95th Queue (ft)	44
Link Distance (ft)	374
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

APPENDIX H

HCS WORKSHEETS

HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/26/2023
Agency		Analysis Year	Existing (2022) NP
Jurisdiction	Caltrans	Time Period Analyzed	A.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.12		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Fowler Avenue Off-Ramp	115	2
2	Diverge	Diverge	Fowler Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Fowler Avenue Off-Ramp and Fowler Avenue On-Ramp	2770	2
4	Merge	Merge	Fowler Avenue On-Ramp	1500	2
5	Basic	Basic	Between Fowler Avenue On-Ramp and Temperance Avenue Off-Ramp	10	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	1142	4688	0.24	64.4	8.9	A

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.971	1142	518	7200	4000	0.16	0.13	65.0	59.5	5.9	0.0	A

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	606	4702	0.13	65.1	4.7	A

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.981	721	115	4800	2000	0.15	0.06	66.3	66.3	5.4	6.0	A

Segment 5: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	726	4702	0.15	65.1	5.6	A

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	65.3	5.3	5.0	1.00	A

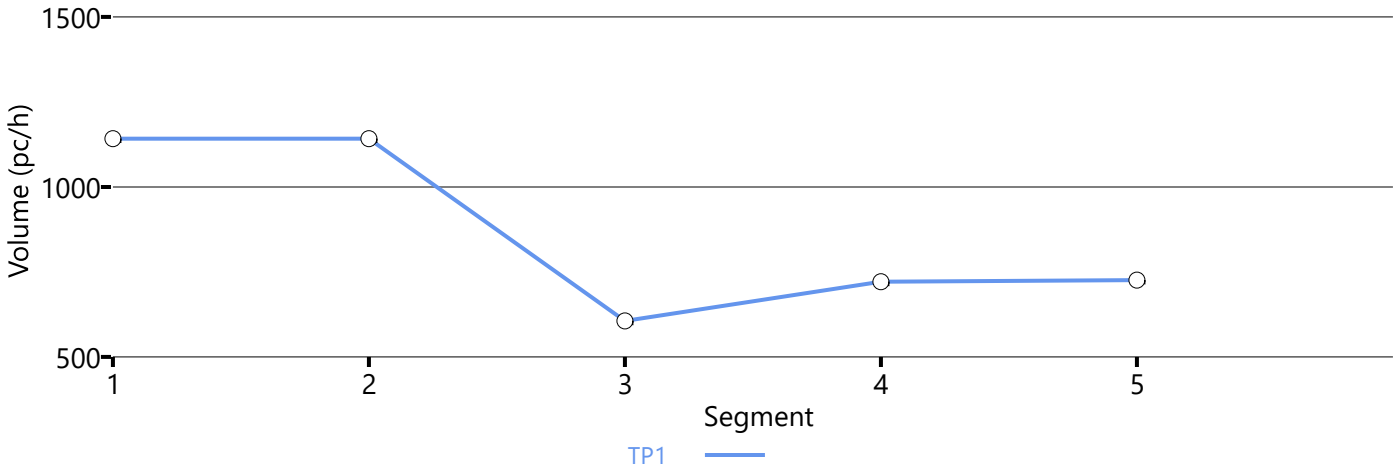
Facility Overall Results

Space Mean Speed, mi/h	65.3	Density, veh/mi/ln	5.0
Average Travel Time, min	1.00	Density, pc/mi/ln	5.3

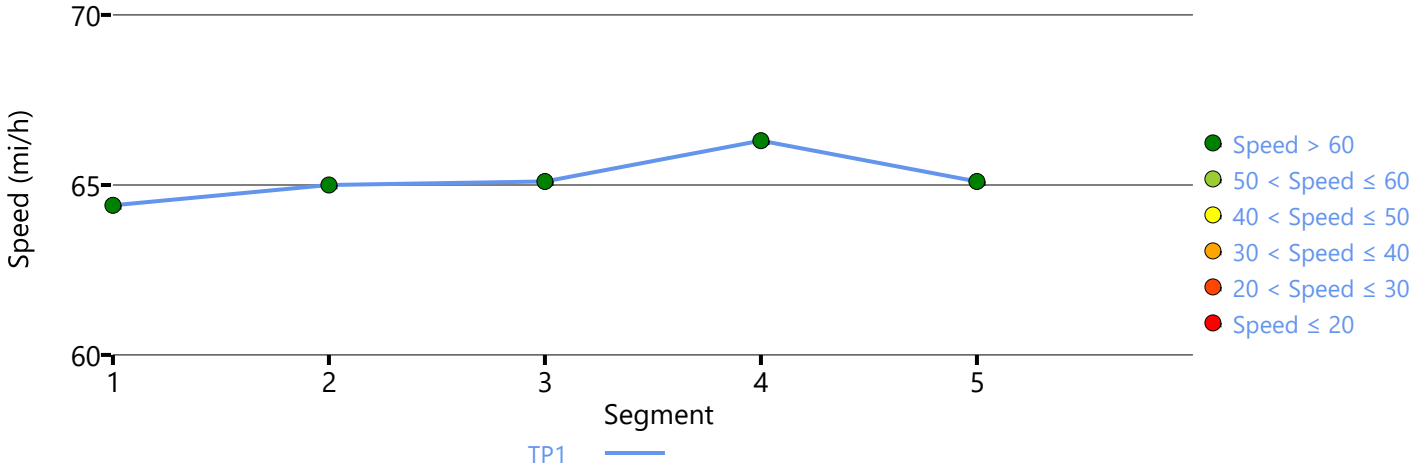
Messages

Comments

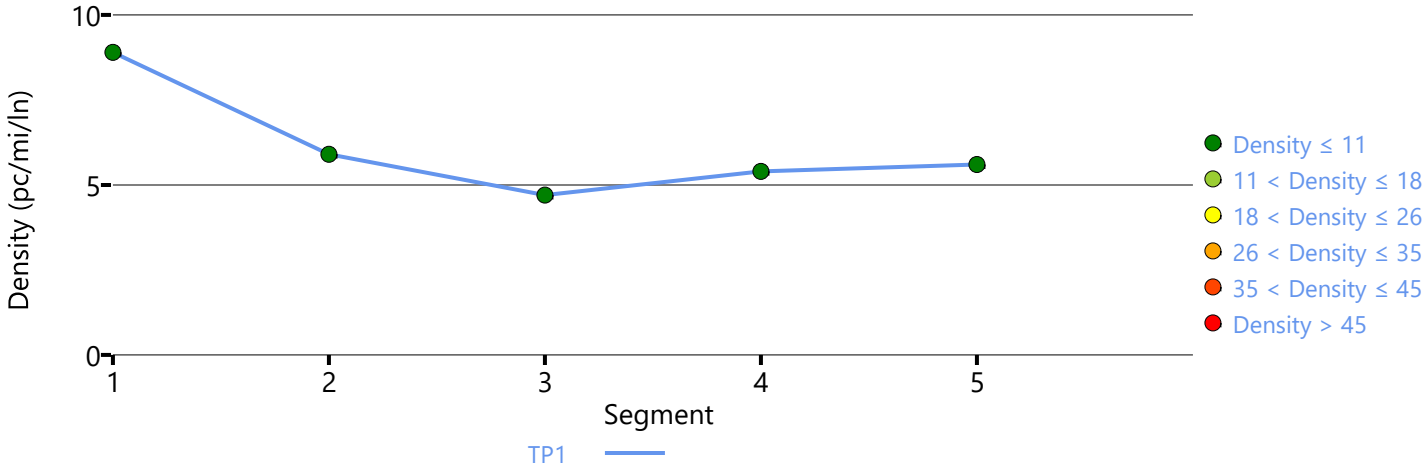
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/26/2023
Agency		Analysis Year	Existing (2022) NP
Jurisdiction	Caltrans	Time Period Analyzed	A.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.34		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Temperance Avenue On-Ramp and Fowler Avenue Off-Ramp	700	2
2	Diverge	Diverge	Fowler Avenue Off-Ramp	1500	2
3	Basic	Basic	Between Fowler Avenue Off-Ramp and Fowler Avenue On-Ramp	3030	2
4	Merge	Merge	Fowler Avenue On-Ramp	1500	2
5	Basic	Basic	Between Fowler Avenue On-Ramp and Herndon Avenue Off-Ramp	355	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3565	4716	0.76	63.5	28.1	D

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.988	3565	178	4800	2000	0.74	0.09	60.6	60.6	29.4	33.5	D

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3377	4716	0.72	64.4	26.2	D

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.992	4327	950	4800	2000	0.90	0.48	56.9	56.9	38.0	33.3	D

Segment 5: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4382	4716	0.93	56.5	38.8	E

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	61.0	30.2	28.3	1.30	D

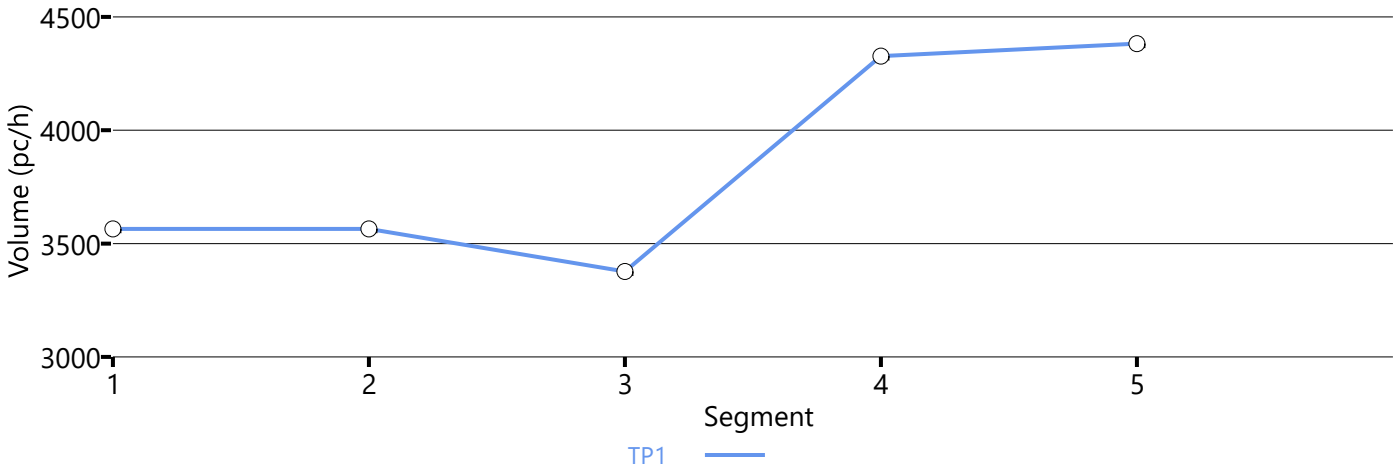
Facility Overall Results

Space Mean Speed, mi/h	61.0	Density, veh/mi/ln	28.3
Average Travel Time, min	1.30	Density, pc/mi/ln	30.2

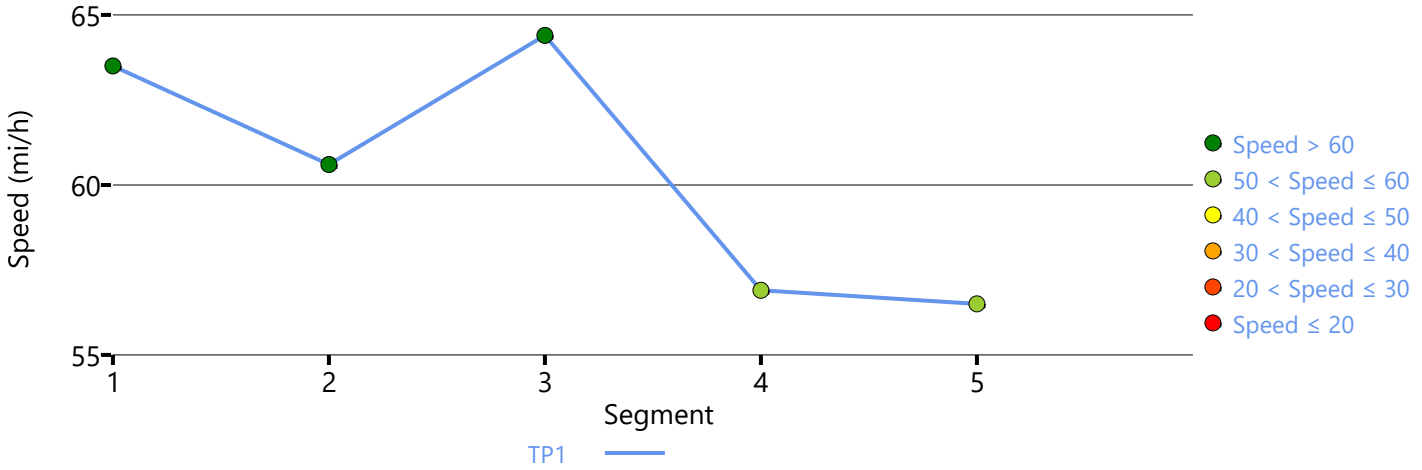
Messages

Comments

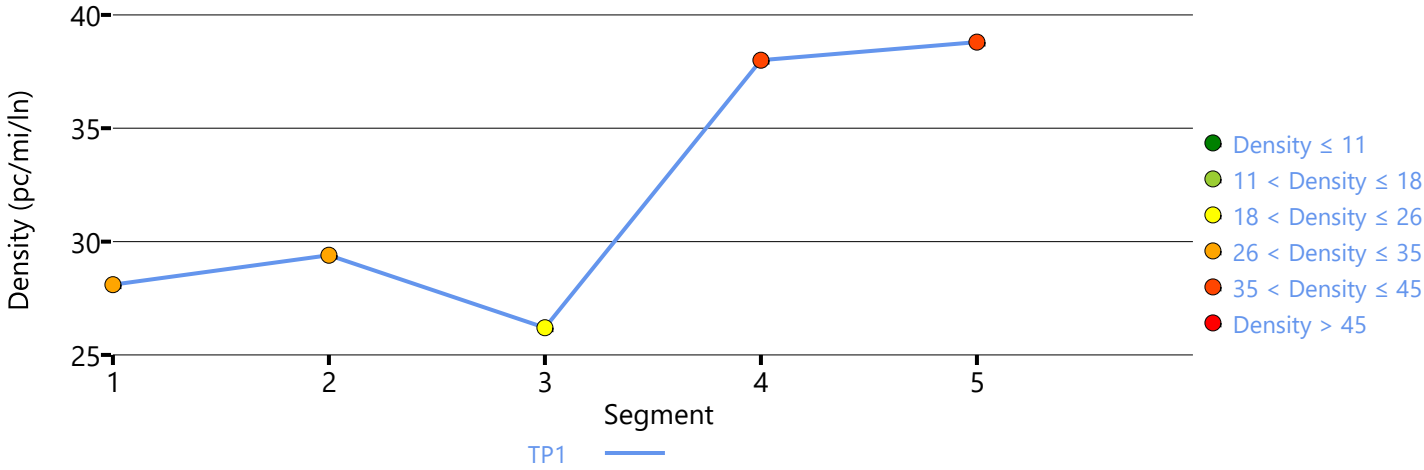
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/26/2023
Agency		Analysis Year	Existing (2022) NP
Jurisdiction	Caltrans	Time Period Analyzed	P.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.12		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Fowler Avenue Off-Ramp	115	2
2	Diverge	Diverge	Fowler Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Fowler Avenue Off-Ramp and Fowler Avenue On-Ramp	2770	2
4	Merge	Merge	Fowler Avenue On-Ramp	1500	2
5	Basic	Basic	Between Fowler Avenue On-Ramp and Temperance Avenue Off-Ramp	10	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4296	4688	0.92	56.8	37.8	E

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.981	4296	972	7200	4000	0.60	0.24	65.7	58.2	21.8	12.0	B

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3280	4702	0.70	64.3	25.5	C

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.994	3619	339	4800	2000	0.75	0.17	61.7	61.7	29.3	28.5	D

Segment 5: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3639	4702	0.77	62.6	29.1	D

Facility Time Period Results

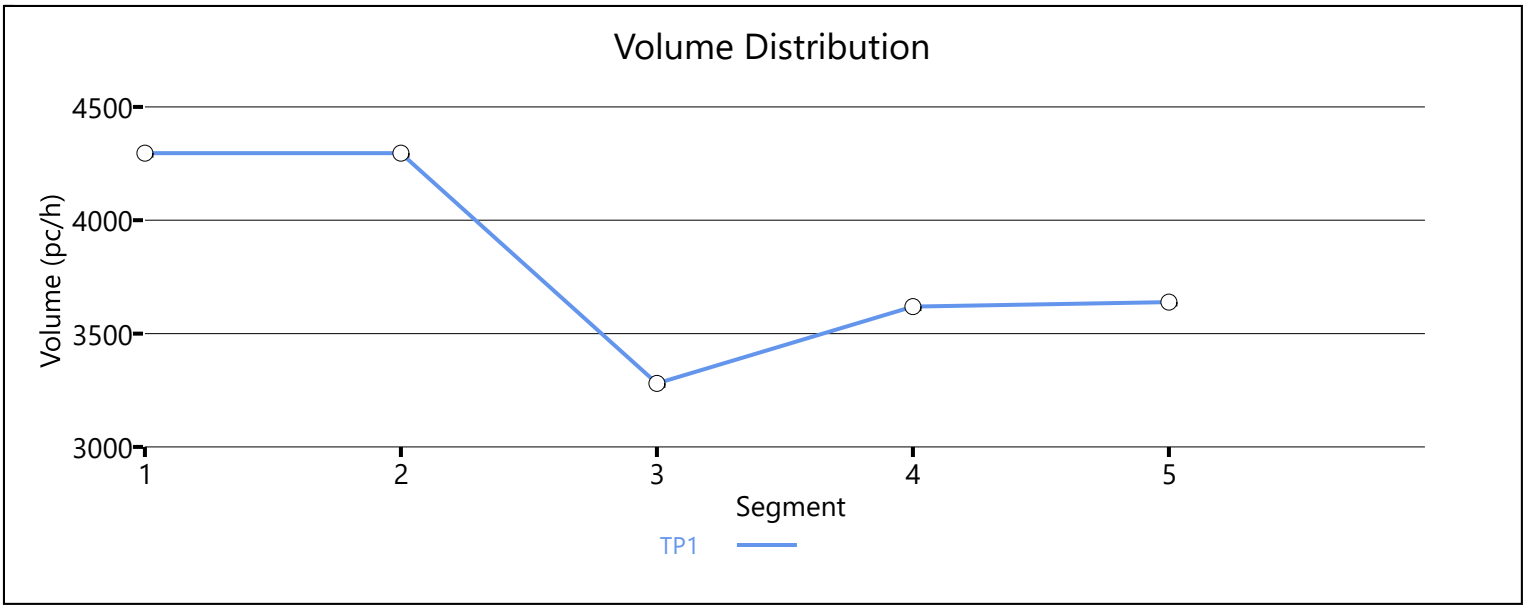
T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	63.8	25.3	23.7	1.00	C

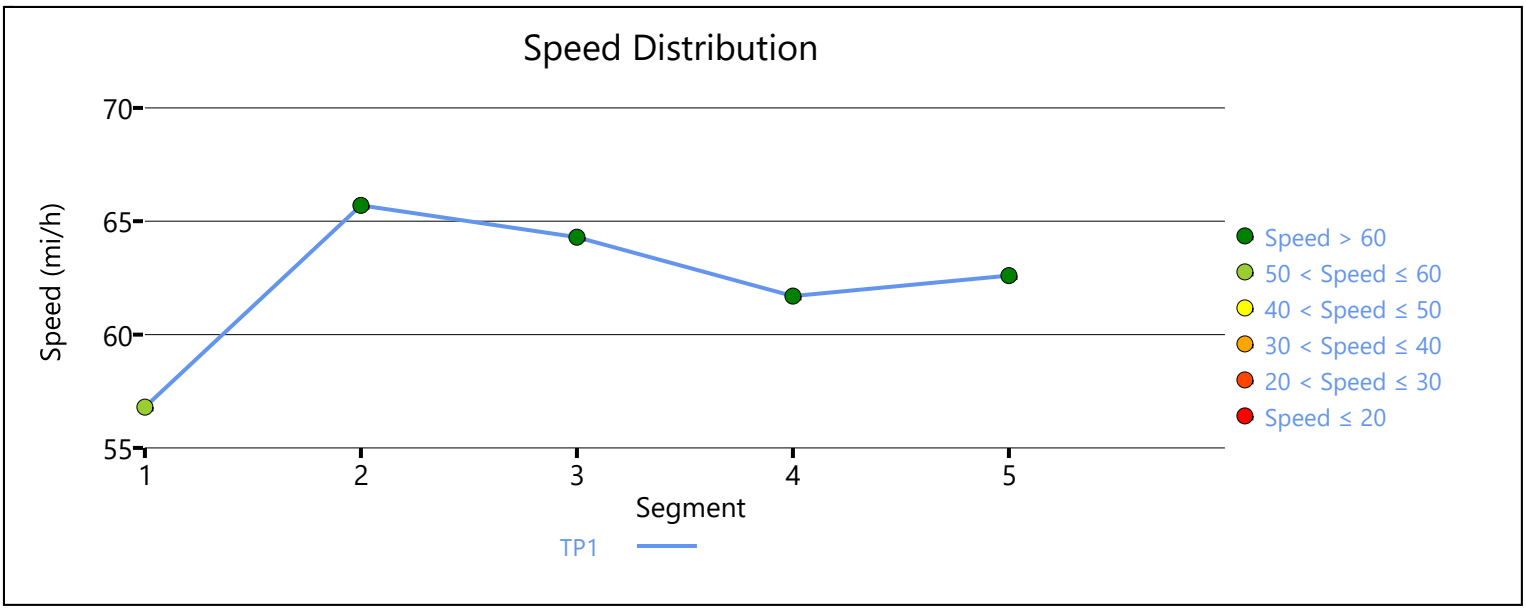
Facility Overall Results

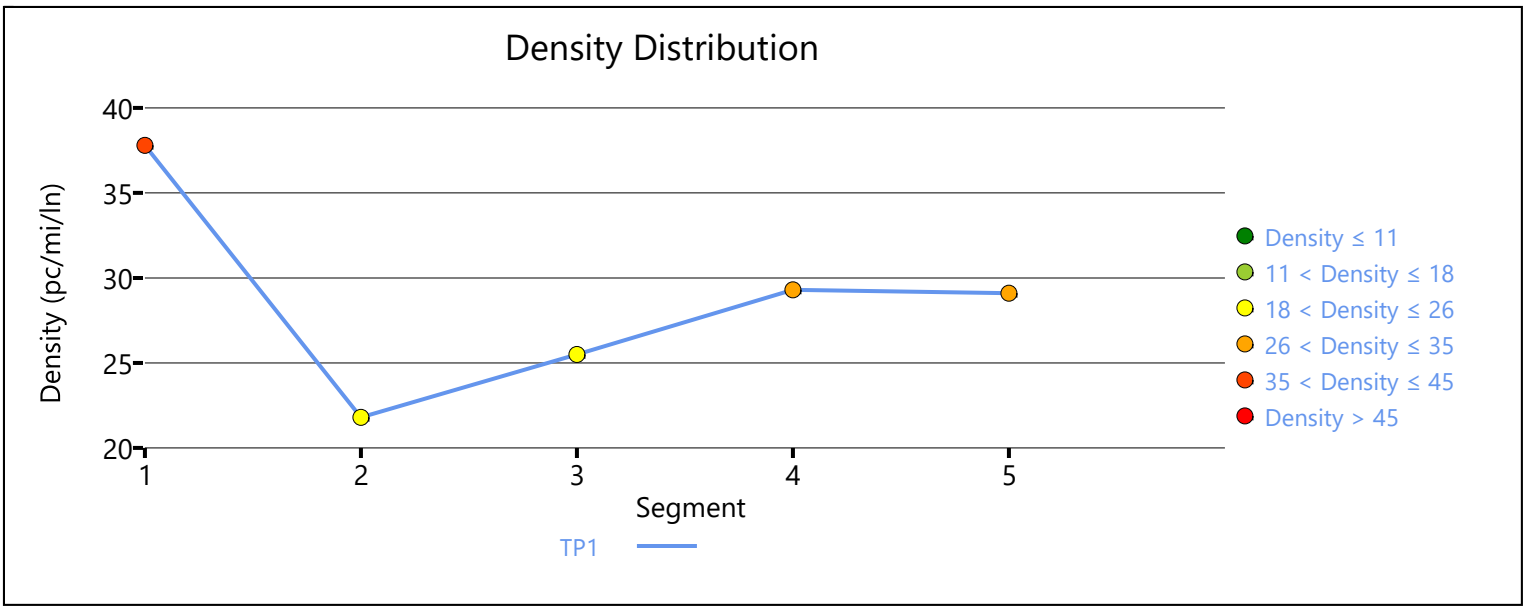
Space Mean Speed, mi/h	63.8	Density, veh/mi/ln	23.7
Average Travel Time, min	1.00	Density, pc/mi/ln	25.3

Messages

Comments







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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/26/2023
Agency		Analysis Year	Existing (2022) NP
Jurisdiction	Caltrans	Time Period Analyzed	P.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.34		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Temperance Avenue On-Ramp and Fowler Avenue Off-Ramp	700	2
2	Diverge	Diverge	Fowler Avenue Off-Ramp	1500	2
3	Basic	Basic	Between Fowler Avenue Off-Ramp and Fowler Avenue On-Ramp	3030	2
4	Merge	Merge	Fowler Avenue On-Ramp	1500	2
5	Basic	Basic	Between Fowler Avenue On-Ramp and Herndon Avenue Off-Ramp	355	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4219	4716	0.90	58.3	36.2	E

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.967	4136	191	4800	2000	0.89	0.10	60.5	60.5	34.2	38.4	E

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3755	4716	0.86	30.9	60.8	F

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.982	4391	665	4800	2000	0.99	0.33	38.6	52.0	56.9	36.6	F

Segment 5: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4391	4716	1.01	56.4	38.9	F

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	39.8	50.8	47.7	2.00	F

Facility Overall Results

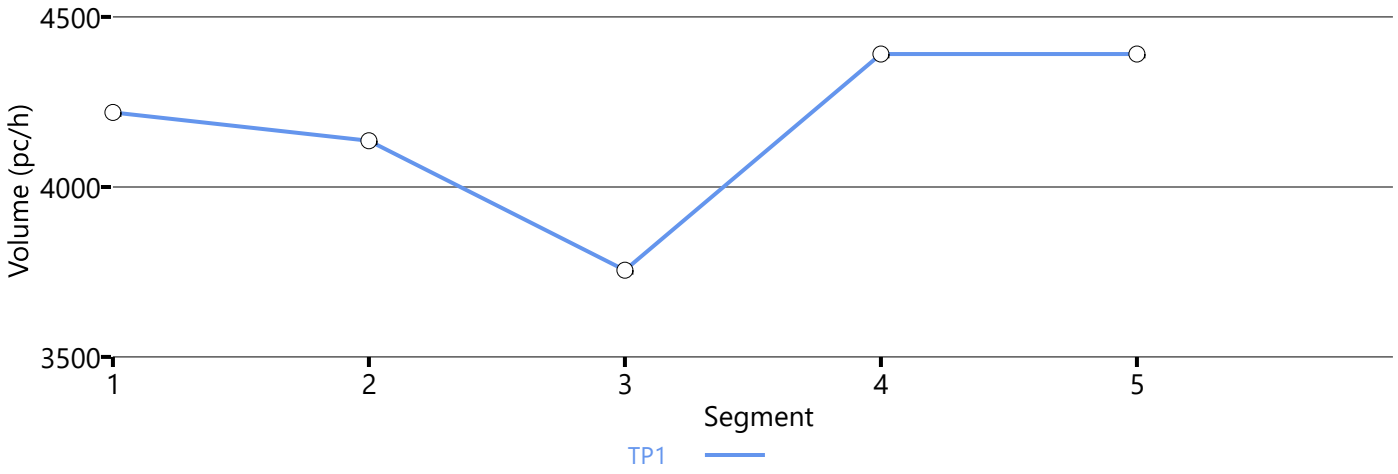
Space Mean Speed, mi/h	39.8	Density, veh/mi/ln	47.7
Average Travel Time, min	2.00	Density, pc/mi/ln	50.8

Messages

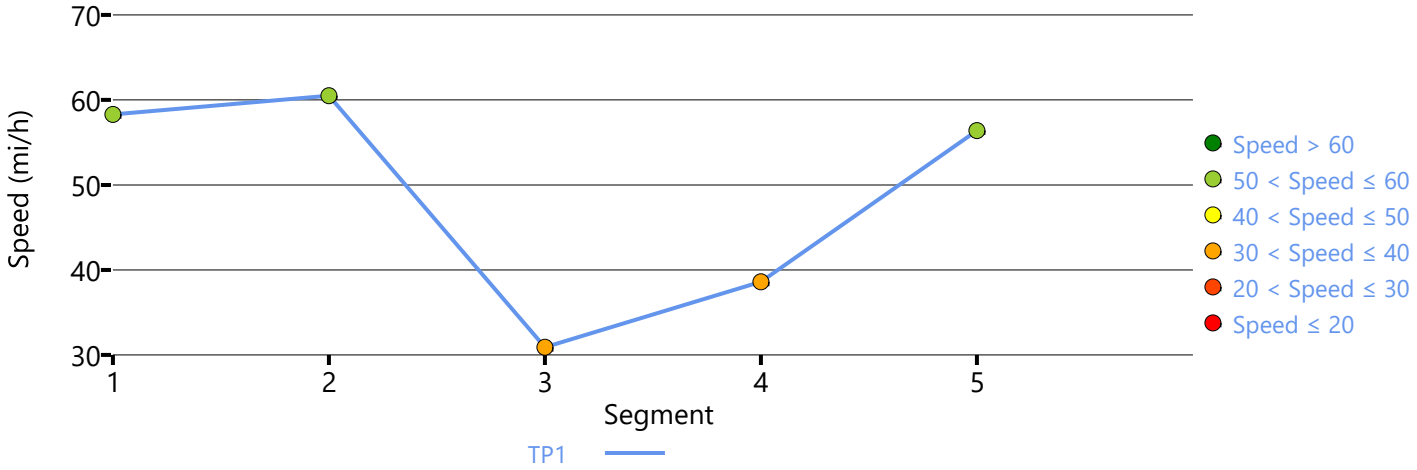
WARNING 1	Oversaturated conditions currently exist in boundary segment 5. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.
WARNING 2	Oversaturated conditions currently exist in boundary time period 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.
WARNING 3	Queue extends past the beginning of the facility on time period 1. Consider expanding the length of the facility to account for these vehicles performance and affect on upstream segments.

Comments

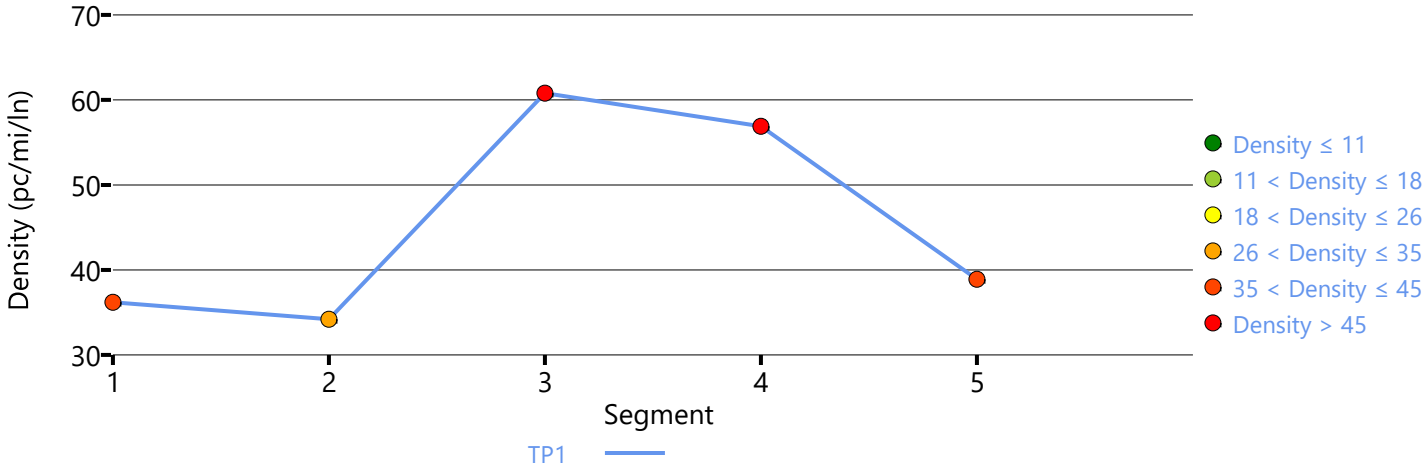
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/26/2023
Agency		Analysis Year	Existing (2022) WP
Jurisdiction	Caltrans	Time Period Analyzed	A.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.12		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Fowler Avenue Off-Ramp	115	2
2	Diverge	Diverge	Fowler Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Fowler Avenue Off-Ramp and Fowler Avenue On-Ramp	2770	2
4	Merge	Merge	Fowler Avenue On-Ramp	1500	2
5	Basic	Basic	Between Fowler Avenue On-Ramp and Temperance Avenue Off-Ramp	10	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	1155	4688	0.25	64.4	9.0	A

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.971	1155	530	7200	4000	0.16	0.13	64.9	59.5	5.9	0.0	A

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	606	4702	0.13	65.1	4.7	A

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.981	721	115	4800	2000	0.15	0.06	66.3	66.3	5.4	6.0	A

Segment 5: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	726	4702	0.15	65.1	5.6	A

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	65.3	5.3	5.0	1.00	A

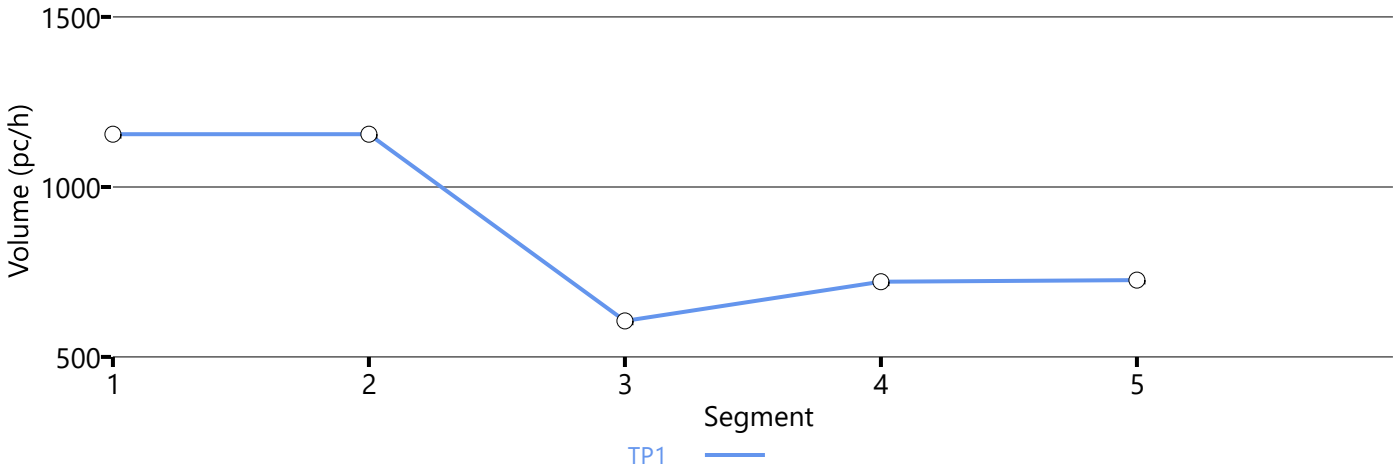
Facility Overall Results

Space Mean Speed, mi/h	65.3	Density, veh/mi/ln	5.0
Average Travel Time, min	1.00	Density, pc/mi/ln	5.3

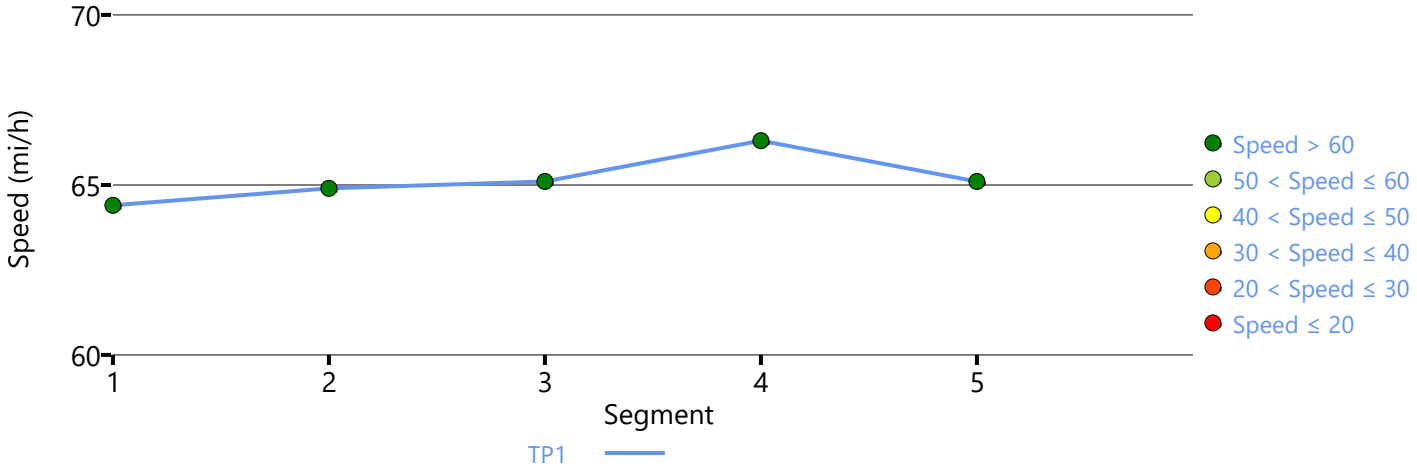
Messages

Comments

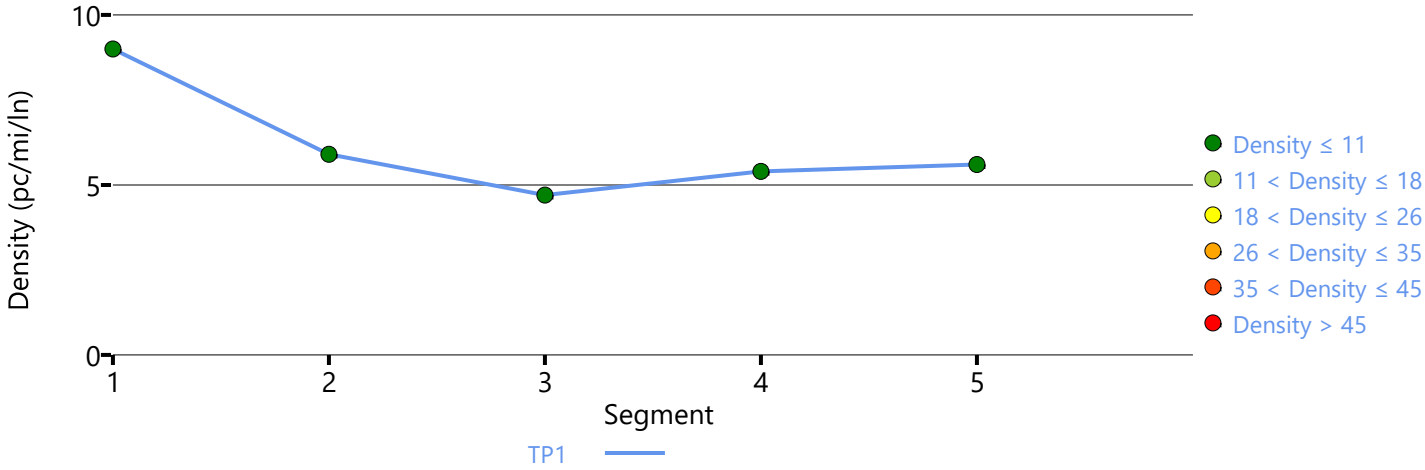
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	3/10/2023
Agency		Analysis Year	Existing (2022) WP
Jurisdiction	Caltrans	Time Period Analyzed	A.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.34		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Temperance Avenue On-Ramp and Fowler Avenue Off-Ramp	700	2
2	Diverge	Diverge	Fowler Avenue Off-Ramp	1500	2
3	Basic	Basic	Between Fowler Avenue Off-Ramp and Fowler Avenue On-Ramp	3030	2
4	Merge	Merge	Fowler Avenue On-Ramp	1500	2
5	Basic	Basic	Between Fowler Avenue On-Ramp and Herndon Avenue Off-Ramp	355	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3565	4716	0.76	63.5	28.1	D

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.988	3565	178	4800	2000	0.74	0.09	60.6	60.6	29.4	33.5	D

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3377	4716	0.72	64.4	26.2	D

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.992	4327	950	4800	2000	0.90	0.48	56.9	56.9	38.0	33.3	D

Segment 5: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4382	4716	0.93	56.5	38.8	E

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	61.0	30.2	28.3	1.30	D

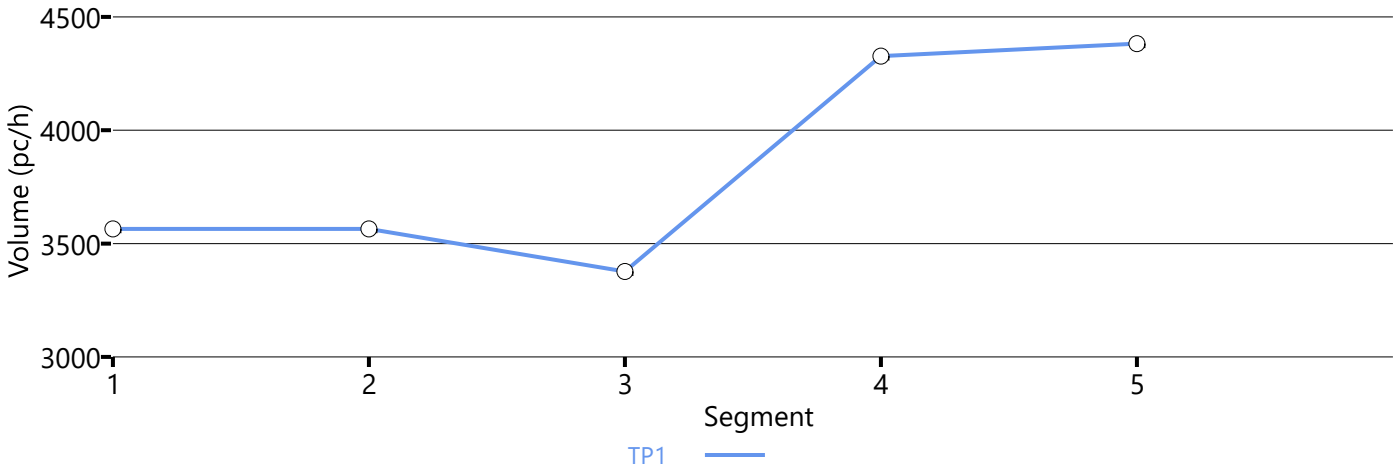
Facility Overall Results

Space Mean Speed, mi/h	61.0	Density, veh/mi/ln	28.3
Average Travel Time, min	1.30	Density, pc/mi/ln	30.2

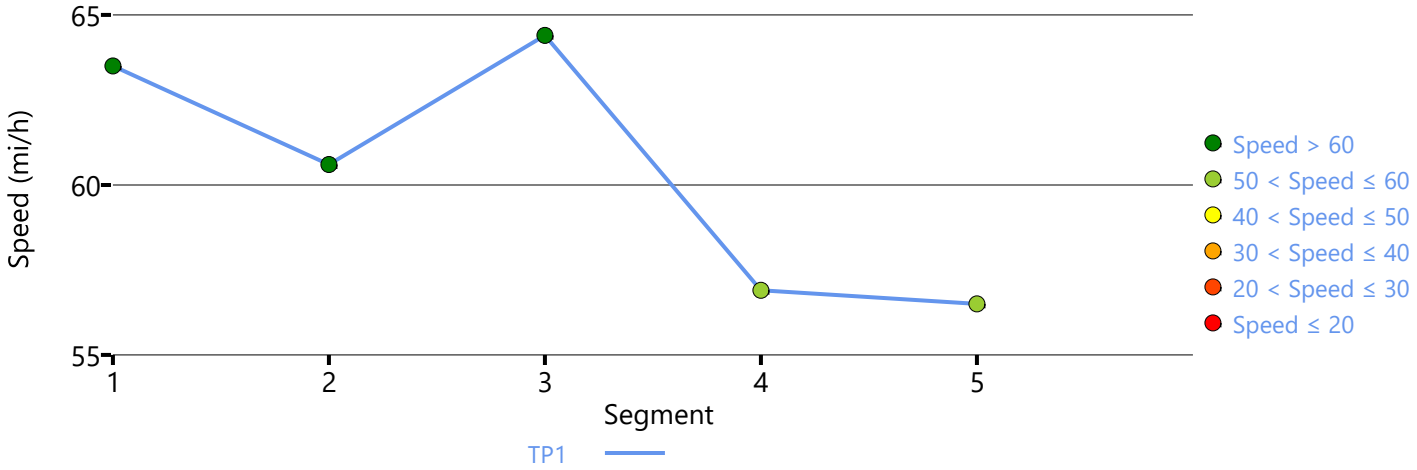
Messages

Comments

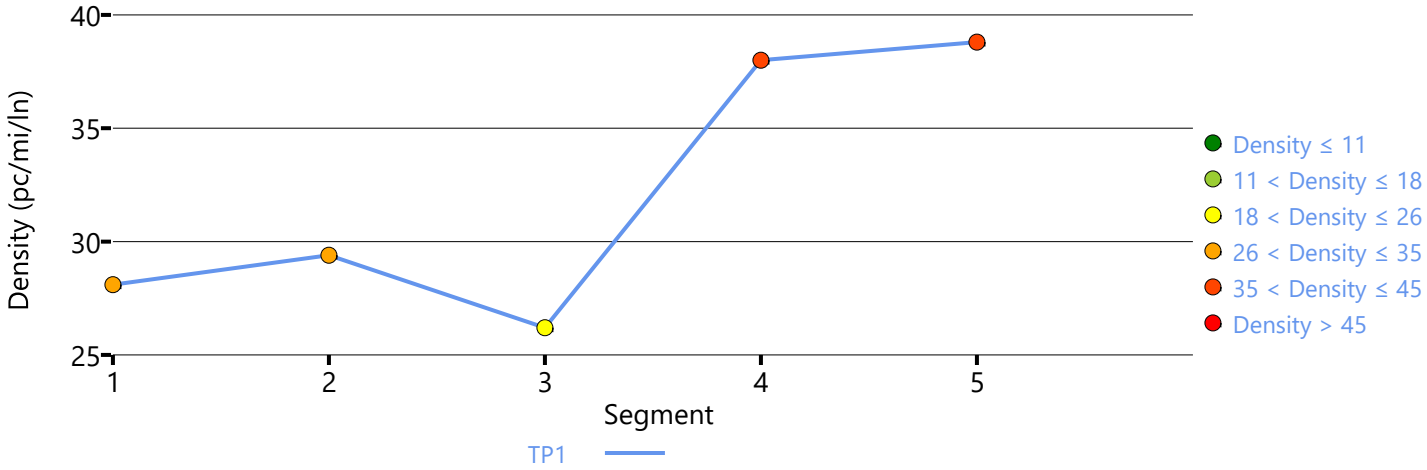
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/26/2023
Agency		Analysis Year	Existing (2022) WP
Jurisdiction	Caltrans	Time Period Analyzed	P.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.12		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Fowler Avenue Off-Ramp	115	2
2	Diverge	Diverge	Fowler Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Fowler Avenue Off-Ramp and Fowler Avenue On-Ramp	2770	2
4	Merge	Merge	Fowler Avenue On-Ramp	1500	2
5	Basic	Basic	Between Fowler Avenue On-Ramp and Temperance Avenue Off-Ramp	10	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4337	4688	0.93	56.3	38.5	E

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.981	4337	1011	7200	4000	0.60	0.25	65.5	58.1	22.1	12.3	B

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3280	4702	0.70	64.3	25.5	C

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.994	3619	339	4800	2000	0.75	0.17	61.7	61.7	29.3	28.5	D

Segment 5: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3639	4702	0.77	62.6	29.1	D

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	63.8	25.4	23.9	1.10	C

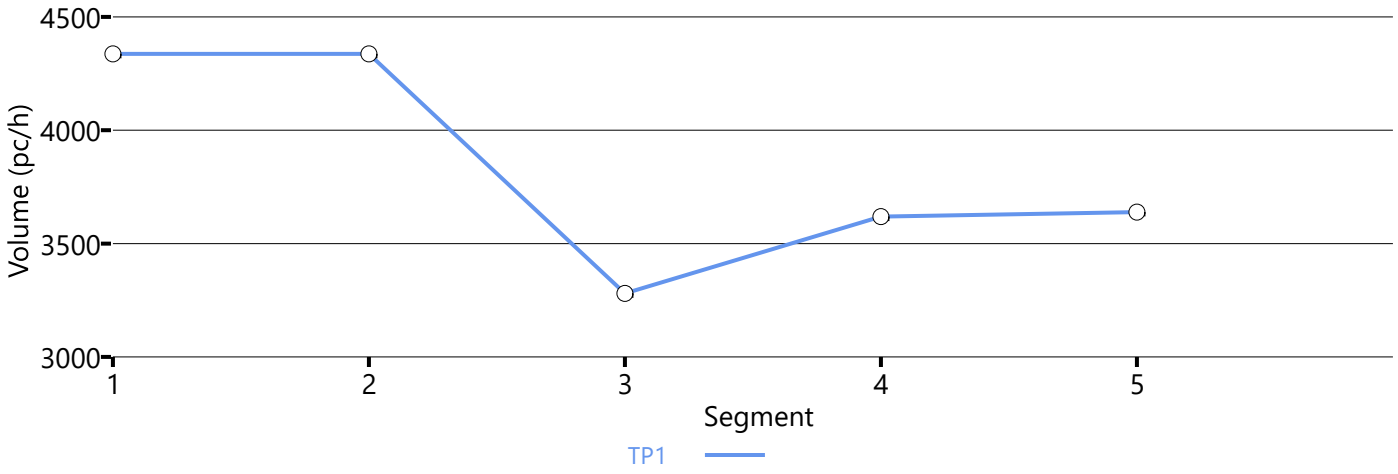
Facility Overall Results

Space Mean Speed, mi/h	63.8	Density, veh/mi/ln	23.9
Average Travel Time, min	1.10	Density, pc/mi/ln	25.4

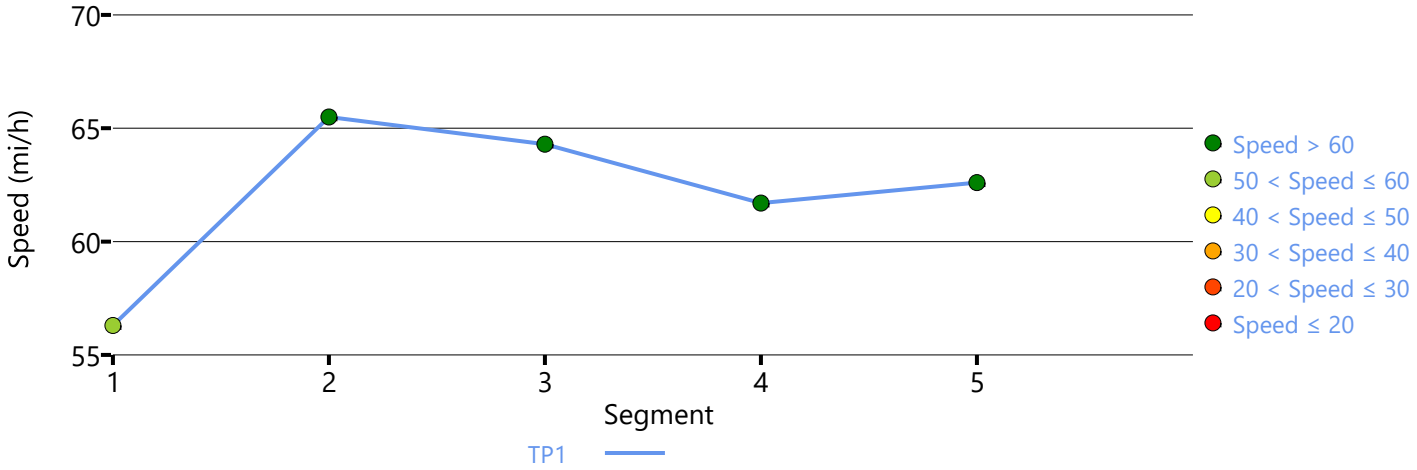
Messages

Comments

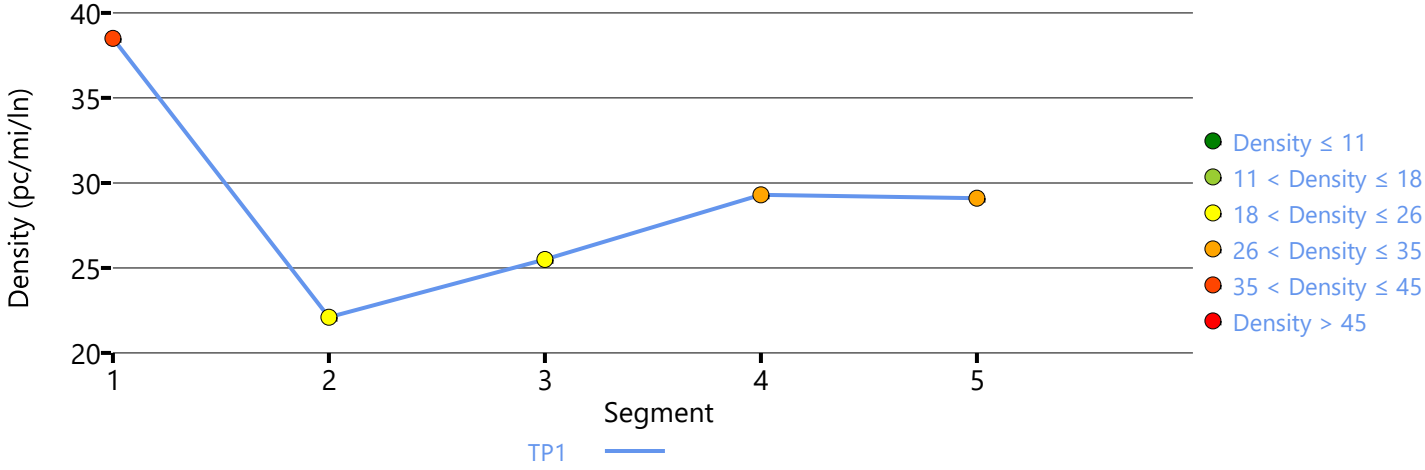
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	3/10/2023
Agency		Analysis Year	Existing (2022) WP
Jurisdiction	Caltrans	Time Period Analyzed	P.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.34		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Temperance Avenue On-Ramp and Fowler Avenue Off-Ramp	700	2
2	Diverge	Diverge	Fowler Avenue Off-Ramp	1500	2
3	Basic	Basic	Between Fowler Avenue Off-Ramp and Fowler Avenue On-Ramp	3030	2
4	Merge	Merge	Fowler Avenue On-Ramp	1500	2
5	Basic	Basic	Between Fowler Avenue On-Ramp and Herndon Avenue Off-Ramp	355	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4219	4716	0.90	58.3	36.2	E

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.967	4136	191	4800	2000	0.89	0.10	60.5	60.5	34.2	38.4	E

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3755	4716	0.86	30.9	60.8	F

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.982	4391	665	4800	2000	0.99	0.33	38.6	52.0	56.9	36.6	F

Segment 5: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4391	4716	1.01	56.4	38.9	F

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	39.8	50.8	47.7	2.00	F

Facility Overall Results

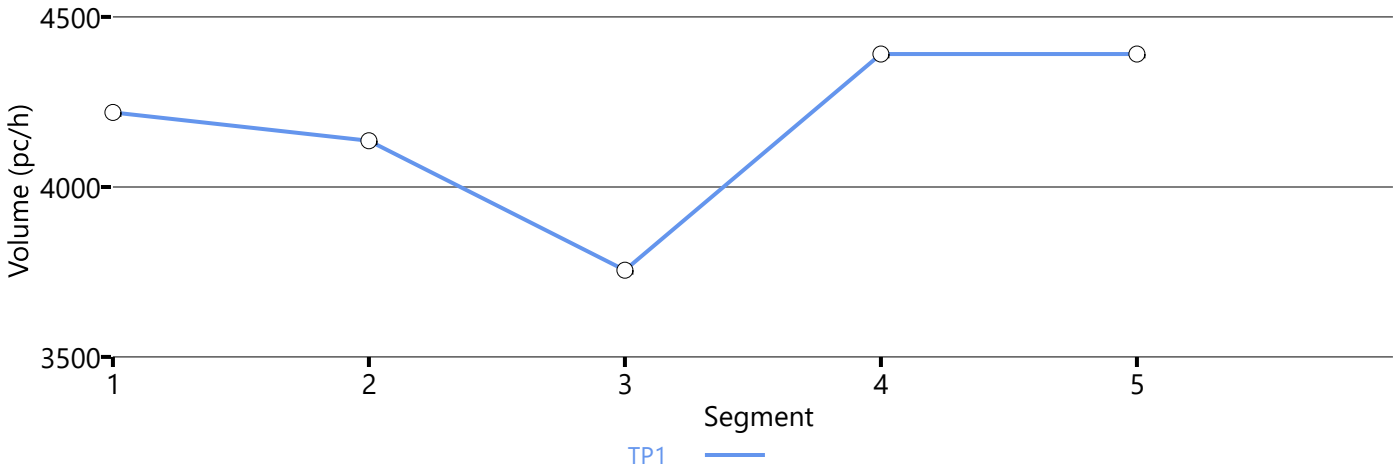
Space Mean Speed, mi/h	39.8	Density, veh/mi/ln	47.7
Average Travel Time, min	2.00	Density, pc/mi/ln	50.8

Messages

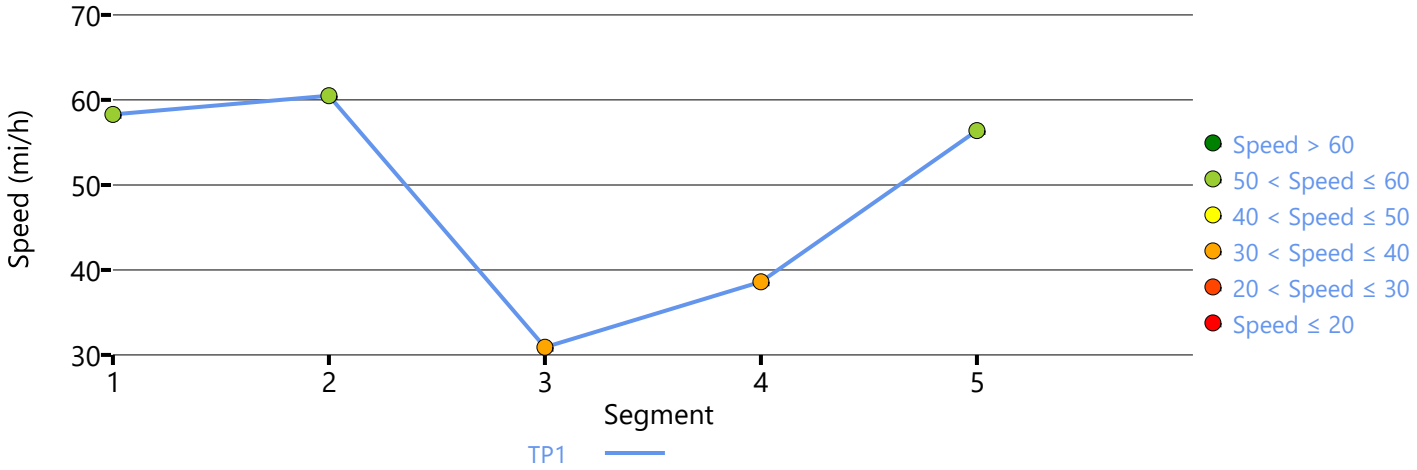
WARNING 1	Oversaturated conditions currently exist in boundary segment 5. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.
WARNING 2	Oversaturated conditions currently exist in boundary time period 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.
WARNING 3	Queue extends past the beginning of the facility on time period 1. Consider expanding the length of the facility to account for these vehicles performance and affect on upstream segments.

Comments

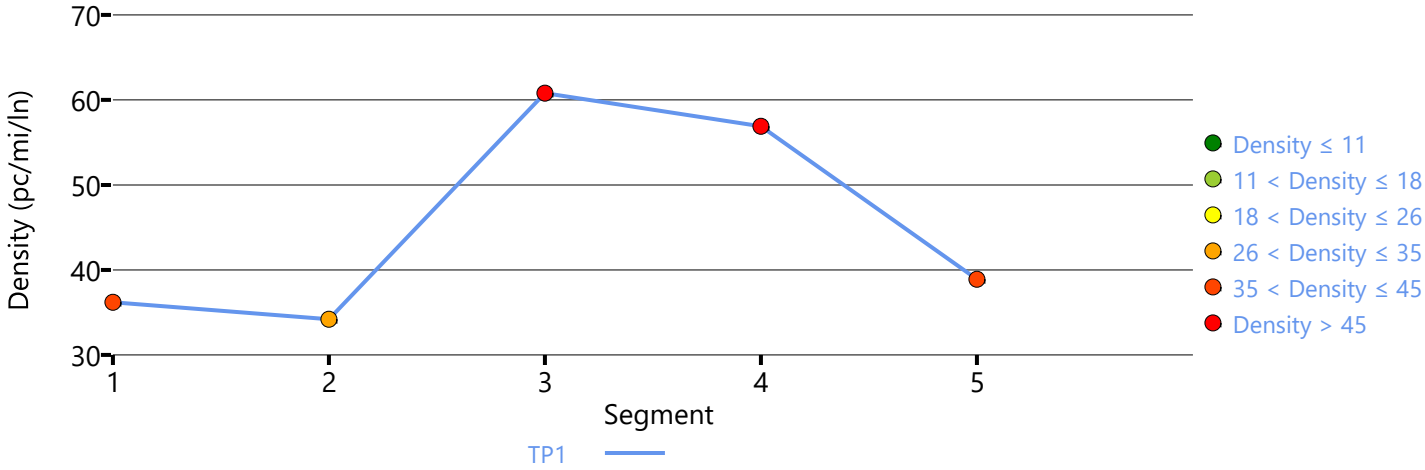
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/26/2023
Agency		Analysis Year	Existing (2022) NP
Jurisdiction	Caltrans	Time Period Analyzed	A.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.29		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Bullard Avenue On-Ramp and Herndon Avenue Off-Ramp	885	3
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1725	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1070	2
5	Merge	Merge	Herndon Avenue Slip On-Ramp	1500	2
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Fowler Avenue Off-Ramp	115	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	1869	7098	0.26	66.6	9.4	A

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.962	1869	1032	7200	4000	0.26	0.26	62.6	58.0	10.0	13.4	B

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	811	4688	0.17	64.3	6.3	A

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.991	1040	229	4800	1900	0.22	0.12	65.5	65.5	7.9	8.9	A

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	1.000	1136	84	4800	2000	0.24	0.04	66.1	66.1	8.6	9.4	A

Segment 6: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	1142	4688	0.24	64.4	8.9	A

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	64.7	8.5	8.0	1.20	A

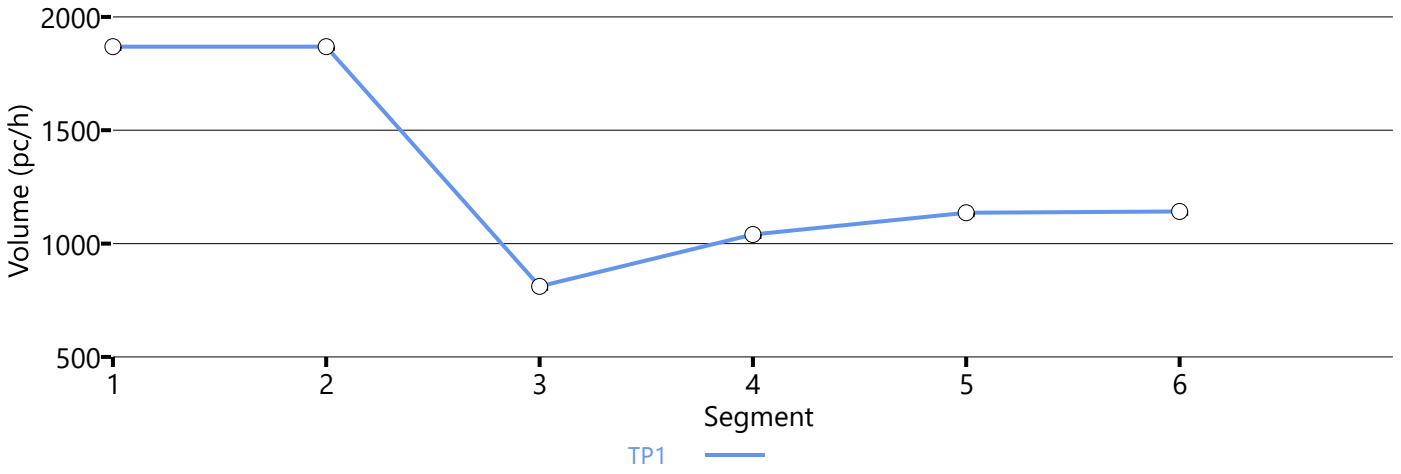
Facility Overall Results

Space Mean Speed, mi/h	64.7	Density, veh/mi/ln	8.0
Average Travel Time, min	1.20	Density, pc/mi/ln	8.5

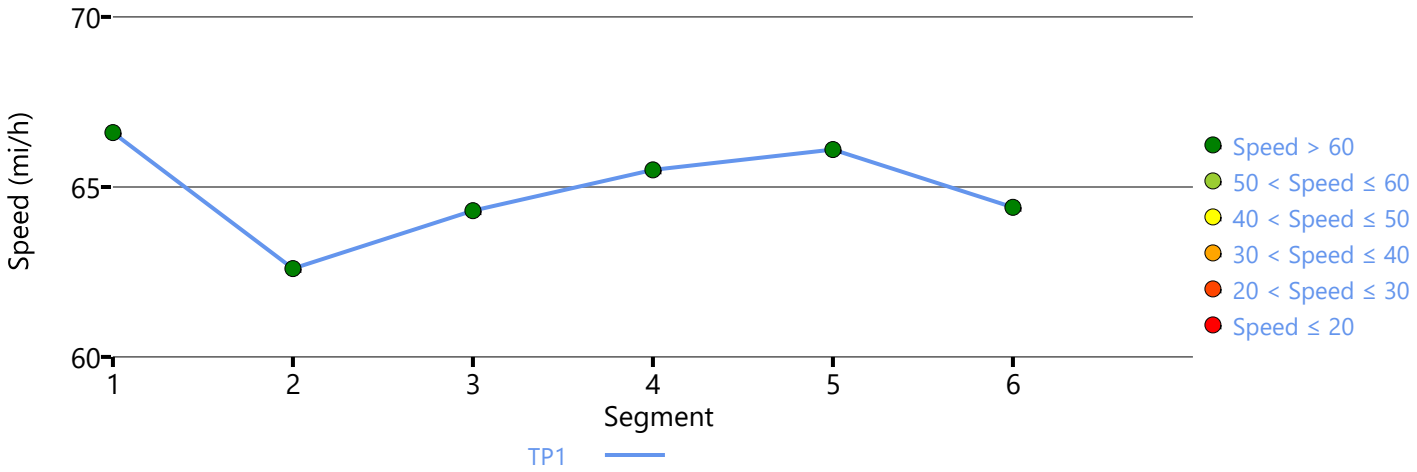
Messages

Comments

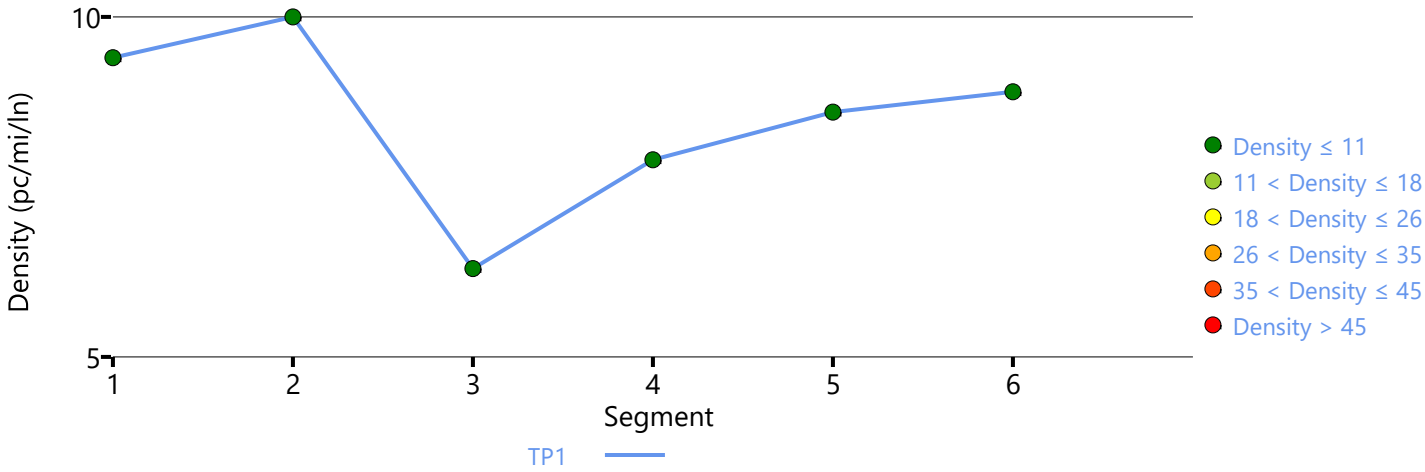
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/26/2023
Agency		Analysis Year	Existing (2022) NP
Jurisdiction	Caltrans	Time Period Analyzed	A.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.40		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Fowler Avenue On-Ramp and Herndon Avenue Off-Ramp	355	2
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	2
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1755	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1500	2
5	Merge	Basic	Herndon Avenue Slip On-Ramp	1500	3
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Bullard Avenue Off-Ramp	760	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4382	4716	0.93	56.5	38.8	E

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.995	4382	850	4800	2000	0.91	0.43	58.5	58.5	37.5	38.2	E

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3481	4672	0.75	62.4	27.9	D

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.981	4106	625	4800	2000	0.86	0.31	58.0	58.0	35.4	33.9	D

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.982	4666	532	7200	2000	0.65	0.27	71.8	-	21.7	-	C

Segment 6: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4691	7008	0.67	63.4	24.7	C

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	62.2	29.3	27.5	1.30	D

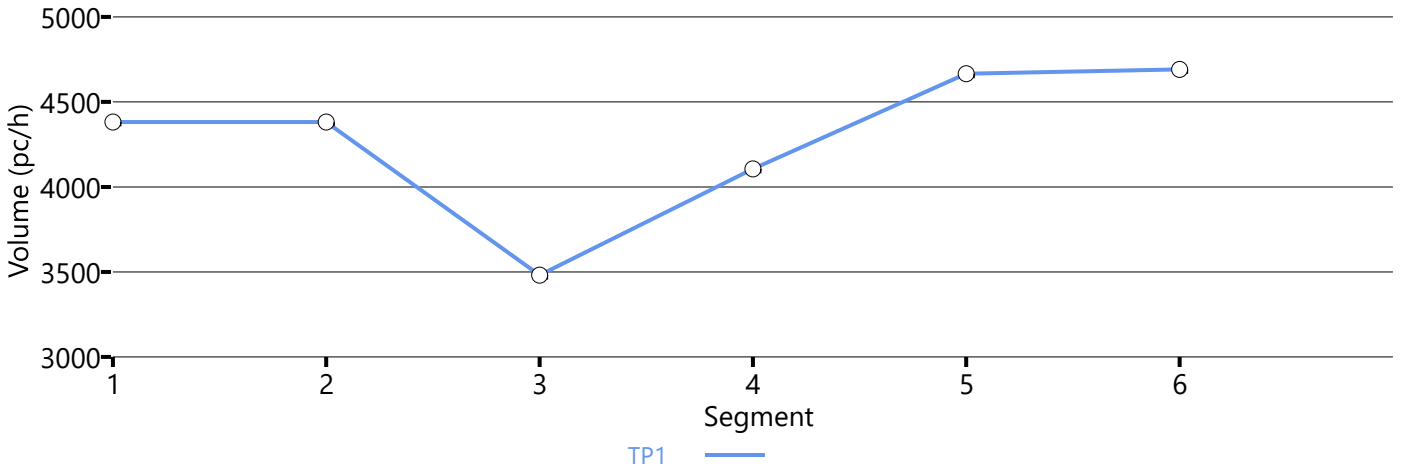
Facility Overall Results

Space Mean Speed, mi/h	62.2	Density, veh/mi/ln	27.5
Average Travel Time, min	1.30	Density, pc/mi/ln	29.3

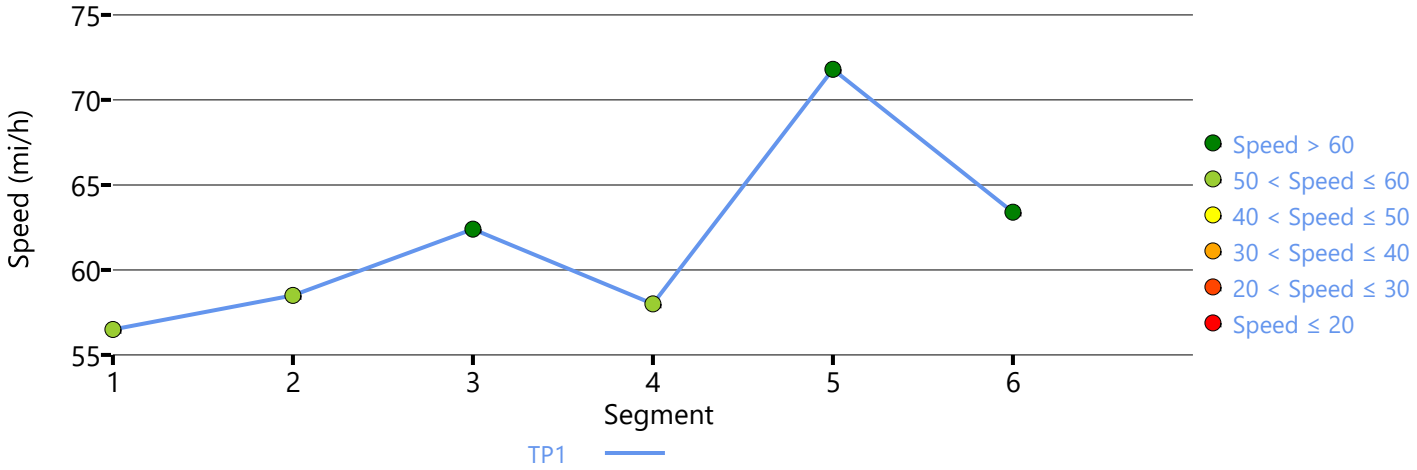
Messages

Comments

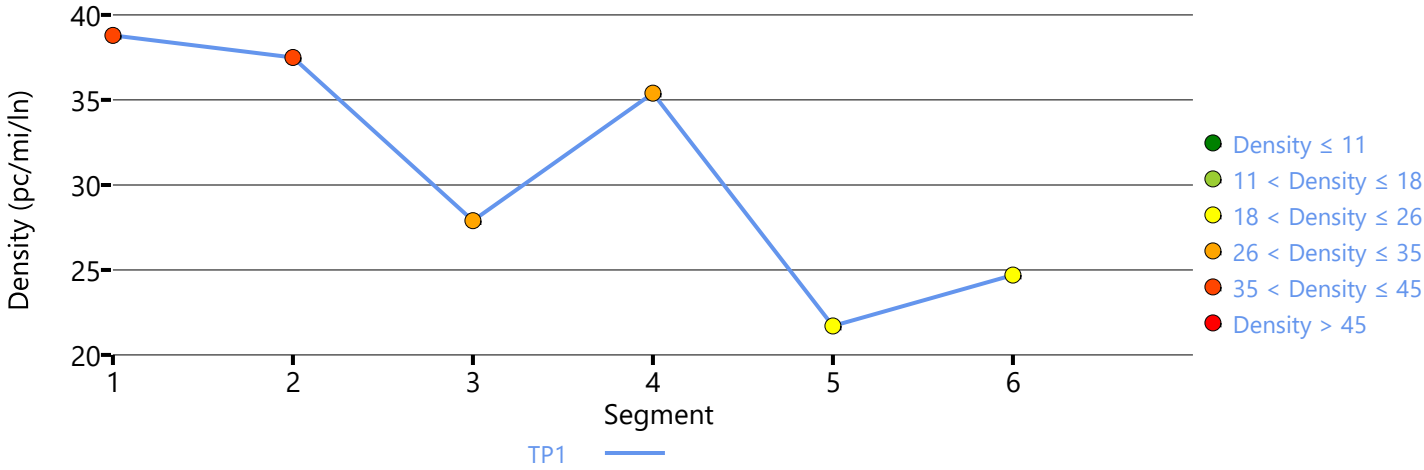
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/26/2023
Agency		Analysis Year	Existing (2022) NP
Jurisdiction	Caltrans	Time Period Analyzed	P.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.29		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Bullard Avenue On-Ramp and Herndon Avenue Off-Ramp	885	3
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1725	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1070	2
5	Merge	Merge	Herndon Avenue Slip On-Ramp	1500	2
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Fowler Avenue Off-Ramp	115	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	5011	7098	0.71	65.1	25.7	C

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.990	5011	1262	7200	4000	0.70	0.32	64.5	57.3	25.9	26.6	C

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3679	4688	0.78	61.9	29.7	D

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.989	4066	387	4800	1900	0.85	0.20	58.3	58.3	34.9	32.4	D

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.995	4284	197	4800	2000	0.89	0.10	57.1	57.1	37.5	33.9	D

Segment 6: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4296	4688	0.92	56.8	37.8	E

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	61.2	30.2	28.4	1.30	D

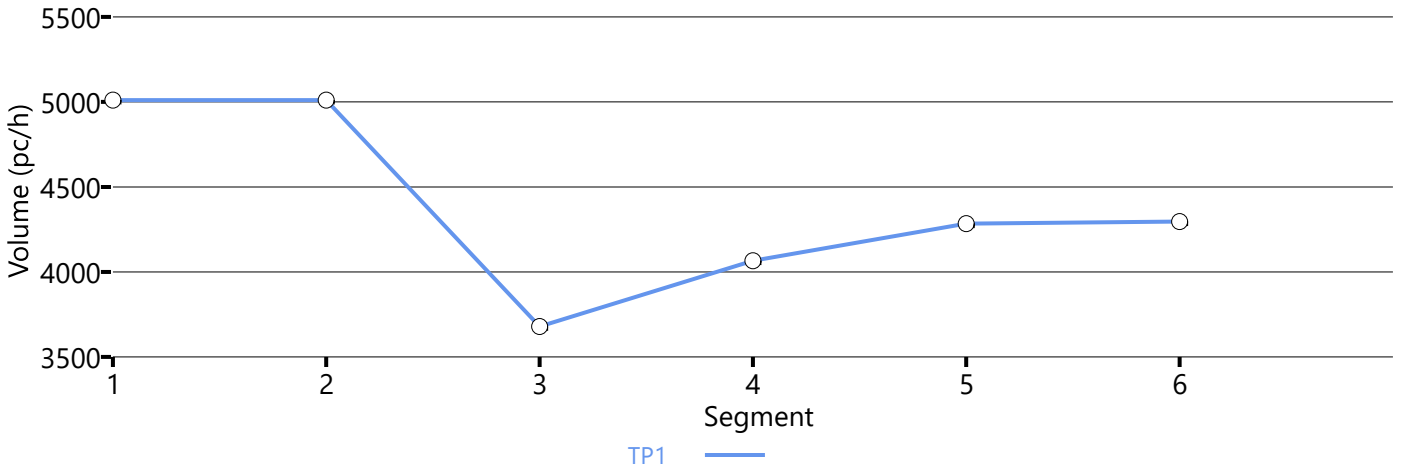
Facility Overall Results

Space Mean Speed, mi/h	61.2	Density, veh/mi/ln	28.4
Average Travel Time, min	1.30	Density, pc/mi/ln	30.2

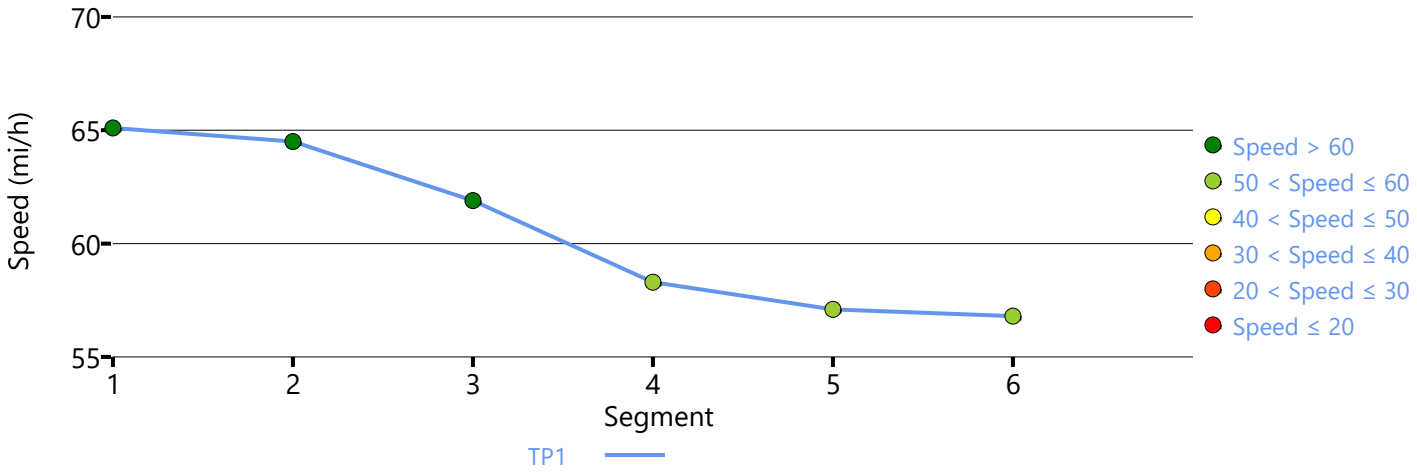
Messages

Comments

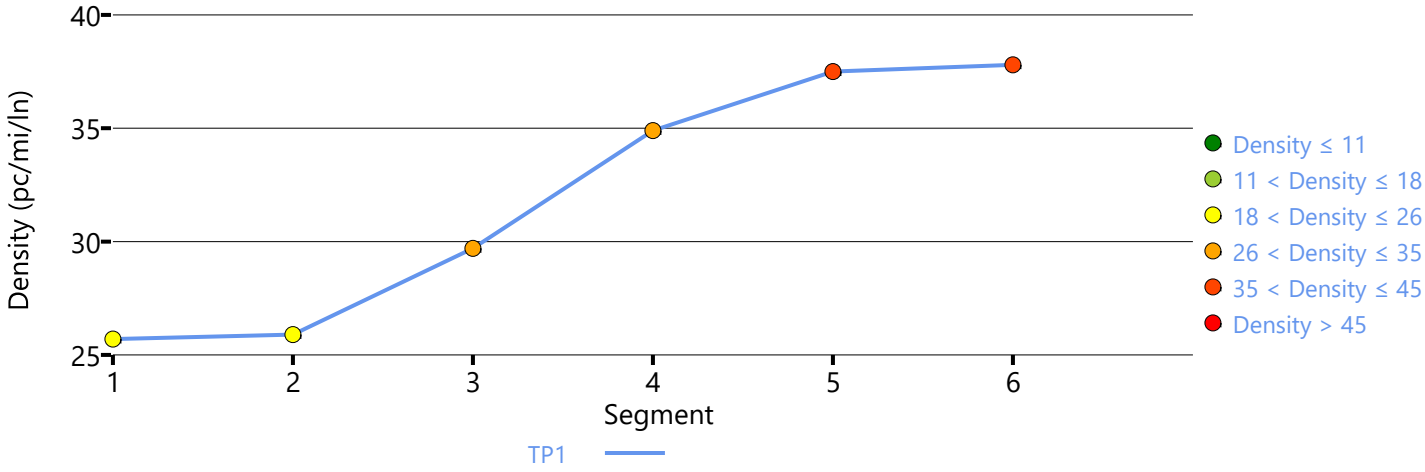
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/26/2023
Agency		Analysis Year	Existing (2022) NP
Jurisdiction	Caltrans	Time Period Analyzed	P.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.40		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Fowler Avenue On-Ramp and Herndon Avenue Off-Ramp	355	2
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	2
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1755	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1500	2
5	Merge	Basic	Herndon Avenue Slip On-Ramp	1500	3
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Bullard Avenue Off-Ramp	760	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4451	4716	1.01	41.9	53.1	F

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.995	4406	436	4800	2000	0.99	0.22	40.6	59.8	54.2	41.5	F

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3887	4672	0.92	29.4	66.1	F

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.985	4470	583	4800	2000	1.02	0.29	54.6	54.6	40.9	36.8	F

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.989	5039	569	7200	2000	0.76	0.28	65.3	-	25.7	-	C

Segment 6: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	5039	7008	0.79	62.8	26.7	D

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	45.2	43.0	40.4	1.90	F

Facility Overall Results

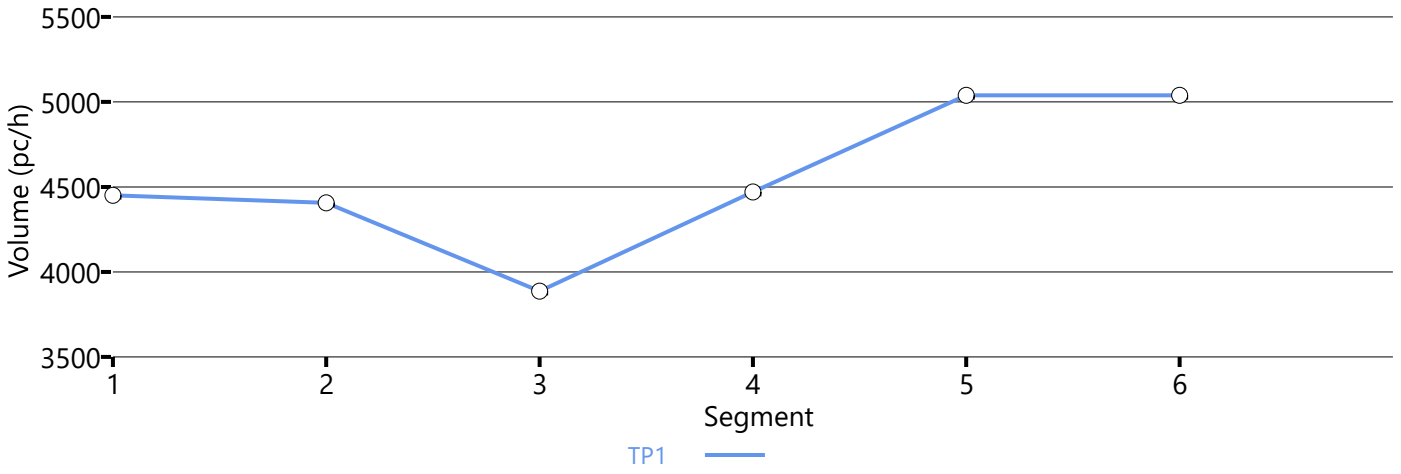
Space Mean Speed, mi/h	45.2	Density, veh/mi/ln	40.4
Average Travel Time, min	1.90	Density, pc/mi/ln	43.0

Messages

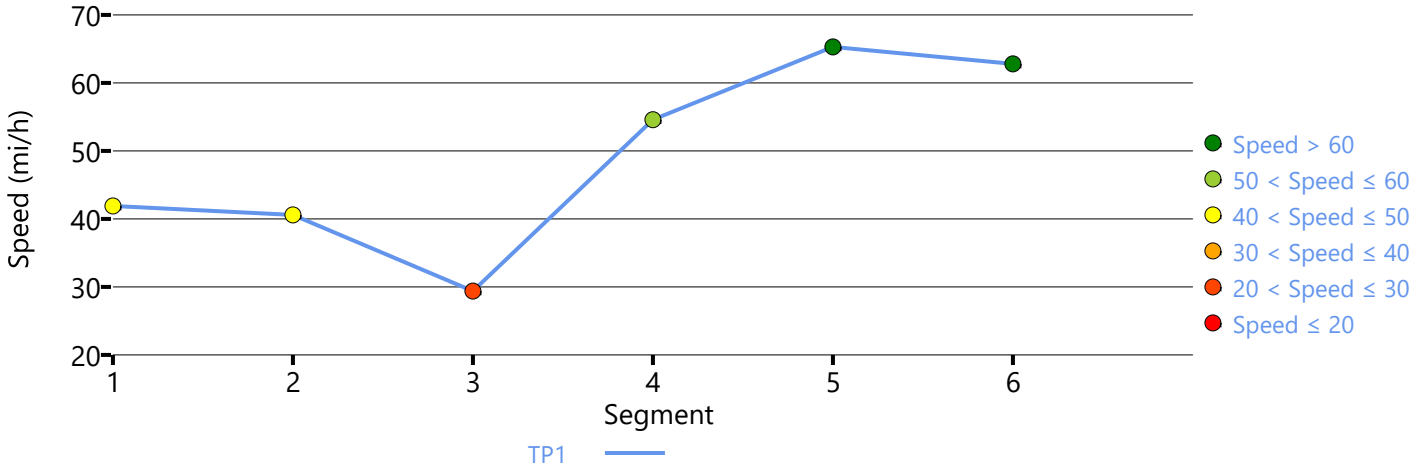
WARNING 1	Oversaturated conditions currently exist in boundary segment 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.
WARNING 2	Oversaturated conditions currently exist in boundary time period 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.
WARNING 3	Queue extends past the beginning of the facility on time period 1. Consider expanding the length of the facility to account for these vehicles performance and affect on upstream segments.

Comments

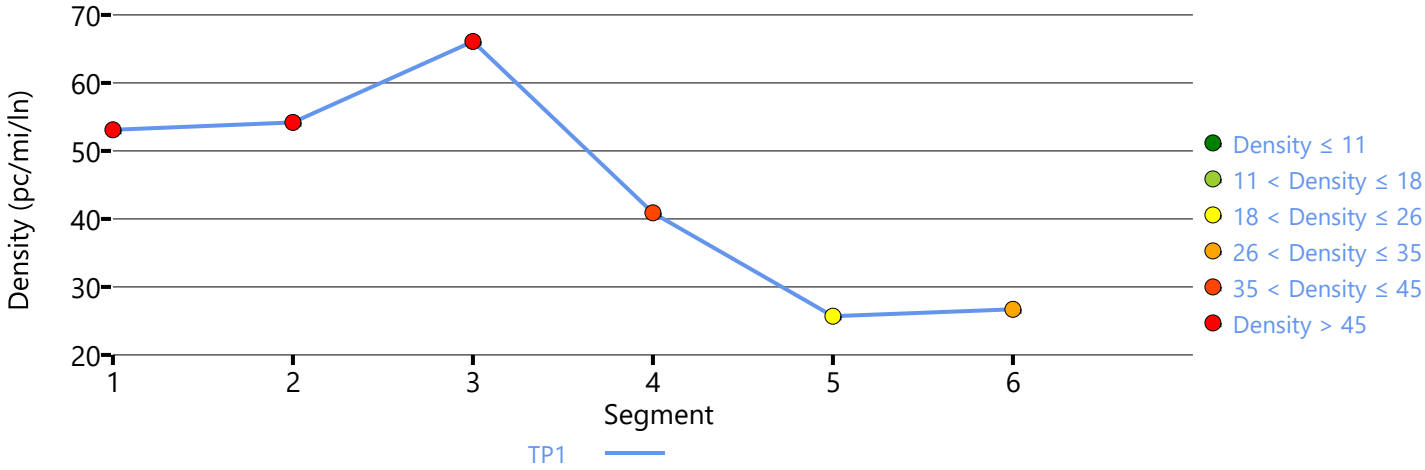
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/26/2023
Agency		Analysis Year	Existing (2022) WP
Jurisdiction	Caltrans	Time Period Analyzed	A.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.29		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Bullard Avenue On-Ramp and Herndon Avenue Off-Ramp	885	3
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1725	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1070	2
5	Merge	Merge	Herndon Avenue Slip On-Ramp	1500	2
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Fowler Avenue Off-Ramp	115	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	1903	7098	0.27	66.6	9.5	A

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.962	1903	1053	7200	4000	0.26	0.26	62.5	57.9	10.1	13.6	B

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	823	4688	0.18	64.3	6.4	A

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.991	1052	229	4800	1900	0.22	0.12	65.5	65.5	8.0	9.0	A

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	1.000	1149	84	4800	2000	0.24	0.04	66.1	66.1	8.7	9.5	A

Segment 6: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	1155	4688	0.25	64.4	9.0	A

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	64.6	8.6	8.1	1.20	A

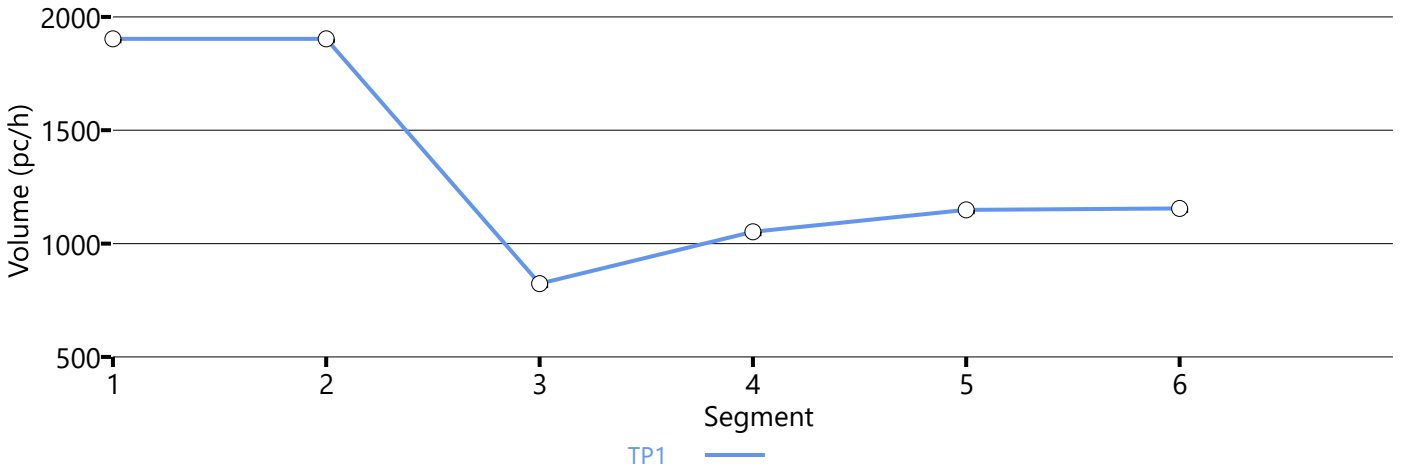
Facility Overall Results

Space Mean Speed, mi/h	64.6	Density, veh/mi/ln	8.1
Average Travel Time, min	1.20	Density, pc/mi/ln	8.6

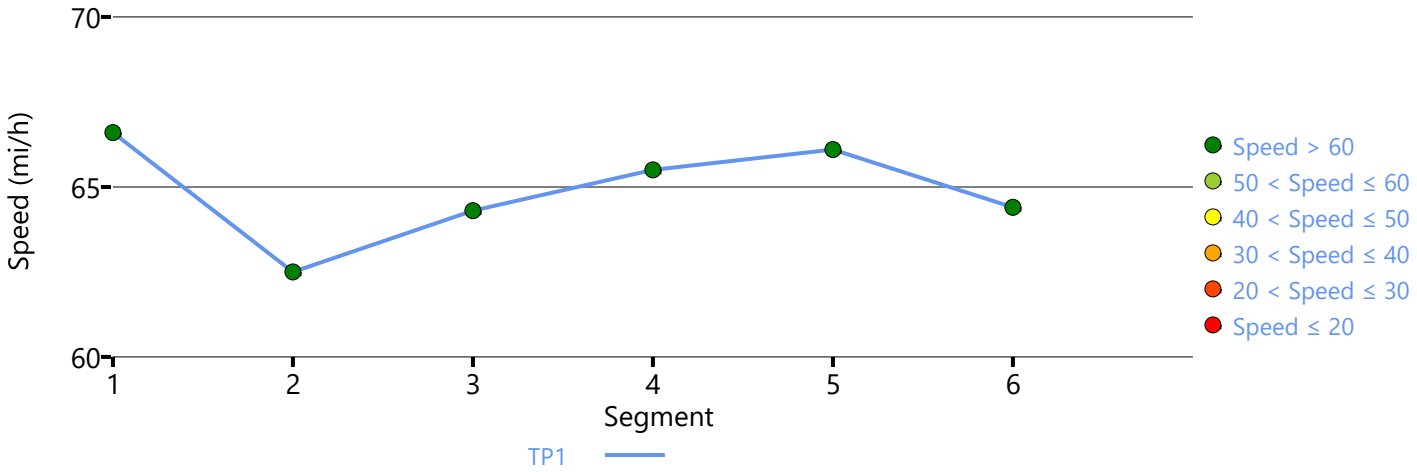
Messages

Comments

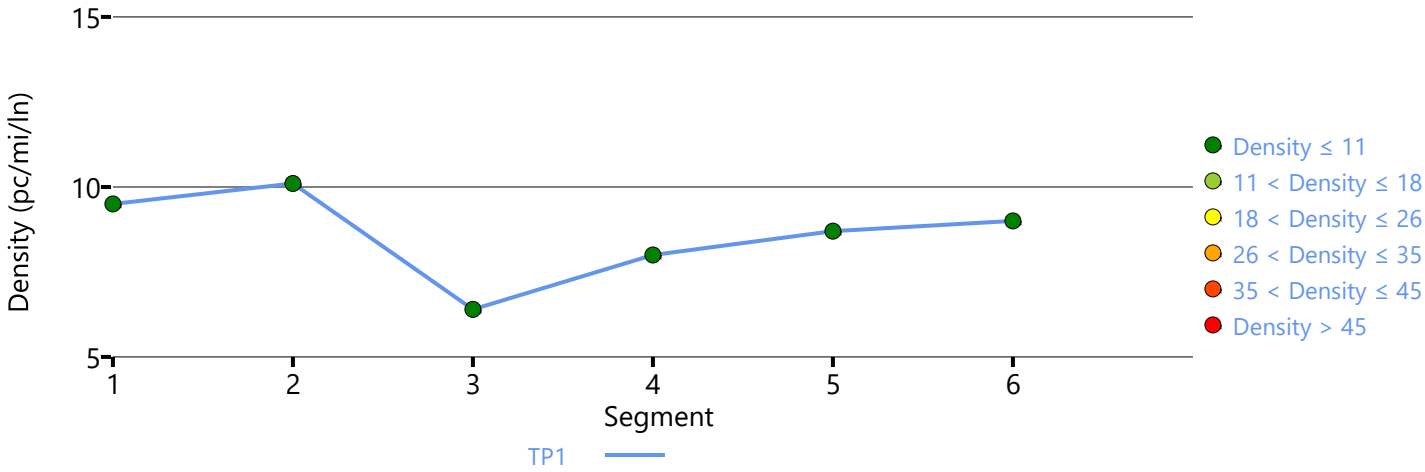
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	3/10/2023
Agency		Analysis Year	Existing (2022) WP
Jurisdiction	Caltrans	Time Period Analyzed	A.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.40		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Fowler Avenue On-Ramp and Herndon Avenue Off-Ramp	355	2
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	2
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1755	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1500	2
5	Merge	Basic	Herndon Avenue Slip On-Ramp	1500	3
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Bullard Avenue Off-Ramp	760	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4382	4716	0.93	56.5	38.8	E

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.995	4382	850	4800	2000	0.91	0.43	58.5	58.5	37.5	38.2	E

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3481	4672	0.75	62.4	27.9	D

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.981	4198	717	4800	2000	0.87	0.36	57.3	57.3	36.6	34.6	D

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.982	4762	532	7200	2000	0.66	0.27	71.4	-	22.2	-	C

Segment 6: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4787	7008	0.68	63.3	25.2	C

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	62.0	29.7	27.9	1.40	D

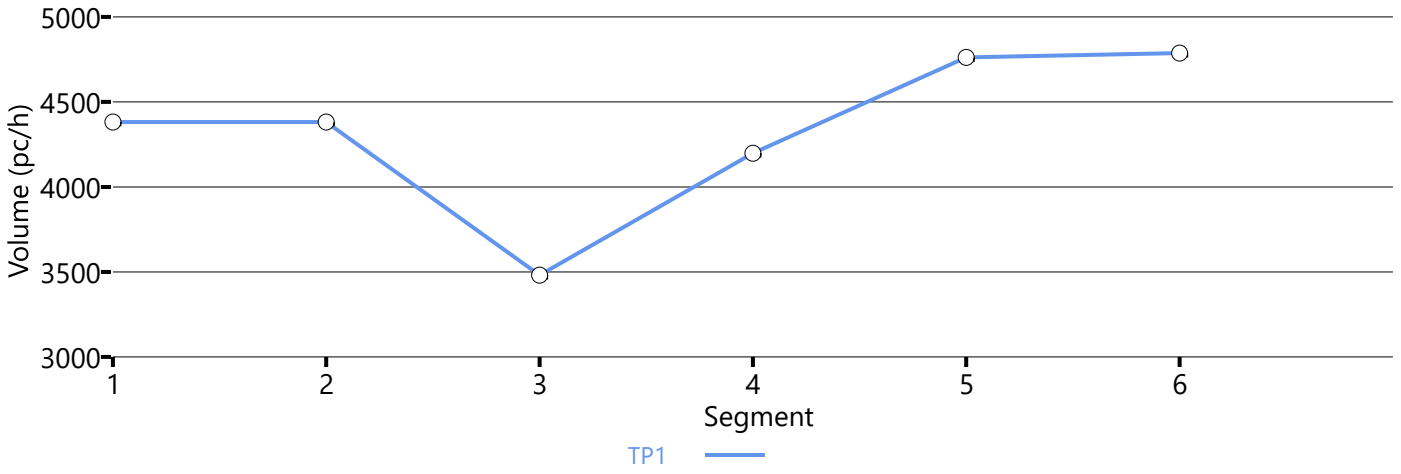
Facility Overall Results

Space Mean Speed, mi/h	62.0	Density, veh/mi/ln	27.9
Average Travel Time, min	1.40	Density, pc/mi/ln	29.7

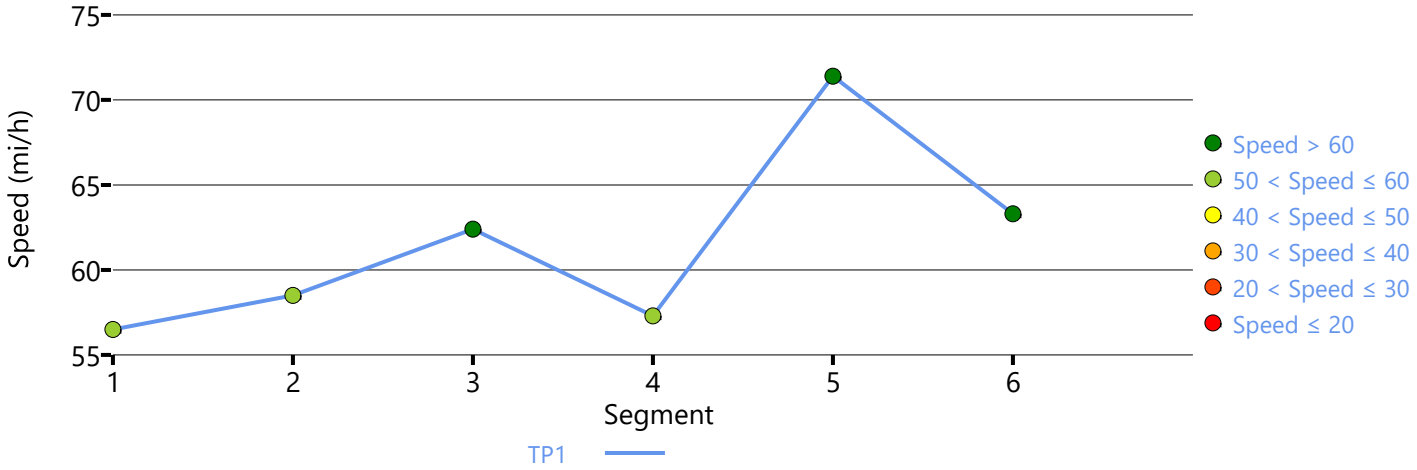
Messages

Comments

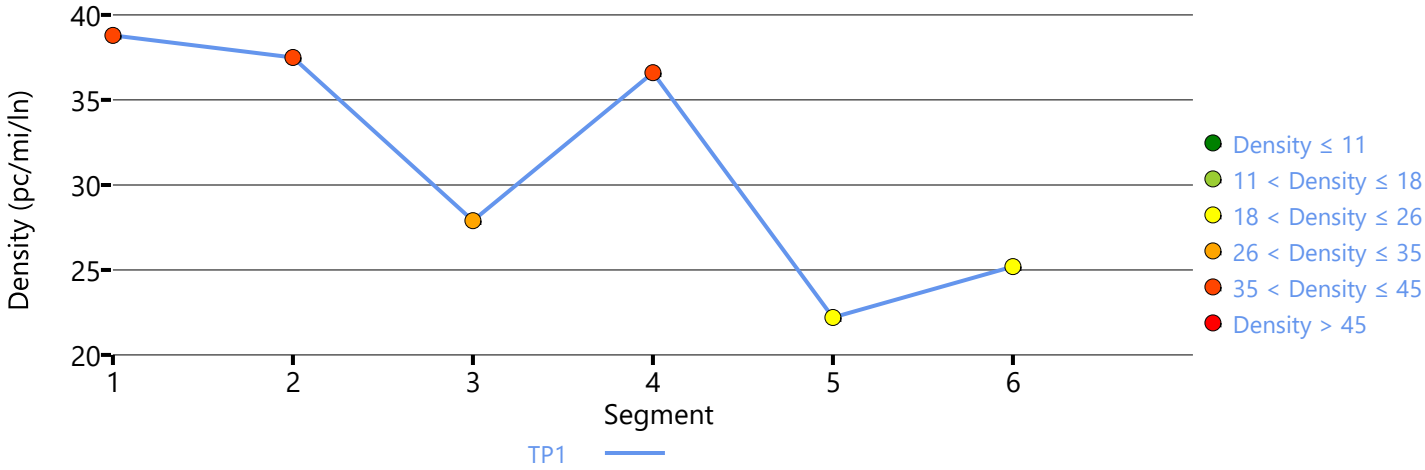
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/26/2023
Agency		Analysis Year	Existing (2022) WP
Jurisdiction	Caltrans	Time Period Analyzed	P.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.29		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Bullard Avenue On-Ramp and Herndon Avenue Off-Ramp	885	3
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1725	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1070	2
5	Merge	Merge	Herndon Avenue Slip On-Ramp	1500	2
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Fowler Avenue Off-Ramp	115	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	5121	7098	0.72	64.8	26.3	D

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.990	5121	1327	7200	4000	0.71	0.33	64.2	57.1	26.6	27.4	C

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3720	4688	0.79	61.6	30.2	D

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.989	4107	387	4800	1900	0.86	0.20	58.0	58.0	35.4	32.7	D

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.995	4325	197	4800	2000	0.90	0.10	56.7	56.7	38.1	34.2	D

Segment 6: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4337	4688	0.93	56.3	38.5	E

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	60.9	30.8	28.9	1.30	D

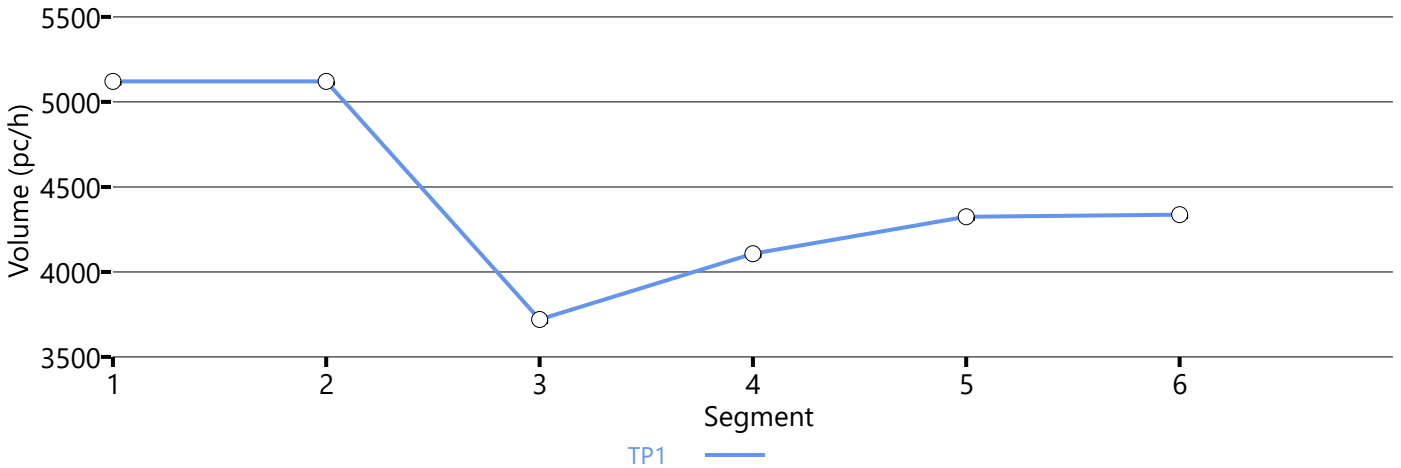
Facility Overall Results

Space Mean Speed, mi/h	60.9	Density, veh/mi/ln	28.9
Average Travel Time, min	1.30	Density, pc/mi/ln	30.8

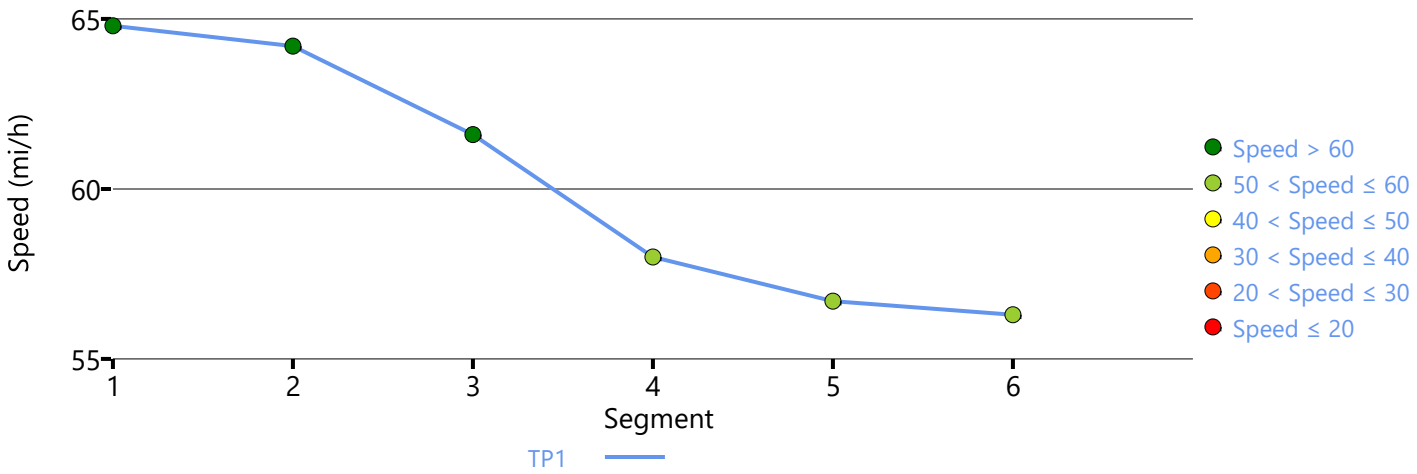
Messages

Comments

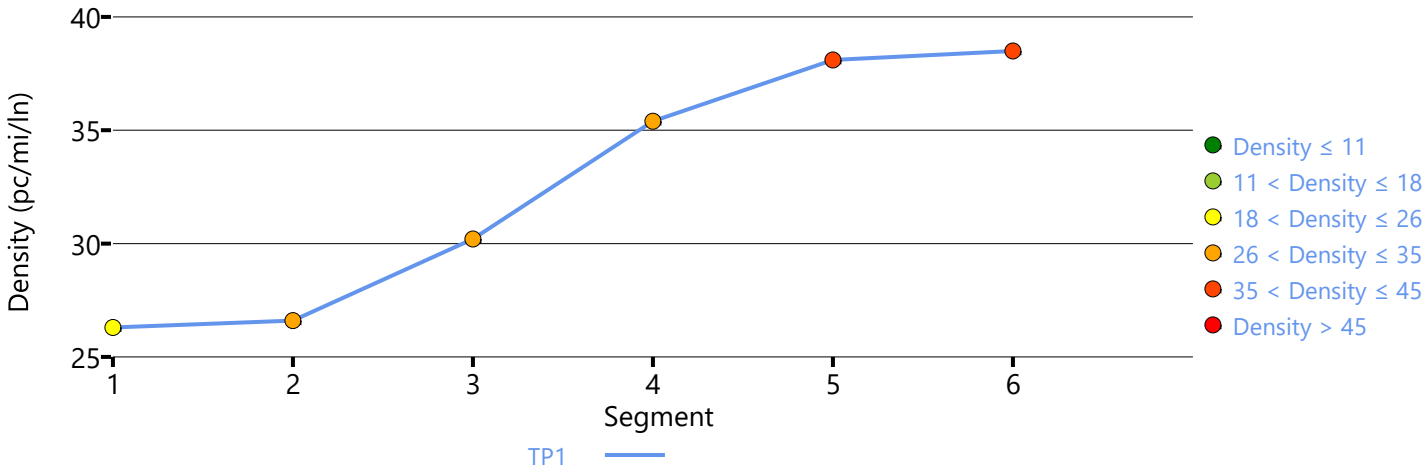
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	3/10/2023
Agency		Analysis Year	Existing (2022) WP
Jurisdiction	Caltrans	Time Period Analyzed	P.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.40		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Fowler Avenue On-Ramp and Herndon Avenue Off-Ramp	355	2
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	2
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1755	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1500	2
5	Merge	Basic	Herndon Avenue Slip On-Ramp	1500	3
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Bullard Avenue Off-Ramp	760	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4398	4716	1.01	40.1	54.8	F

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.995	4349	436	4800	2000	0.99	0.22	38.8	59.8	56.1	41.5	F

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3825	4672	0.92	28.1	68.2	F

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.985	4470	645	4800	2000	1.03	0.32	54.6	54.6	40.9	36.8	F

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.989	5039	569	7200	2000	0.77	0.28	65.3	-	25.7	-	C

Segment 6: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	5039	7008	0.80	62.8	26.7	D

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	44.1	43.9	41.1	1.90	F

Facility Overall Results

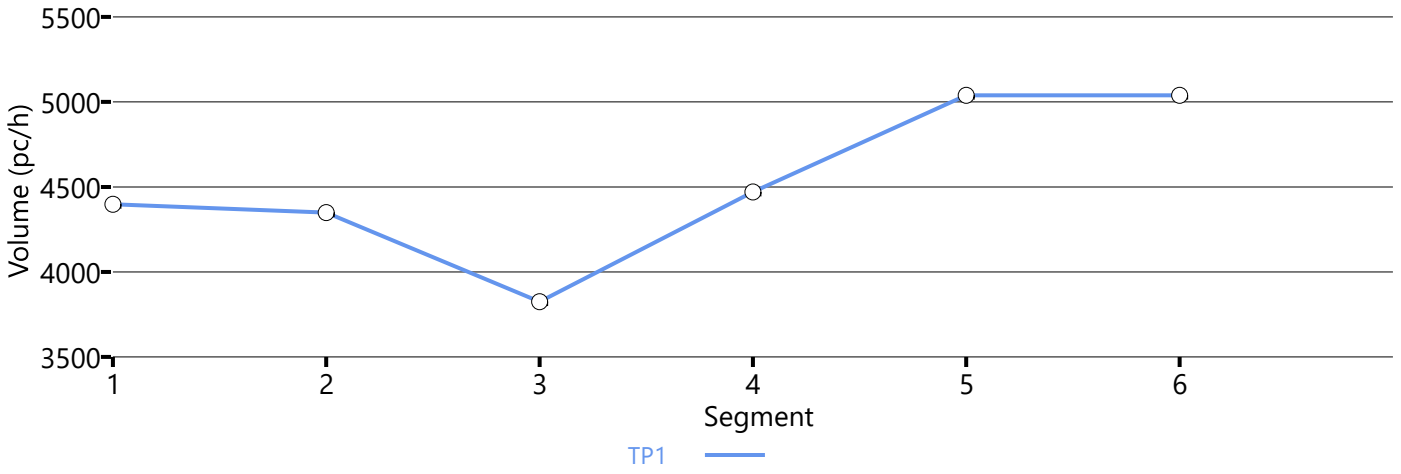
Space Mean Speed, mi/h	44.1	Density, veh/mi/ln	41.1
Average Travel Time, min	1.90	Density, pc/mi/ln	43.9

Messages

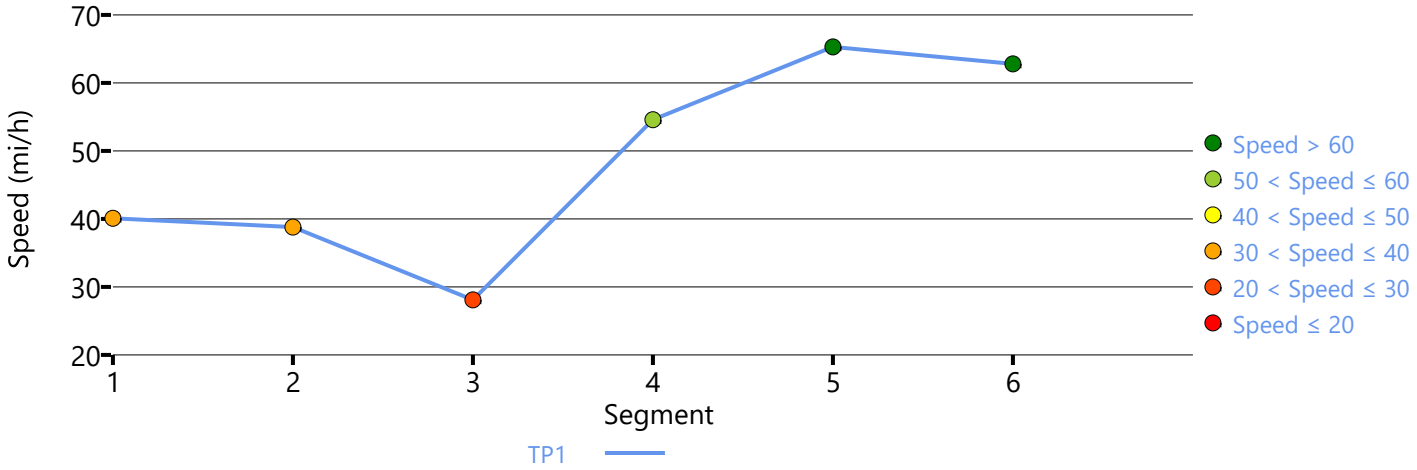
WARNING 1	Oversaturated conditions currently exist in boundary segment 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.
WARNING 2	Oversaturated conditions currently exist in boundary time period 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.
WARNING 3	Queue extends past the beginning of the facility on time period 1. Consider expanding the length of the facility to account for these vehicles performance and affect on upstream segments.

Comments

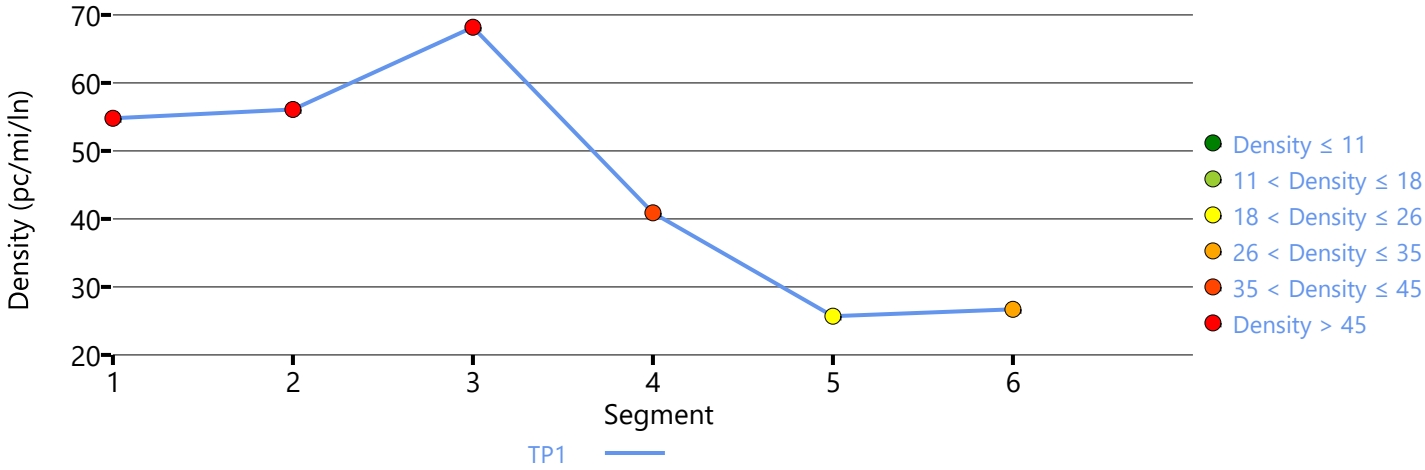
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/26/2023
Agency		Analysis Year	Near Term Year (2028) NP
Jurisdiction	Caltrans	Time Period Analyzed	A.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.12		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Fowler Avenue Off-Ramp	115	2
2	Diverge	Diverge	Fowler Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Fowler Avenue Off-Ramp and Fowler Avenue On-Ramp	2770	2
4	Merge	Merge	Fowler Avenue On-Ramp	1500	2
5	Basic	Basic	Between Fowler Avenue On-Ramp and Temperance Avenue Off-Ramp	10	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	1231	4688	0.26	64.4	9.6	A

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.971	1231	532	7200	4000	0.17	0.13	65.2	59.5	6.3	0.0	A

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	679	4702	0.14	65.1	5.2	A

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.981	798	119	4800	2000	0.17	0.06	66.3	66.3	6.0	6.6	A

Segment 5: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	804	4702	0.17	65.1	6.2	A

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	65.4	5.8	5.5	1.00	A

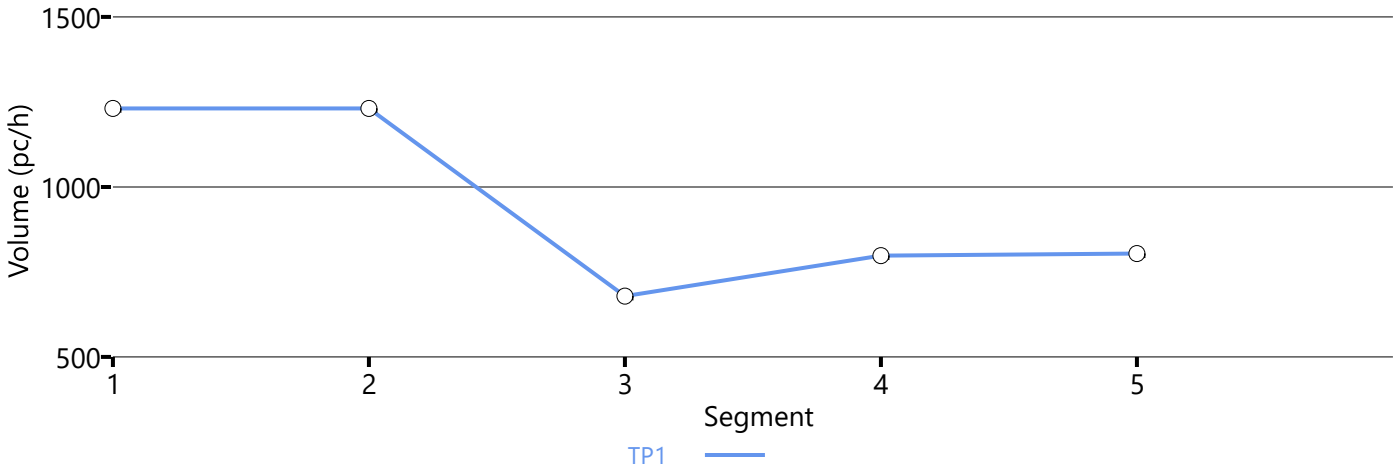
Facility Overall Results

Space Mean Speed, mi/h	65.4	Density, veh/mi/ln	5.5
Average Travel Time, min	1.00	Density, pc/mi/ln	5.8

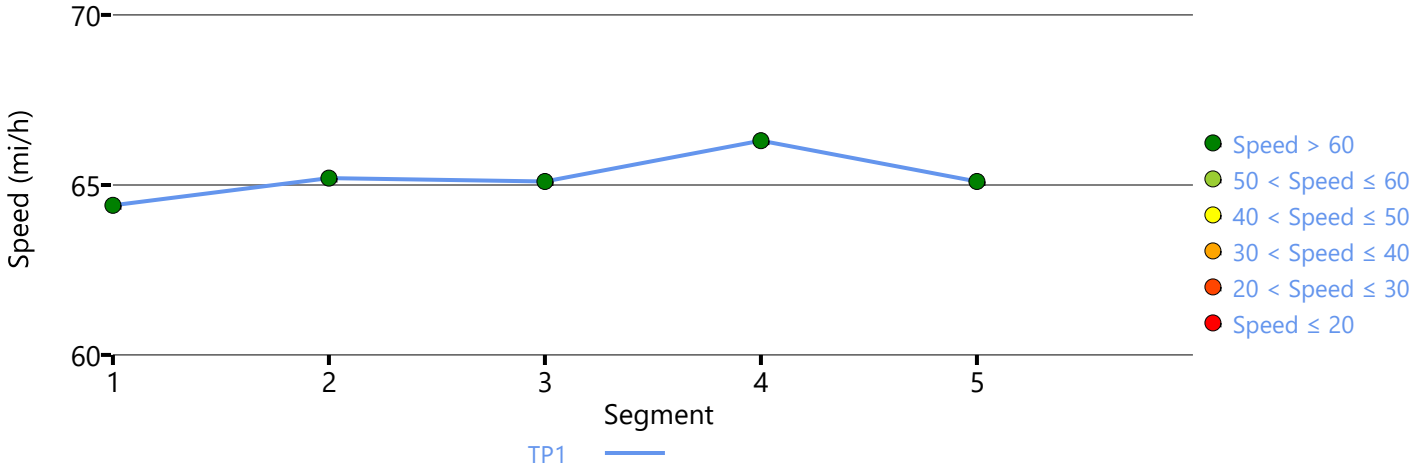
Messages

Comments

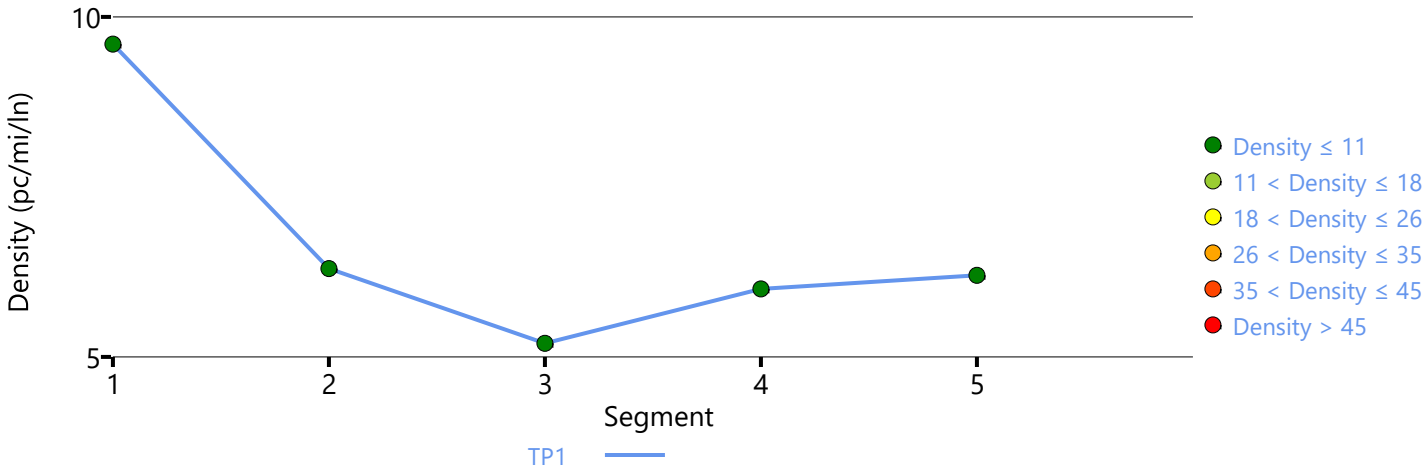
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/26/2023
Agency		Analysis Year	Near Term Year (2028) NP
Jurisdiction	Caltrans	Time Period Analyzed	A.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.34		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Temperance Avenue On-Ramp and Fowler Avenue Off-Ramp	700	2
2	Diverge	Diverge	Fowler Avenue Off-Ramp	1500	2
3	Basic	Basic	Between Fowler Avenue Off-Ramp and Fowler Avenue On-Ramp	3030	2
4	Merge	Merge	Fowler Avenue On-Ramp	1500	2
5	Basic	Basic	Between Fowler Avenue On-Ramp and Herndon Avenue Off-Ramp	355	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3685	4716	0.78	62.7	29.4	D

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.988	3685	179	4800	2000	0.77	0.09	60.6	60.6	30.4	34.5	D

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3497	4716	0.74	63.8	27.4	D

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.992	4488	991	4800	2000	0.94	0.50	55.2	55.2	40.7	34.5	D

Segment 5: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4545	4716	0.96	54.6	41.6	E

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	60.1	31.8	29.8	1.30	D

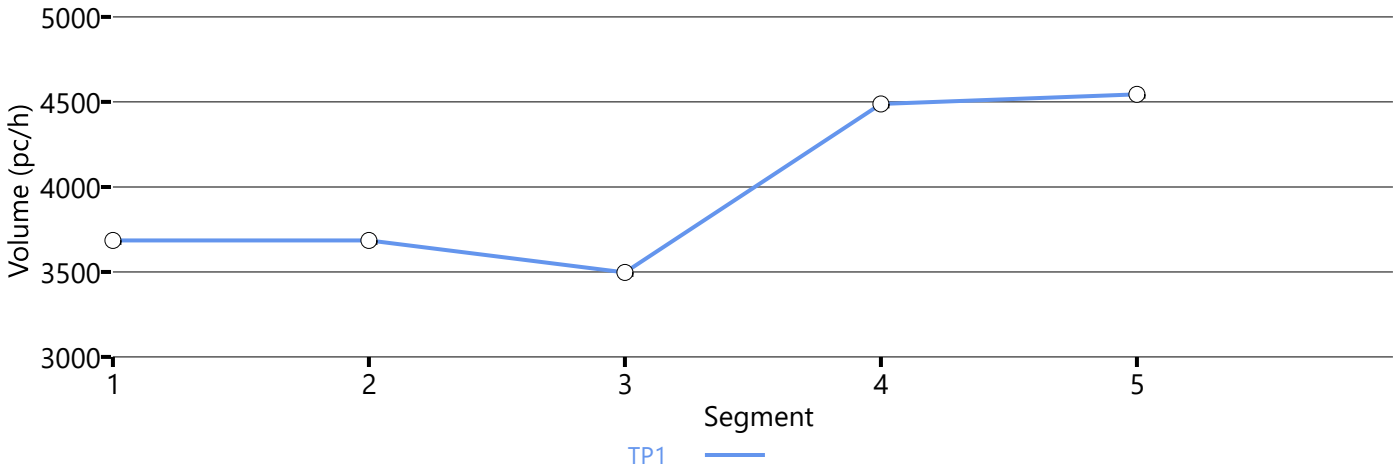
Facility Overall Results

Space Mean Speed, mi/h	60.1	Density, veh/mi/ln	29.8
Average Travel Time, min	1.30	Density, pc/mi/ln	31.8

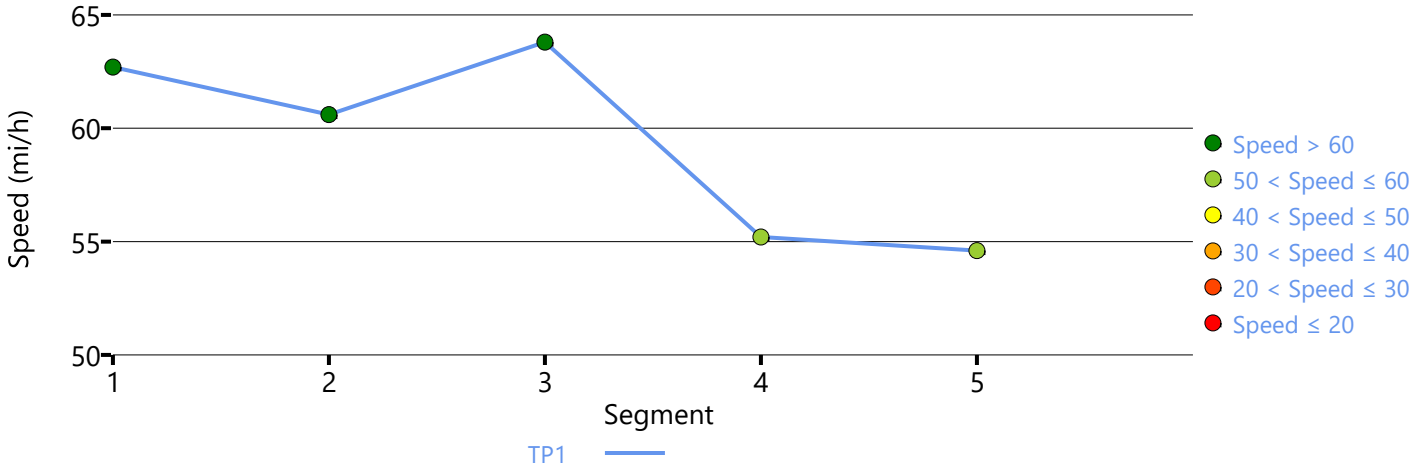
Messages

Comments

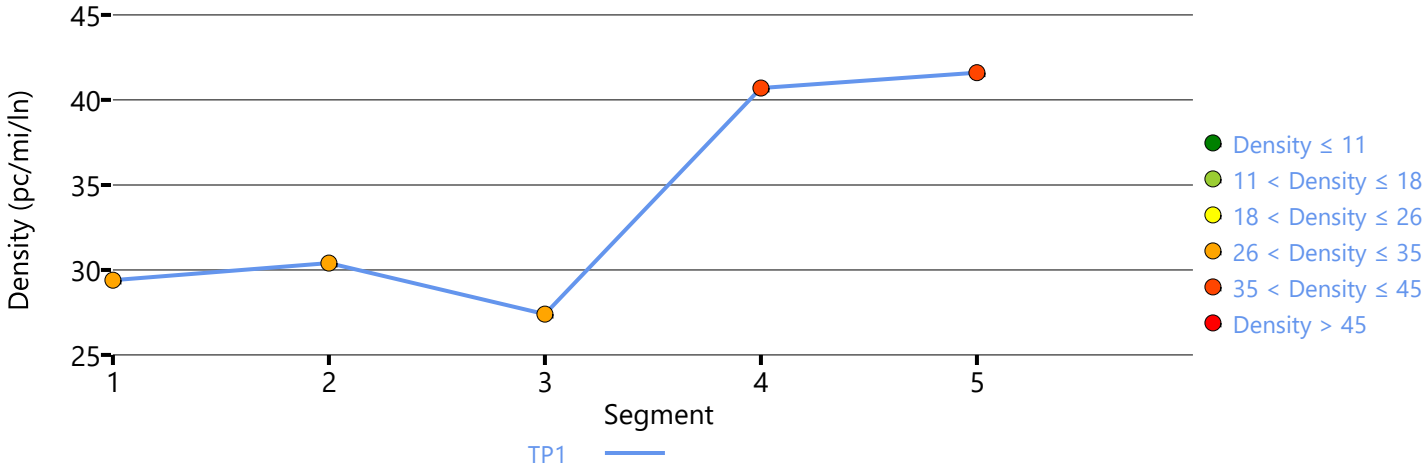
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/26/2023
Agency		Analysis Year	Near Term Year (2028) NP
Jurisdiction	Caltrans	Time Period Analyzed	P.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.12		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Fowler Avenue Off-Ramp	115	2
2	Diverge	Diverge	Fowler Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Fowler Avenue Off-Ramp and Fowler Avenue On-Ramp	2770	2
4	Merge	Merge	Fowler Avenue On-Ramp	1500	2
5	Basic	Basic	Between Fowler Avenue On-Ramp and Temperance Avenue Off-Ramp	10	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4491	4688	0.96	54.6	41.1	E

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.981	4491	1016	7200	4000	0.62	0.25	65.5	58.1	22.9	12.9	B

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3429	4702	0.73	63.7	26.9	D

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.994	3770	341	4800	2000	0.79	0.17	60.9	60.9	31.0	29.7	D

Segment 5: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3790	4702	0.81	61.6	30.8	D

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	63.2	26.7	25.1	1.10	D

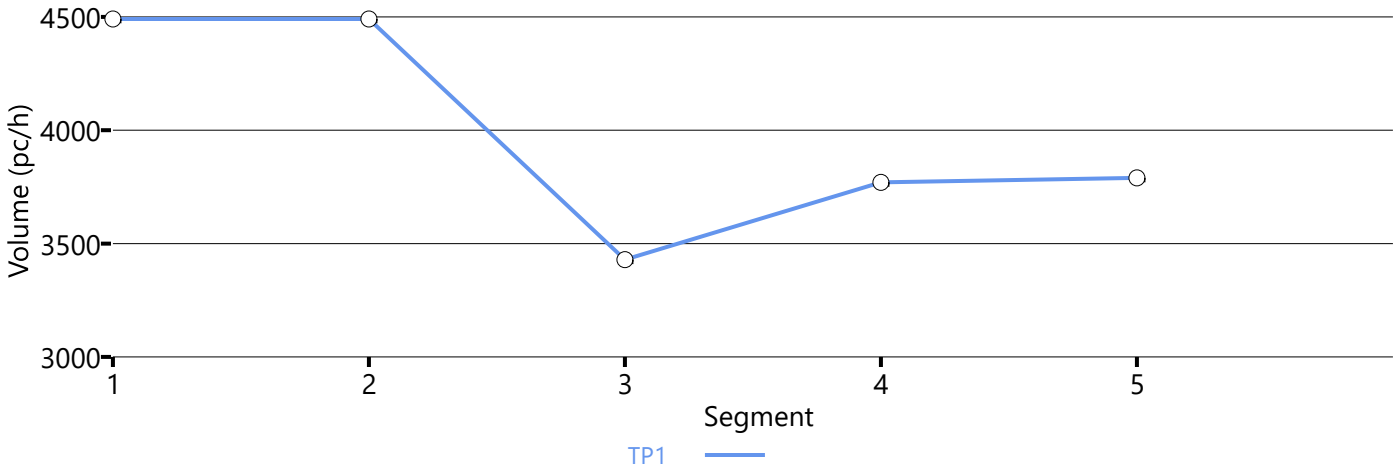
Facility Overall Results

Space Mean Speed, mi/h	63.2	Density, veh/mi/ln	25.1
Average Travel Time, min	1.10	Density, pc/mi/ln	26.7

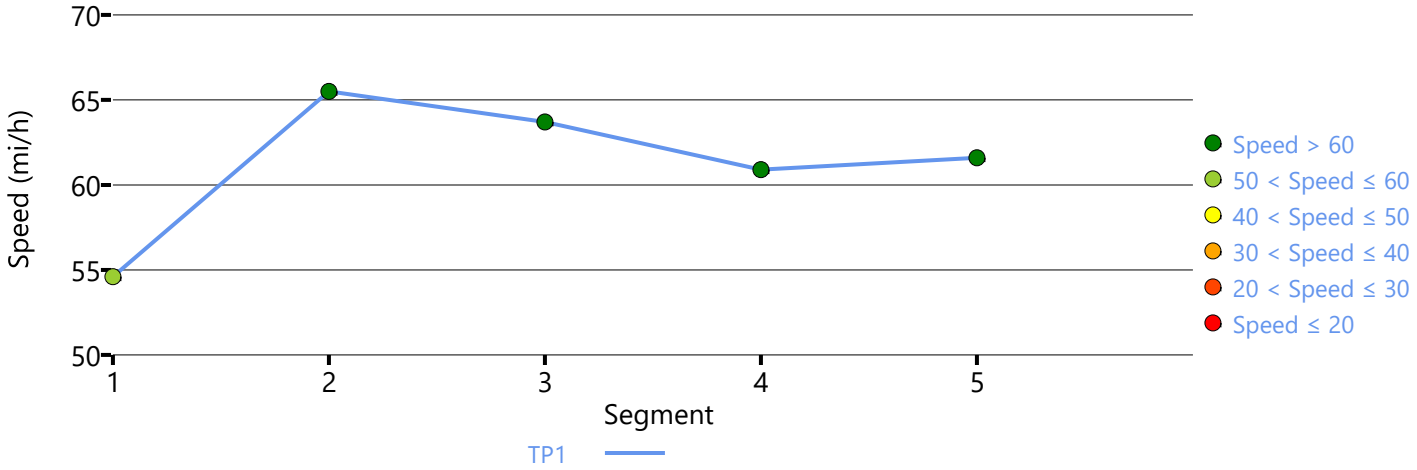
Messages

Comments

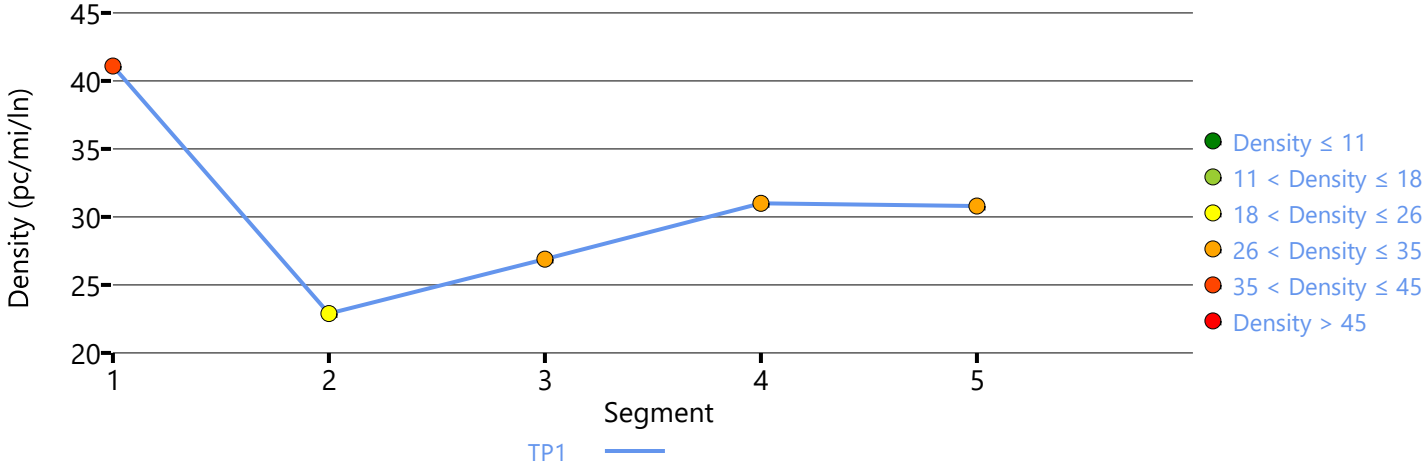
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/26/2023
Agency		Analysis Year	Near Term Year (2028) NP
Jurisdiction	Caltrans	Time Period Analyzed	P.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.34		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Temperance Avenue On-Ramp and Fowler Avenue Off-Ramp	700	2
2	Diverge	Diverge	Fowler Avenue Off-Ramp	1500	2
3	Basic	Basic	Between Fowler Avenue Off-Ramp and Fowler Avenue On-Ramp	3030	2
4	Merge	Merge	Fowler Avenue On-Ramp	1500	2
5	Basic	Basic	Between Fowler Avenue On-Ramp and Herndon Avenue Off-Ramp	355	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4198	4716	0.92	35.8	58.7	F

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.967	4115	196	4800	2000	0.90	0.10	40.5	60.5	50.8	40.1	F

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3729	4716	0.88	28.8	64.7	F

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.982	4391	691	4800	2000	1.00	0.35	38.5	50.6	57.0	37.3	F

Segment 5: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4391	4716	1.03	56.4	38.9	F

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	34.6	58.3	54.6	2.30	F

Facility Overall Results

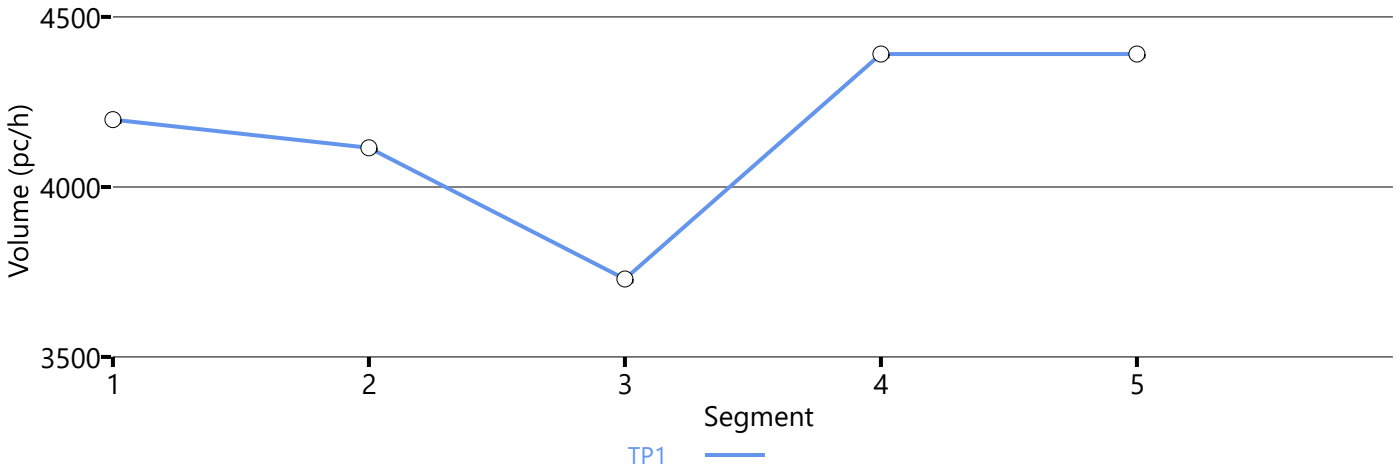
Space Mean Speed, mi/h	34.6	Density, veh/mi/ln	54.6
Average Travel Time, min	2.30	Density, pc/mi/ln	58.3

Messages

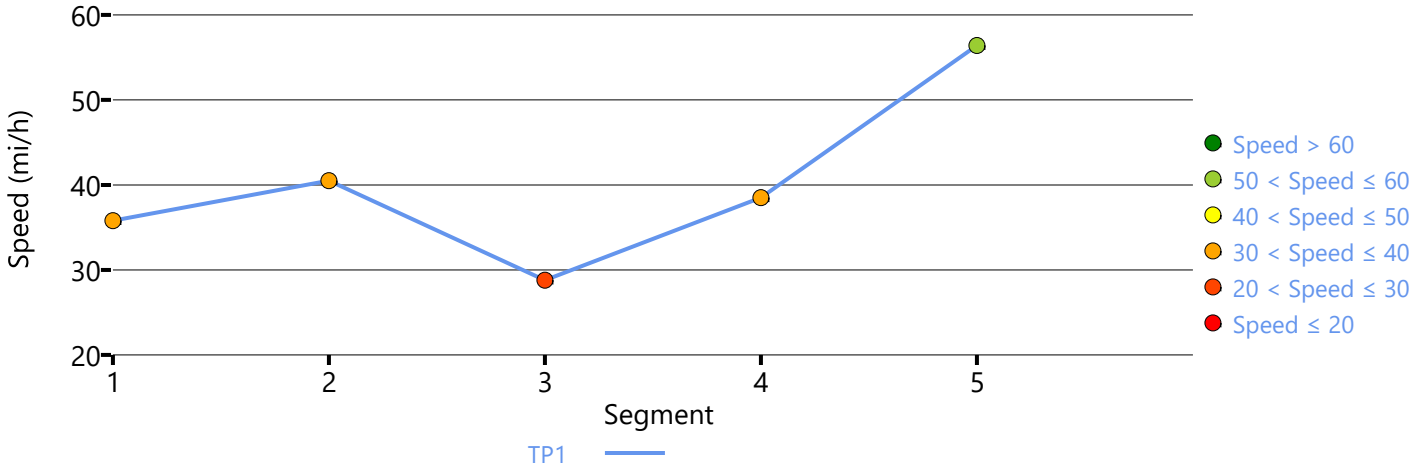
WARNING 1	Oversaturated conditions currently exist in boundary segment 5. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.
WARNING 2	Oversaturated conditions currently exist in boundary time period 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.
WARNING 3	Queue extends past the beginning of the facility on time period 1. Consider expanding the length of the facility to account for these vehicles performance and affect on upstream segments.

Comments

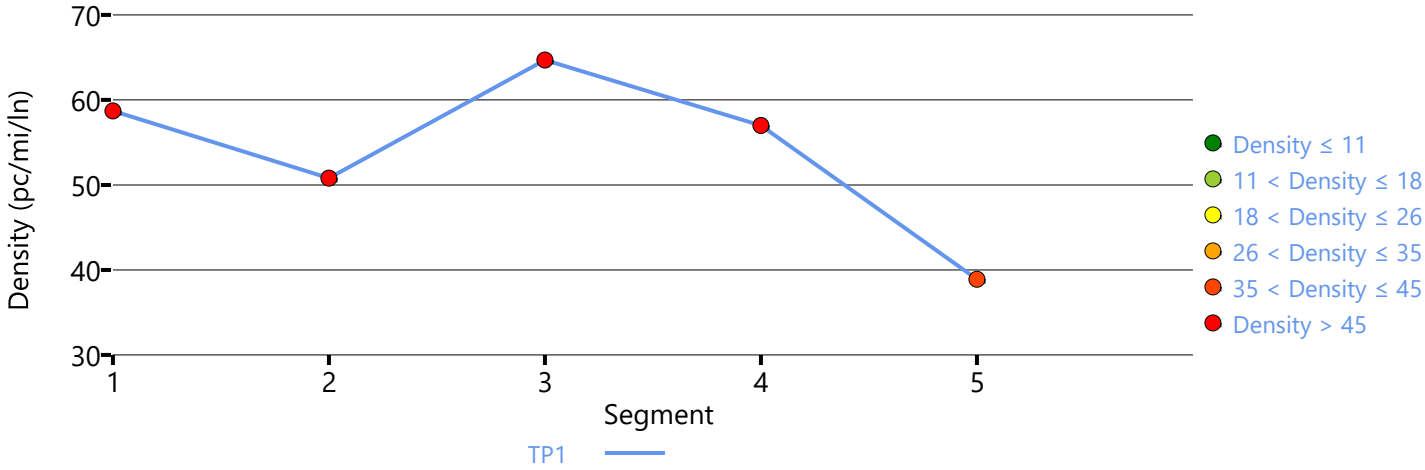
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/26/2023
Agency		Analysis Year	Near Term Year (2028) WP
Jurisdiction	Caltrans	Time Period Analyzed	A.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.12		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Fowler Avenue Off-Ramp	115	2
2	Diverge	Diverge	Fowler Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Fowler Avenue Off-Ramp and Fowler Avenue On-Ramp	2770	2
4	Merge	Merge	Fowler Avenue On-Ramp	1500	2
5	Basic	Basic	Between Fowler Avenue On-Ramp and Temperance Avenue Off-Ramp	10	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	1243	4688	0.27	64.4	9.7	A

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.971	1243	545	7200	4000	0.17	0.14	65.1	59.5	6.4	0.0	A

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	679	4702	0.14	65.1	5.2	A

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.981	798	119	4800	2000	0.17	0.06	66.3	66.3	6.0	6.6	A

Segment 5: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	804	4702	0.17	65.1	6.2	A

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	65.4	5.9	5.5	1.00	A

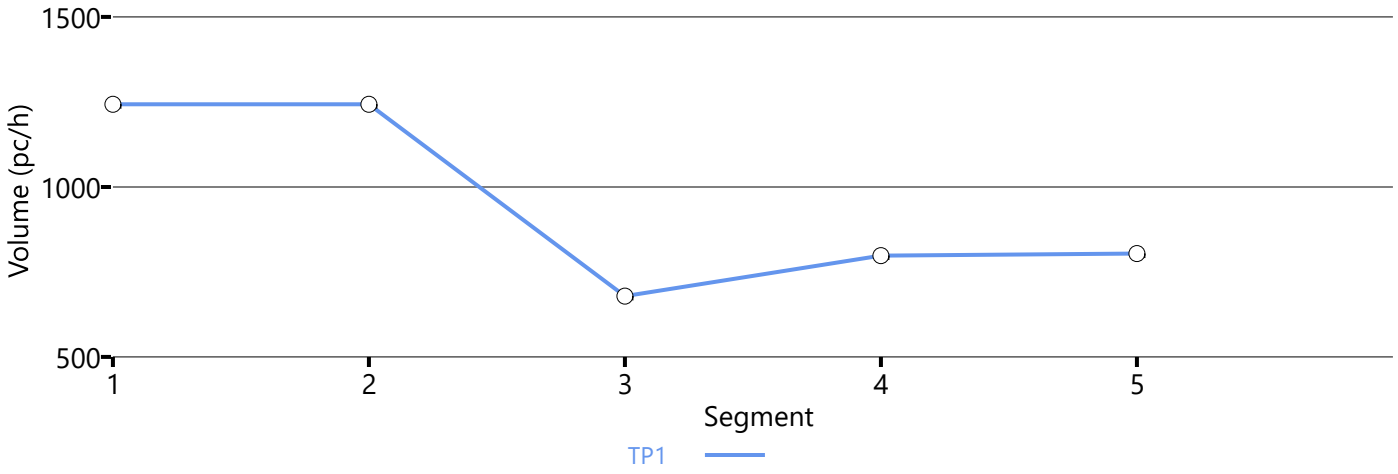
Facility Overall Results

Space Mean Speed, mi/h	65.4	Density, veh/mi/ln	5.5
Average Travel Time, min	1.00	Density, pc/mi/ln	5.9

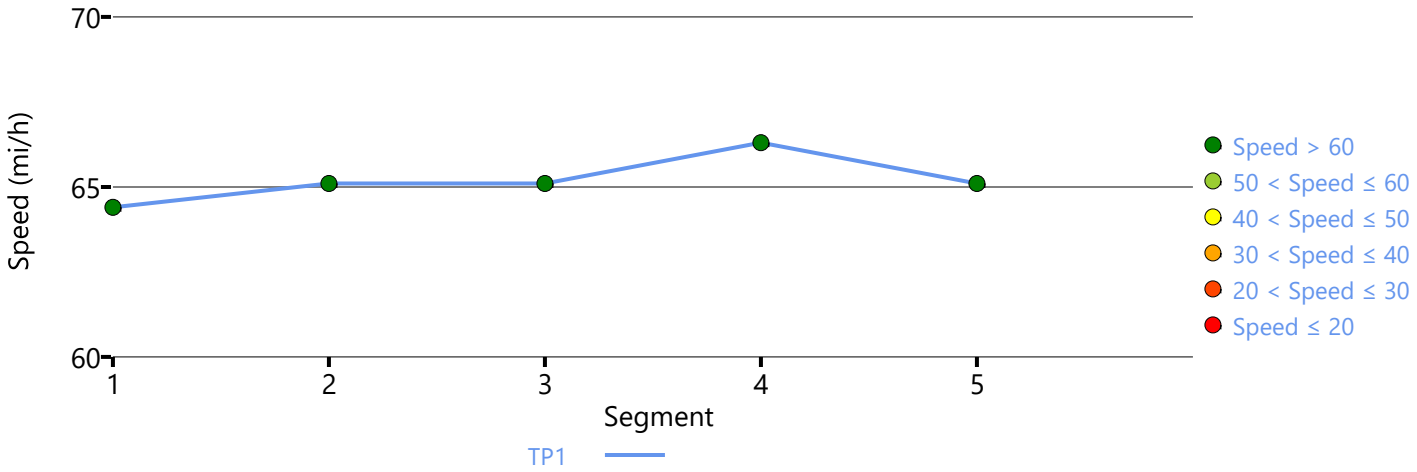
Messages

Comments

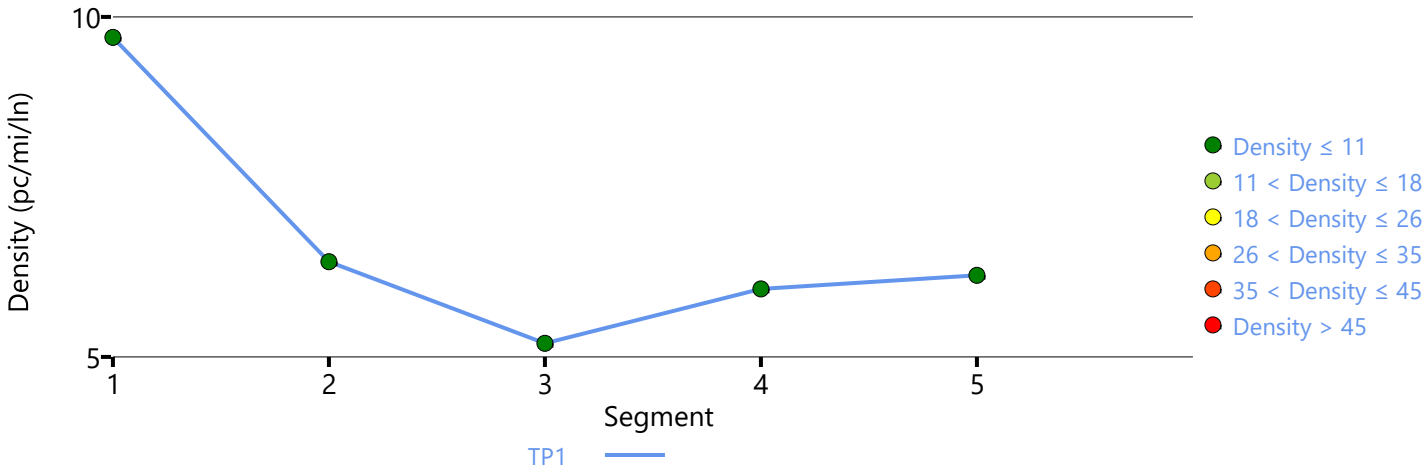
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	3/10/2023
Agency		Analysis Year	Near Term Year (2028) WP
Jurisdiction	Caltrans	Time Period Analyzed	A.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.34		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Temperance Avenue On-Ramp and Fowler Avenue Off-Ramp	700	2
2	Diverge	Diverge	Fowler Avenue Off-Ramp	1500	2
3	Basic	Basic	Between Fowler Avenue Off-Ramp and Fowler Avenue On-Ramp	3030	2
4	Merge	Merge	Fowler Avenue On-Ramp	1500	2
5	Basic	Basic	Between Fowler Avenue On-Ramp and Herndon Avenue Off-Ramp	355	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3685	4716	0.78	62.7	29.4	D

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.988	3685	179	4800	2000	0.77	0.09	60.6	60.6	30.4	34.5	D

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3497	4716	0.74	63.8	27.4	D

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.992	4488	991	4800	2000	0.94	0.50	55.2	55.2	40.7	34.5	D

Segment 5: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4545	4716	0.96	54.6	41.6	E

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	60.1	31.8	29.8	1.30	D

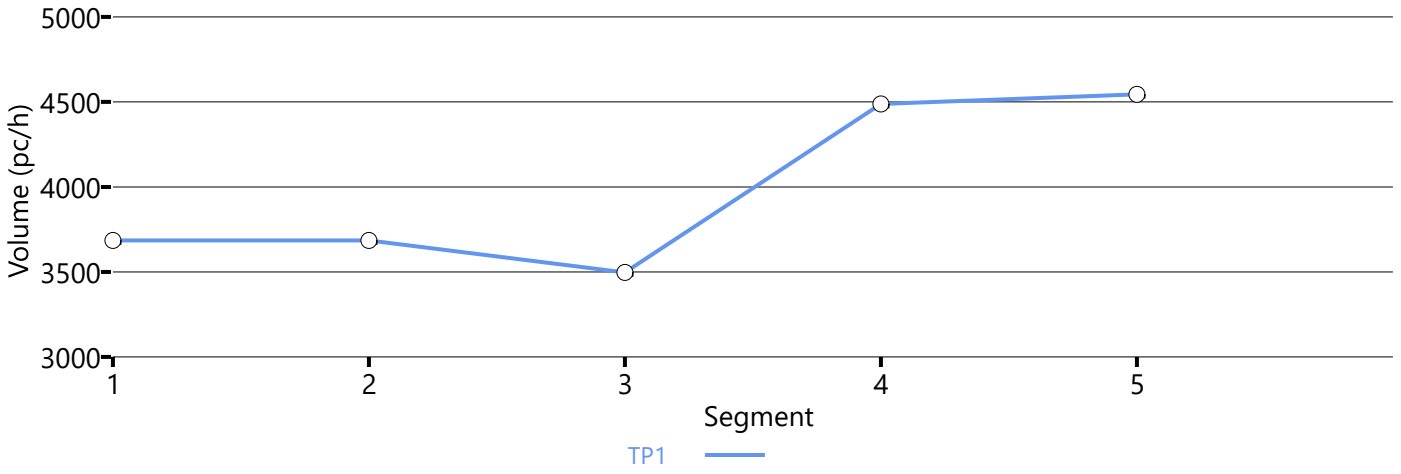
Facility Overall Results

Space Mean Speed, mi/h	60.1	Density, veh/mi/ln	29.8
Average Travel Time, min	1.30	Density, pc/mi/ln	31.8

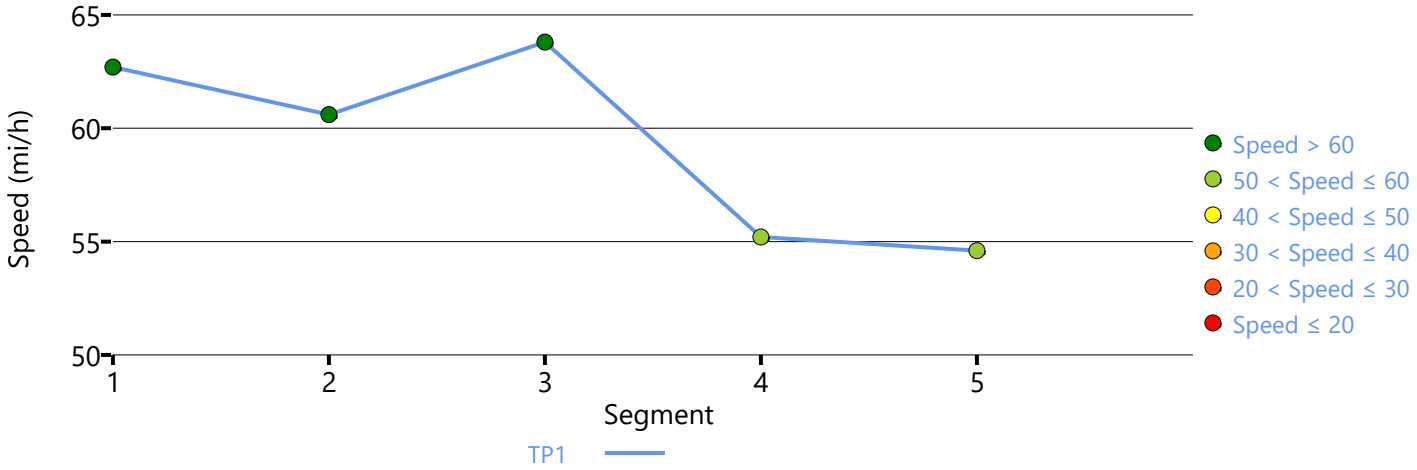
Messages

Comments

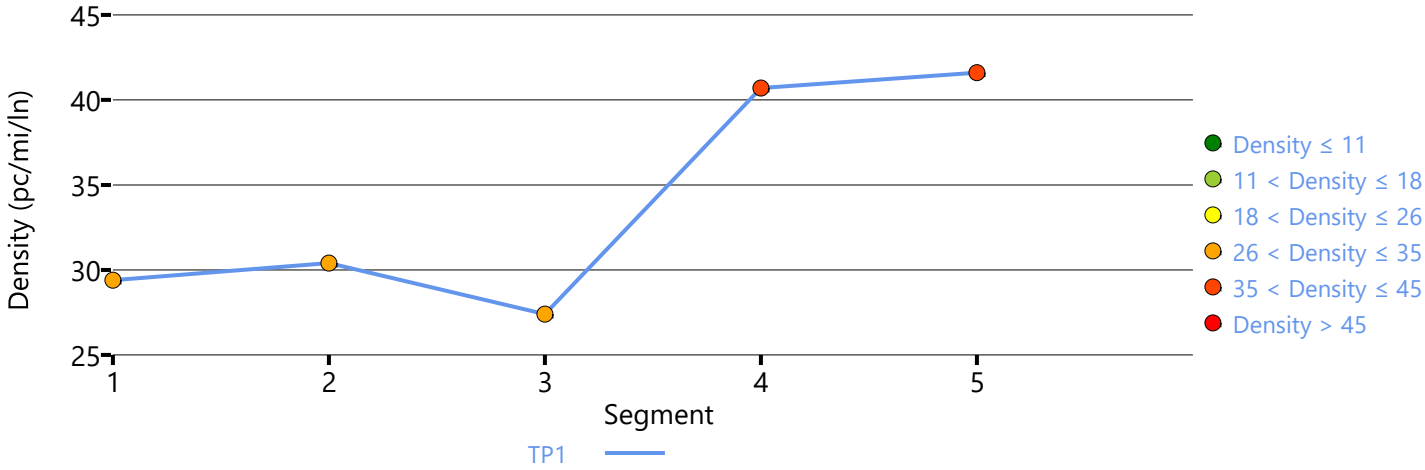
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/26/2023
Agency		Analysis Year	Near Term Year (2028) WP
Jurisdiction	Caltrans	Time Period Analyzed	P.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.12		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Fowler Avenue Off-Ramp	115	2
2	Diverge	Diverge	Fowler Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Fowler Avenue Off-Ramp and Fowler Avenue On-Ramp	2770	2
4	Merge	Merge	Fowler Avenue On-Ramp	1500	2
5	Basic	Basic	Between Fowler Avenue On-Ramp and Temperance Avenue Off-Ramp	10	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4532	4688	0.97	54.1	41.9	E

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.981	4532	1055	7200	4000	0.63	0.26	65.3	57.9	23.1	13.3	B

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3429	4702	0.73	63.7	26.9	D

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.994	3770	341	4800	2000	0.79	0.17	60.9	60.9	31.0	29.7	D

Segment 5: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3790	4702	0.81	61.6	30.8	D

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	63.2	26.8	25.1	1.10	D

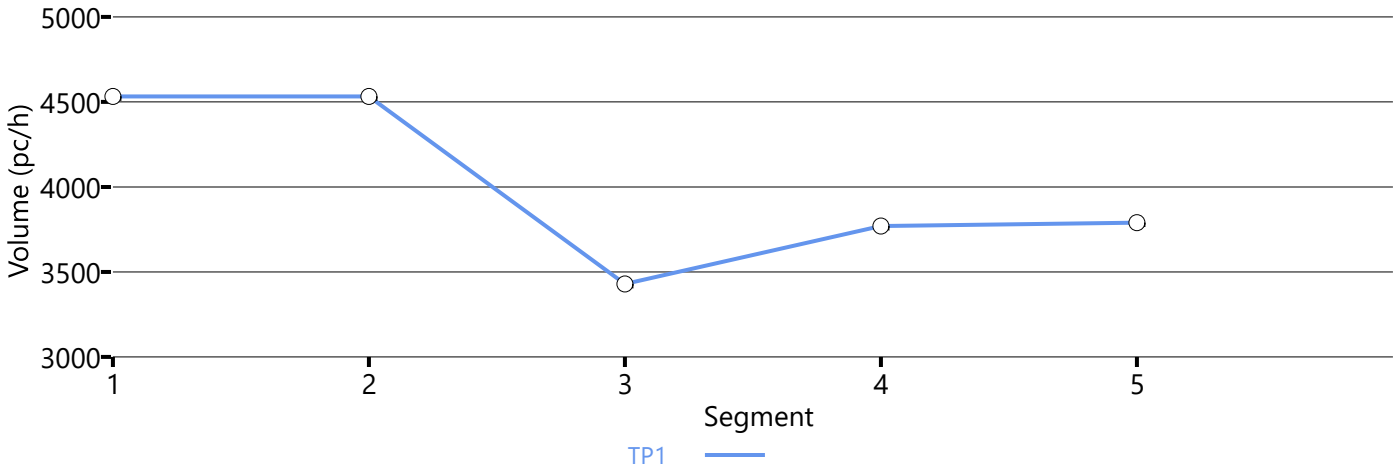
Facility Overall Results

Space Mean Speed, mi/h	63.2	Density, veh/mi/ln	25.1
Average Travel Time, min	1.10	Density, pc/mi/ln	26.8

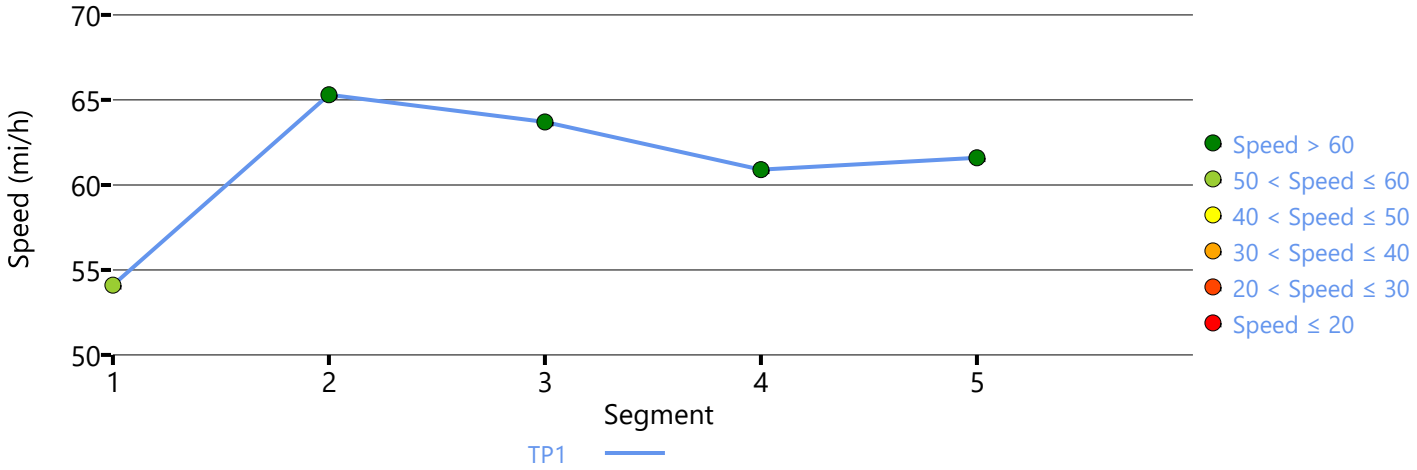
Messages

Comments

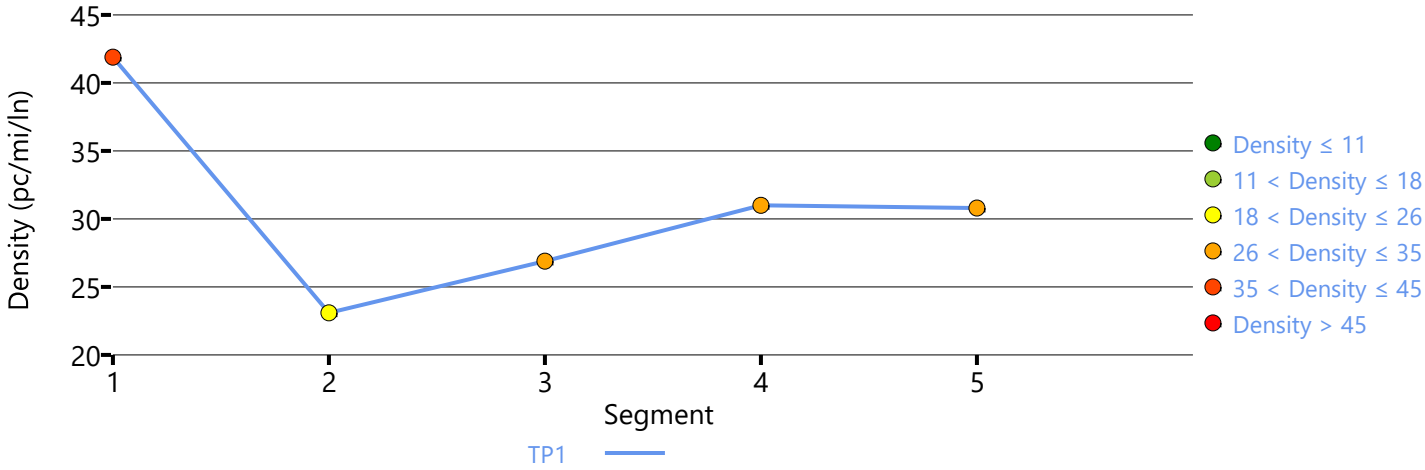
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	3/10/2023
Agency		Analysis Year	Near Term Year (2028) WP
Jurisdiction	Caltrans	Time Period Analyzed	P.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.34		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Temperance Avenue On-Ramp and Fowler Avenue Off-Ramp	700	2
2	Diverge	Diverge	Fowler Avenue Off-Ramp	1500	2
3	Basic	Basic	Between Fowler Avenue Off-Ramp and Fowler Avenue On-Ramp	3030	2
4	Merge	Merge	Fowler Avenue On-Ramp	1500	2
5	Basic	Basic	Between Fowler Avenue On-Ramp and Herndon Avenue Off-Ramp	355	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4198	4716	0.92	35.8	58.7	F

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.967	4115	196	4800	2000	0.90	0.10	40.5	60.5	50.8	40.1	F

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3729	4716	0.88	28.8	64.7	F

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.982	4391	691	4800	2000	1.00	0.35	38.5	50.6	57.0	37.3	F

Segment 5: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4391	4716	1.03	56.4	38.9	F

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	34.6	58.3	54.6	2.30	F

Facility Overall Results

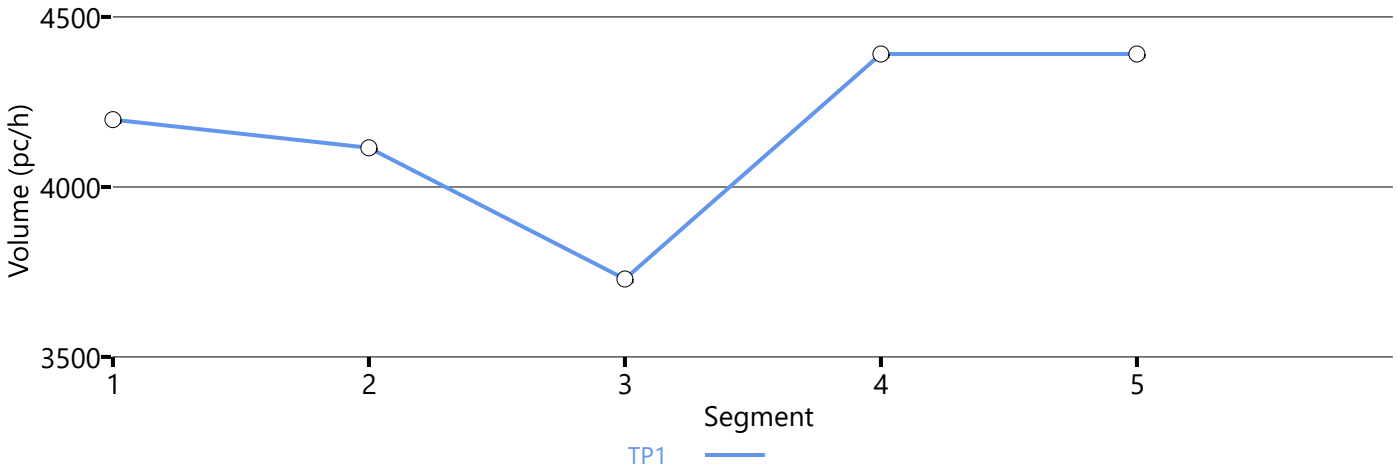
Space Mean Speed, mi/h	34.6	Density, veh/mi/ln	54.6
Average Travel Time, min	2.30	Density, pc/mi/ln	58.3

Messages

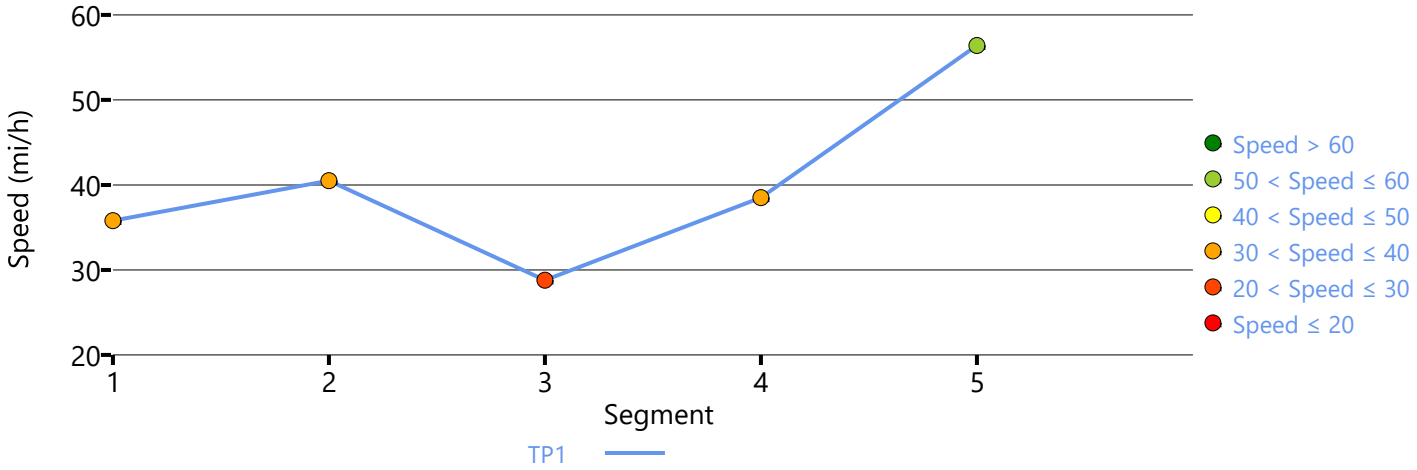
WARNING 1	Oversaturated conditions currently exist in boundary segment 5. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.
WARNING 2	Oversaturated conditions currently exist in boundary time period 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.
WARNING 3	Queue extends past the beginning of the facility on time period 1. Consider expanding the length of the facility to account for these vehicles performance and affect on upstream segments.

Comments

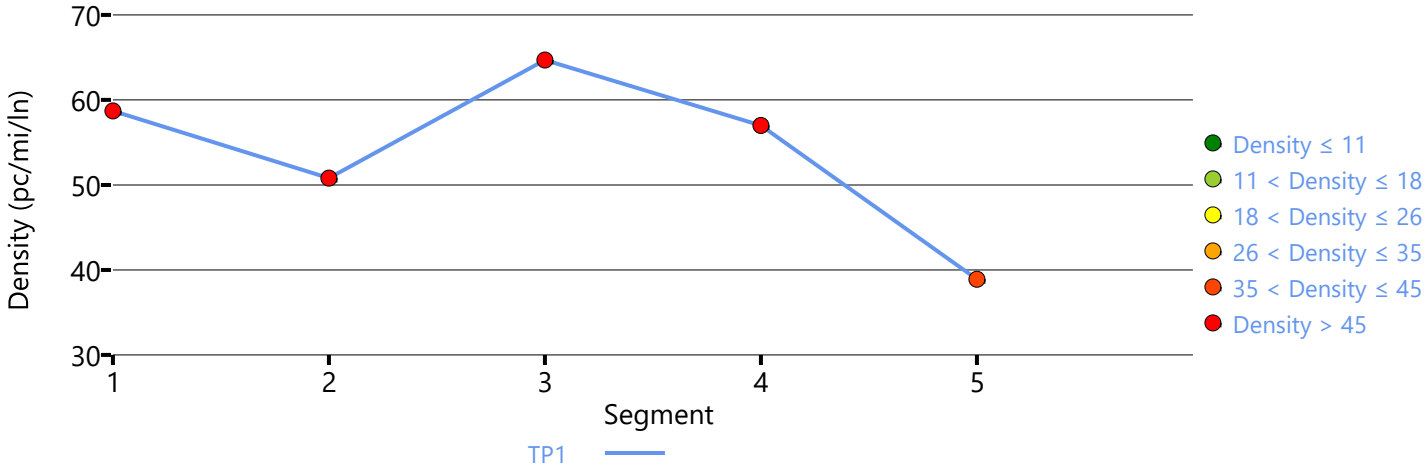
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/26/2023
Agency		Analysis Year	Near Term Year (2028) NP
Jurisdiction	Caltrans	Time Period Analyzed	A.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.29		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Bullard Avenue On-Ramp and Herndon Avenue Off-Ramp	885	3
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1725	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1070	2
5	Merge	Merge	Herndon Avenue Slip On-Ramp	1500	2
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Fowler Avenue Off-Ramp	115	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	2065	7098	0.29	66.6	10.3	A

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.962	2065	1152	7200	4000	0.29	0.29	62.2	57.6	11.1	14.7	B

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	884	4688	0.19	64.2	6.9	A

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.991	1123	239	4800	1900	0.23	0.13	65.5	65.5	8.6	9.5	A

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	1.000	1224	88	4800	2000	0.26	0.04	66.1	66.1	9.3	10.1	B

Segment 6: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	1231	4688	0.26	64.4	9.6	A

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	64.5	9.4	8.8	1.20	A

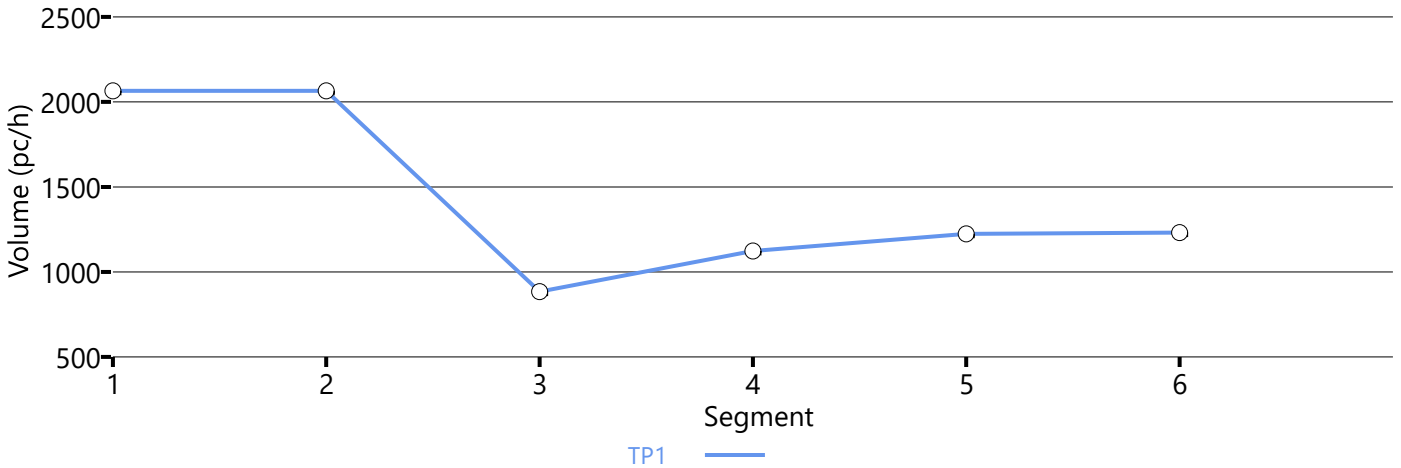
Facility Overall Results

Space Mean Speed, mi/h	64.5	Density, veh/mi/ln	8.8
Average Travel Time, min	1.20	Density, pc/mi/ln	9.4

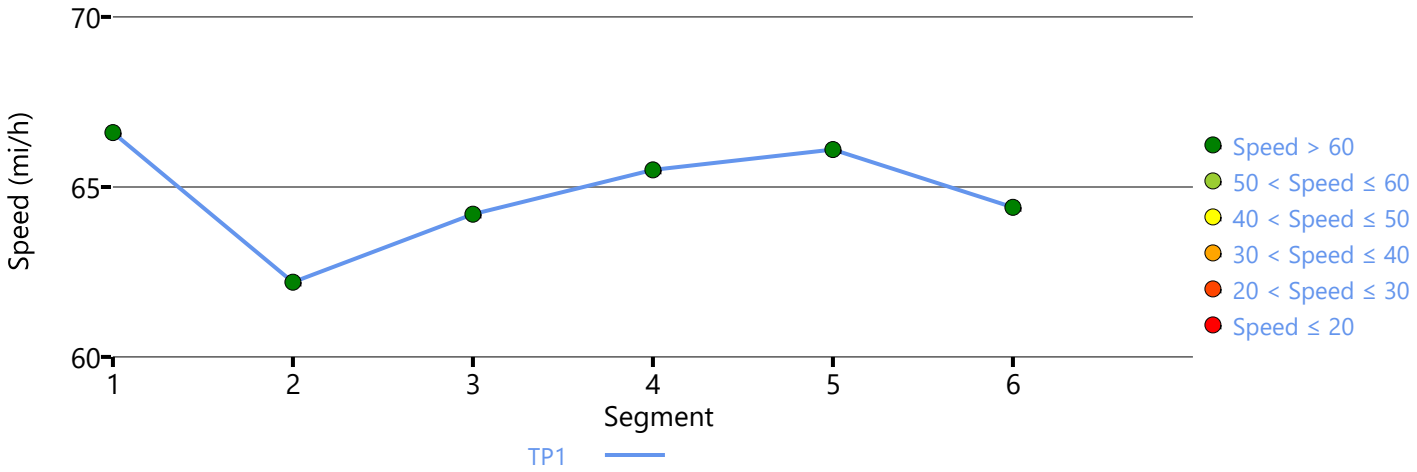
Messages

Comments

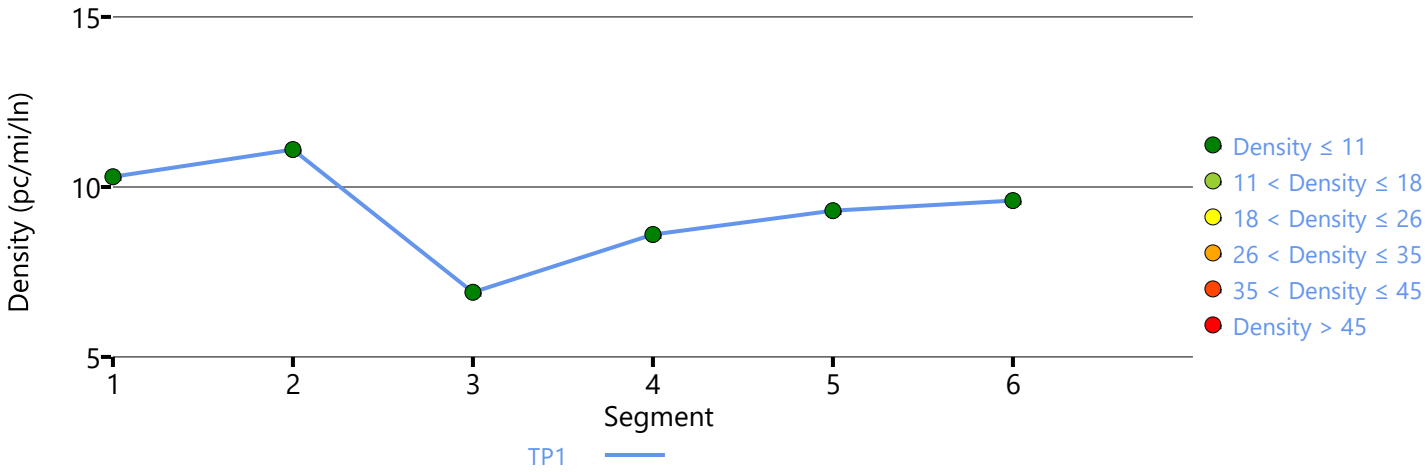
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/26/2023
Agency		Analysis Year	Near Term Year (2028) NP
Jurisdiction	Caltrans	Time Period Analyzed	A.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.40		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Fowler Avenue On-Ramp and Herndon Avenue Off-Ramp	355	2
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	2
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1755	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1500	2
5	Merge	Basic	Herndon Avenue Slip On-Ramp	1500	3
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Bullard Avenue Off-Ramp	760	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4545	4716	0.96	54.6	41.6	E

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.995	4545	857	4800	2000	0.95	0.43	58.5	58.5	38.8	39.6	E

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3635	4672	0.78	61.6	29.5	D

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.981	4505	870	4800	2000	0.94	0.44	54.2	54.2	41.6	36.9	E

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.982	5099	554	7200	2000	0.71	0.28	69.8	-	24.4	-	C

Segment 6: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	5124	7008	0.73	62.6	27.3	D

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	60.6	32.1	30.2	1.40	D

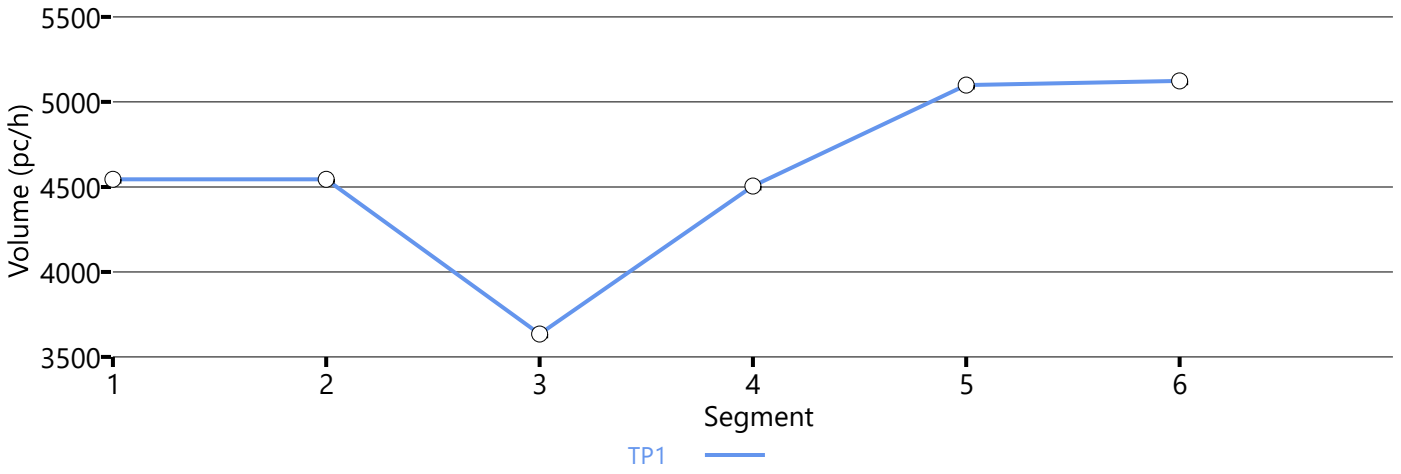
Facility Overall Results

Space Mean Speed, mi/h	60.6	Density, veh/mi/ln	30.2
Average Travel Time, min	1.40	Density, pc/mi/ln	32.1

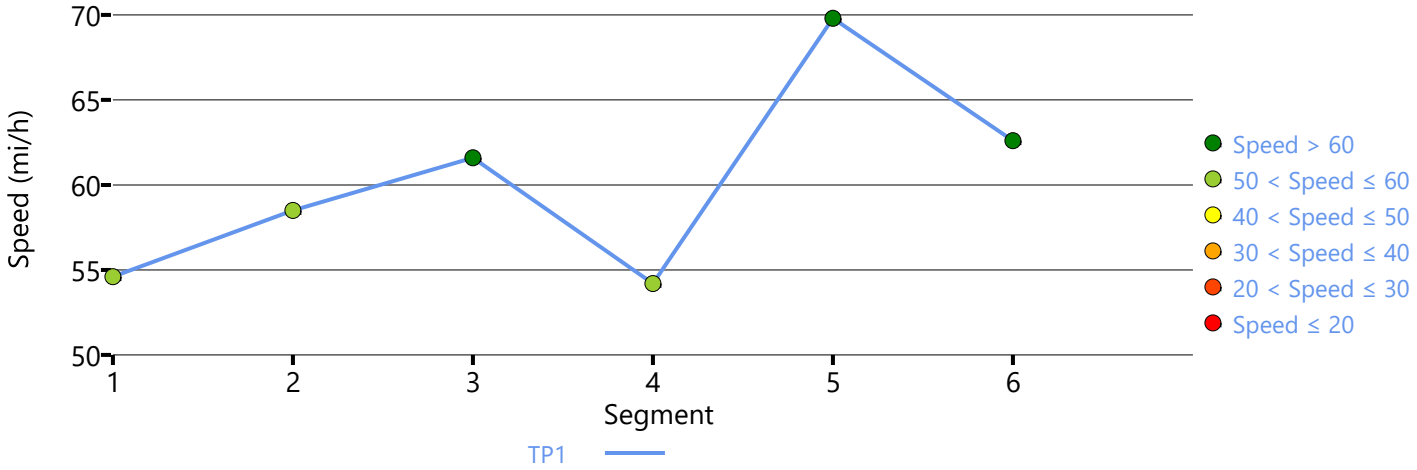
Messages

Comments

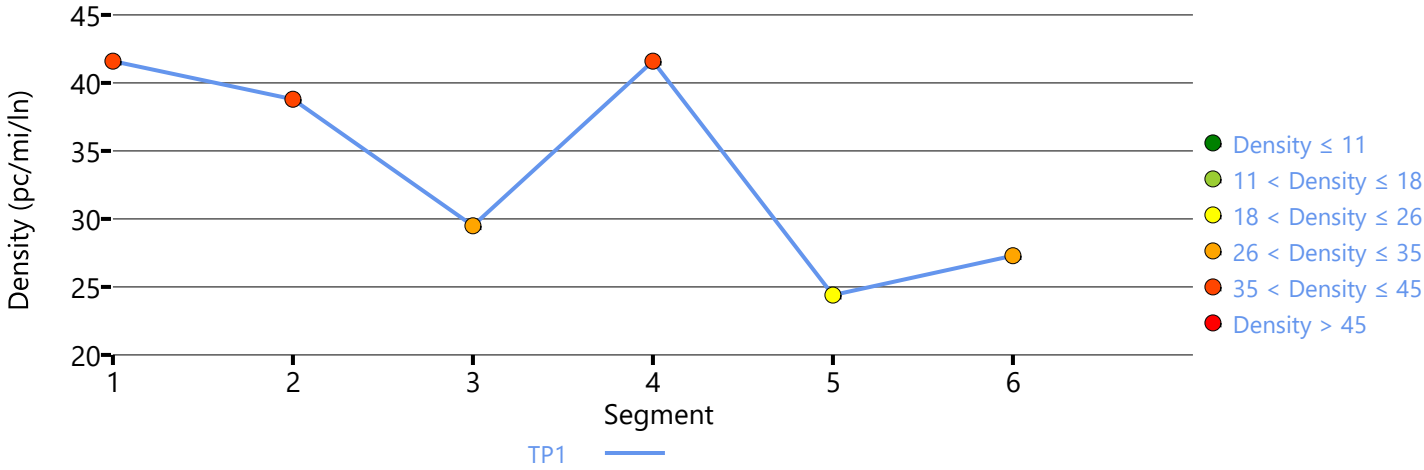
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/26/2023
Agency		Analysis Year	Near Term Year (2028) NP
Jurisdiction	Caltrans	Time Period Analyzed	P.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.29		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Bullard Avenue On-Ramp and Herndon Avenue Off-Ramp	885	3
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1725	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1070	2
5	Merge	Merge	Herndon Avenue Slip On-Ramp	1500	2
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Fowler Avenue Off-Ramp	115	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	5489	7098	0.77	63.4	28.9	D

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.990	5489	1554	7200	4000	0.76	0.39	63.4	56.4	28.9	29.9	D

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3849	4688	0.82	60.8	31.6	D

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.989	4244	395	4800	1900	0.88	0.21	56.8	56.8	37.4	33.8	D

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.995	4479	213	4800	2000	0.93	0.11	55.1	55.1	40.6	35.4	E

Segment 6: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4491	4688	0.96	54.6	41.1	E

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	59.8	33.0	30.9	1.30	D

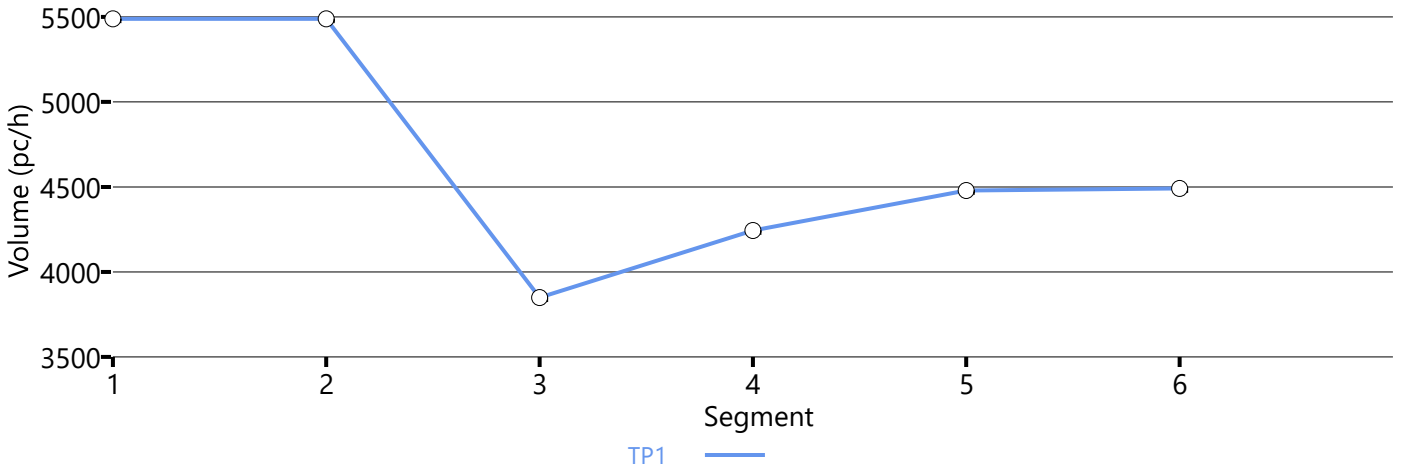
Facility Overall Results

Space Mean Speed, mi/h	59.8	Density, veh/mi/ln	30.9
Average Travel Time, min	1.30	Density, pc/mi/ln	33.0

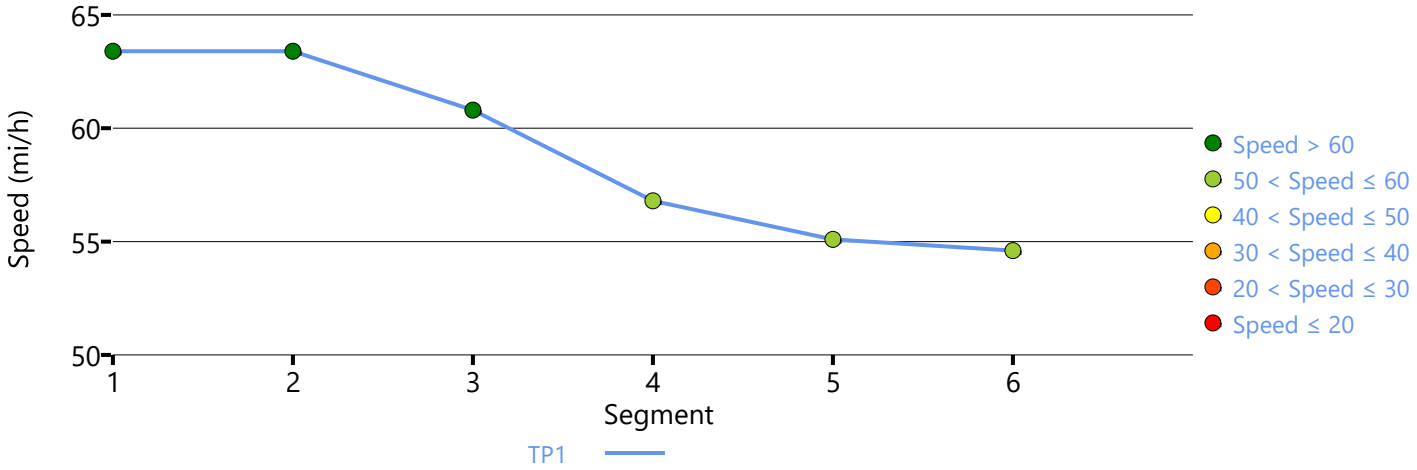
Messages

Comments

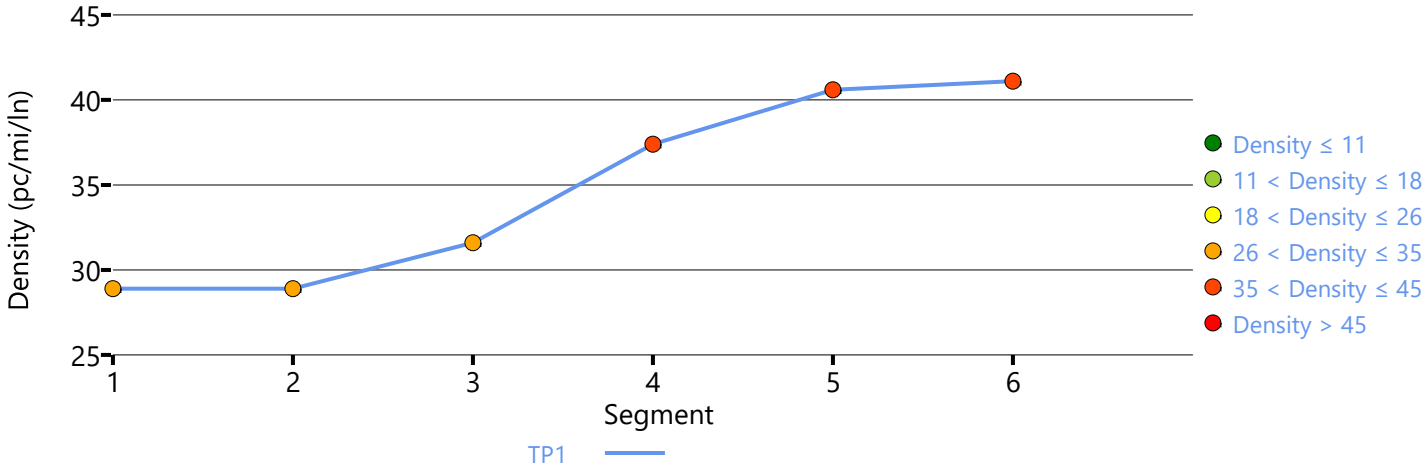
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/26/2023
Agency		Analysis Year	Near Term Year (2028) NP
Jurisdiction	Caltrans	Time Period Analyzed	P.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.40		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Fowler Avenue On-Ramp and Herndon Avenue Off-Ramp	355	2
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	2
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1755	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1500	2
5	Merge	Basic	Herndon Avenue Slip On-Ramp	1500	3
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Bullard Avenue Off-Ramp	760	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4288	4716	1.03	36.9	58.2	F

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.995	4242	444	4800	2000	1.01	0.22	34.9	59.8	60.8	42.3	F

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3704	4672	0.94	25.6	72.2	F

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.985	4470	766	4800	2000	1.07	0.38	54.6	54.6	40.9	36.7	F

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.989	5056	586	7200	2000	0.80	0.29	65.3	-	25.8	-	C

Segment 6: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	5056	7008	0.83	62.8	26.8	D

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	41.8	45.7	42.9	2.00	F

Facility Overall Results

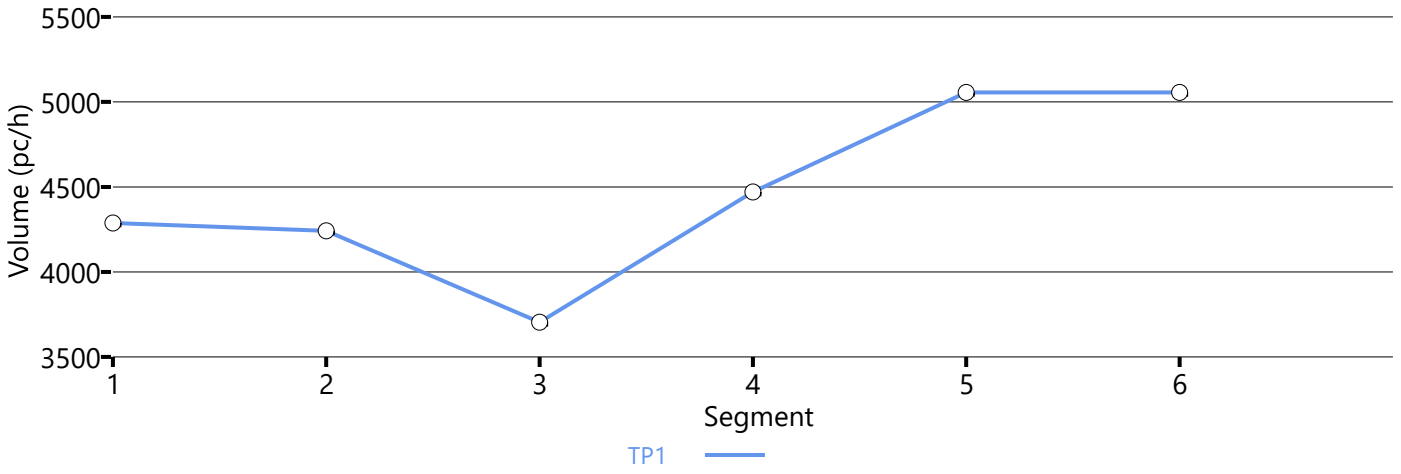
Space Mean Speed, mi/h	41.8	Density, veh/mi/ln	42.9
Average Travel Time, min	2.00	Density, pc/mi/ln	45.7

Messages

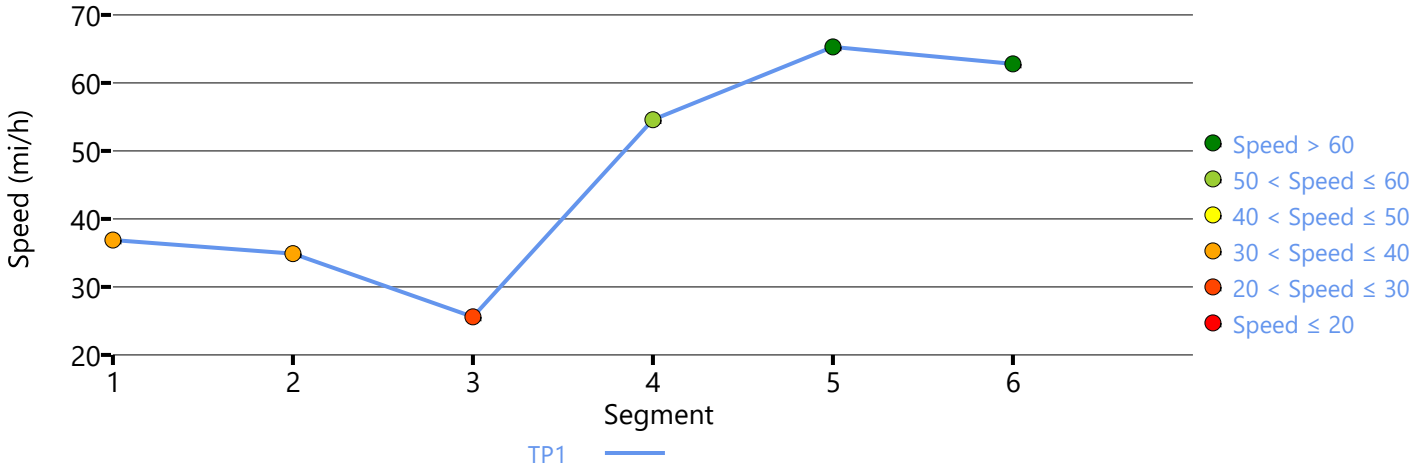
WARNING 1	Oversaturated conditions currently exist in boundary segment 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.
WARNING 2	Oversaturated conditions currently exist in boundary time period 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.
WARNING 3	Queue extends past the beginning of the facility on time period 1. Consider expanding the length of the facility to account for these vehicles performance and affect on upstream segments.

Comments

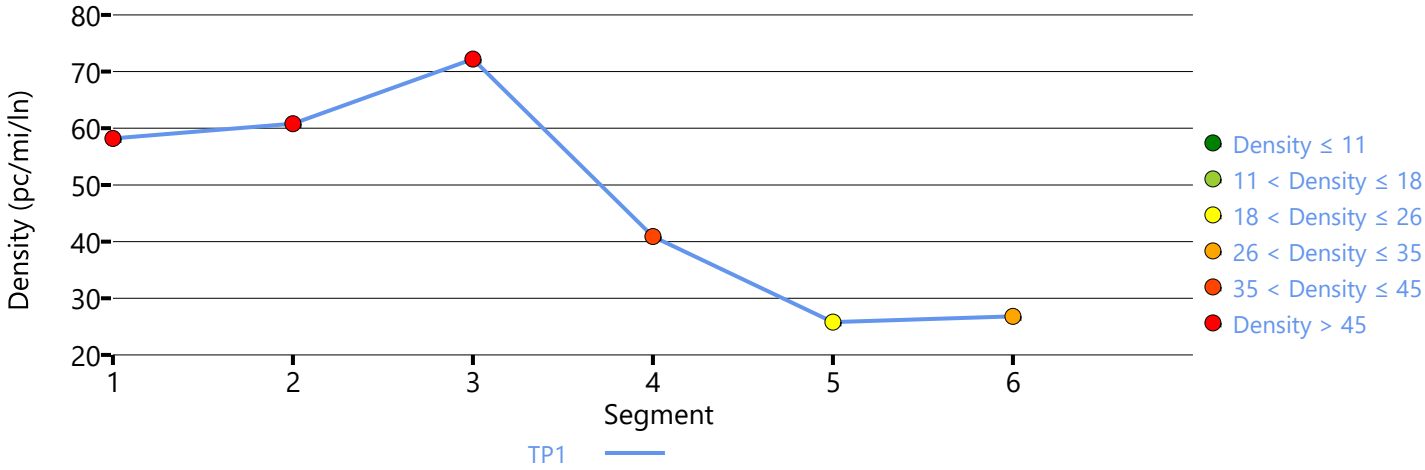
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/26/2023
Agency		Analysis Year	Near Term Year (2028) WP
Jurisdiction	Caltrans	Time Period Analyzed	A.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.29		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Bullard Avenue On-Ramp and Herndon Avenue Off-Ramp	885	3
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1725	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1070	2
5	Merge	Merge	Herndon Avenue Slip On-Ramp	1500	2
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Fowler Avenue Off-Ramp	115	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	2099	7098	0.30	66.6	10.5	A

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.962	2099	1173	7200	4000	0.29	0.29	62.2	57.6	11.2	15.0	B

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	896	4688	0.19	64.2	7.0	A

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.991	1135	239	4800	1900	0.24	0.13	65.5	65.5	8.7	9.6	A

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	1.000	1237	88	4800	2000	0.26	0.04	66.1	66.1	9.4	10.2	B

Segment 6: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	1243	4688	0.27	64.4	9.7	A

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	64.5	9.5	8.9	1.20	A

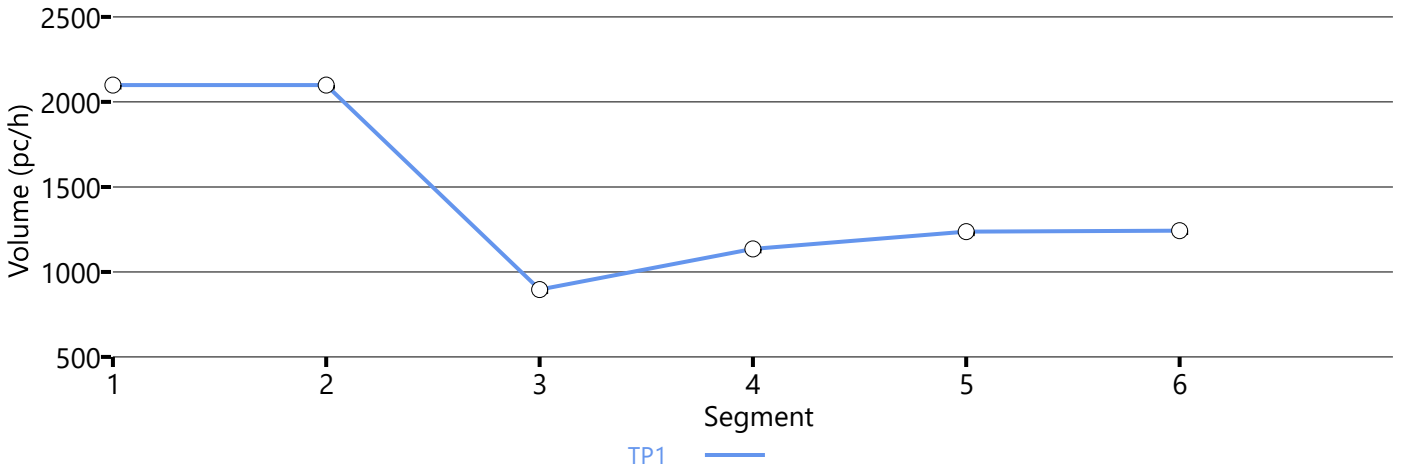
Facility Overall Results

Space Mean Speed, mi/h	64.5	Density, veh/mi/ln	8.9
Average Travel Time, min	1.20	Density, pc/mi/ln	9.5

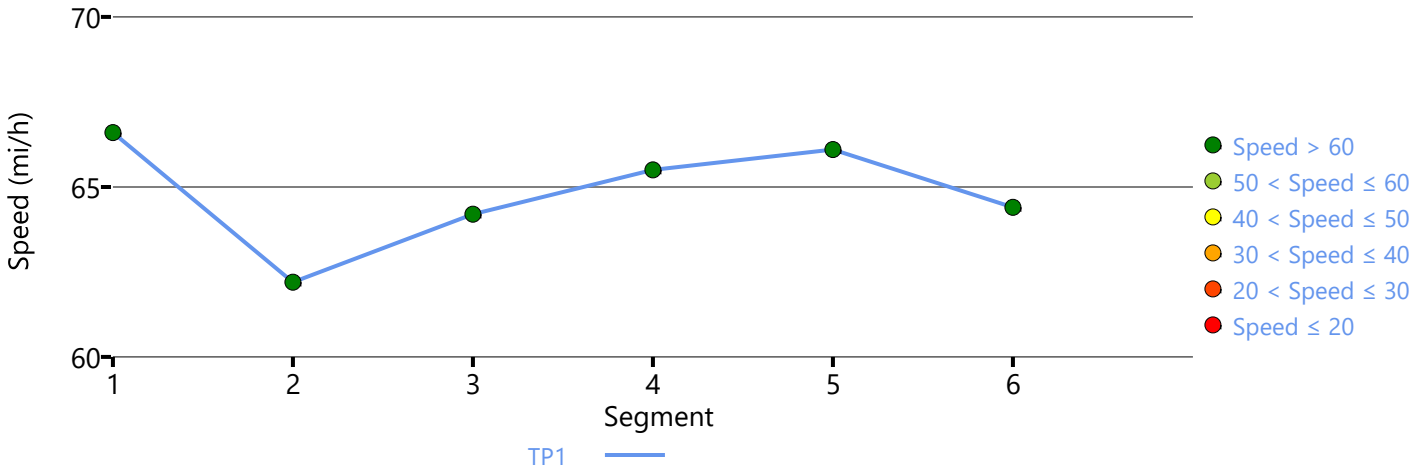
Messages

Comments

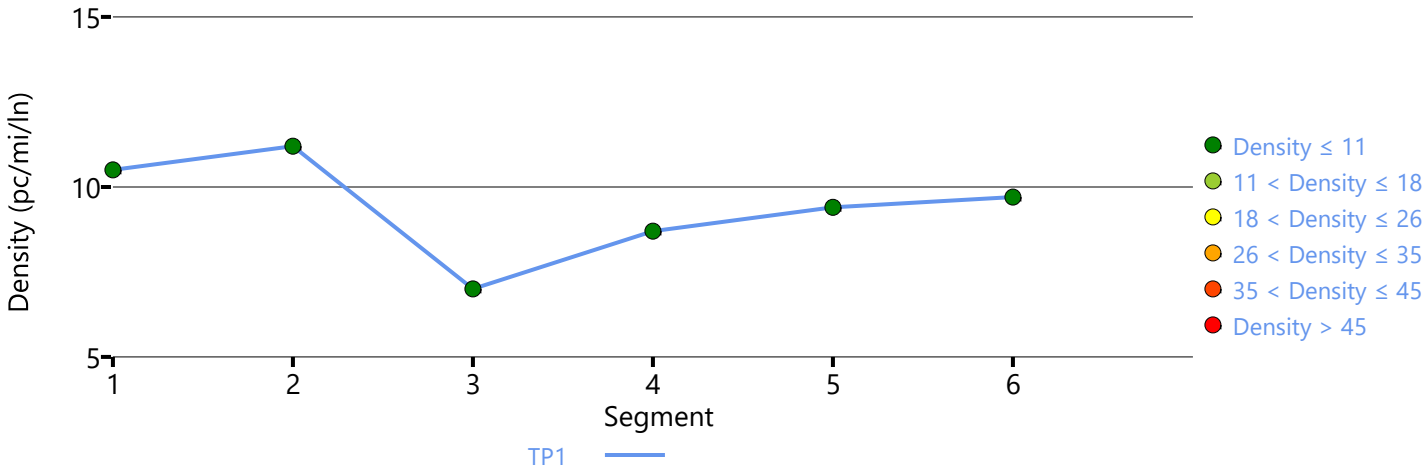
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	3/10/2023
Agency		Analysis Year	Near Term Year (2028) WP
Jurisdiction	Caltrans	Time Period Analyzed	A.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.40		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Fowler Avenue On-Ramp and Herndon Avenue Off-Ramp	355	2
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	2
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1755	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1500	2
5	Merge	Basic	Herndon Avenue Slip On-Ramp	1500	3
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Bullard Avenue Off-Ramp	760	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4545	4716	0.96	54.6	41.6	E

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.995	4545	857	4800	2000	0.95	0.43	58.5	58.5	38.8	39.6	E

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3635	4672	0.78	61.6	29.5	D

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.981	4597	962	4800	2000	0.96	0.48	53.0	53.0	43.4	37.6	E

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.982	5195	554	7200	2000	0.72	0.28	69.2	-	25.0	-	C

Segment 6: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	5220	7008	0.74	62.4	27.9	D

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	60.2	32.7	30.7	1.40	D

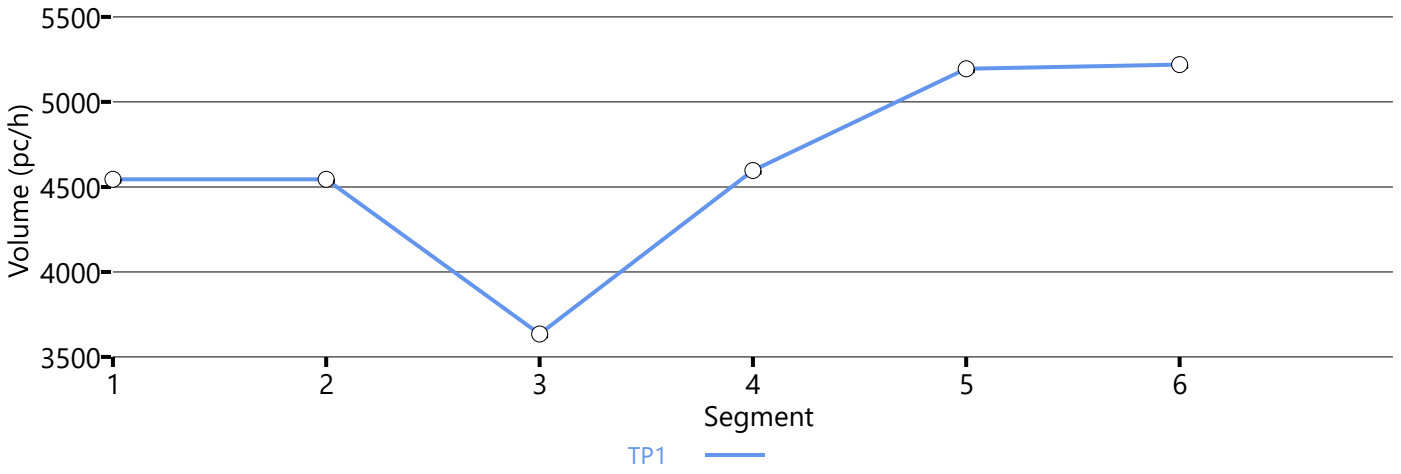
Facility Overall Results

Space Mean Speed, mi/h	60.2	Density, veh/mi/ln	30.7
Average Travel Time, min	1.40	Density, pc/mi/ln	32.7

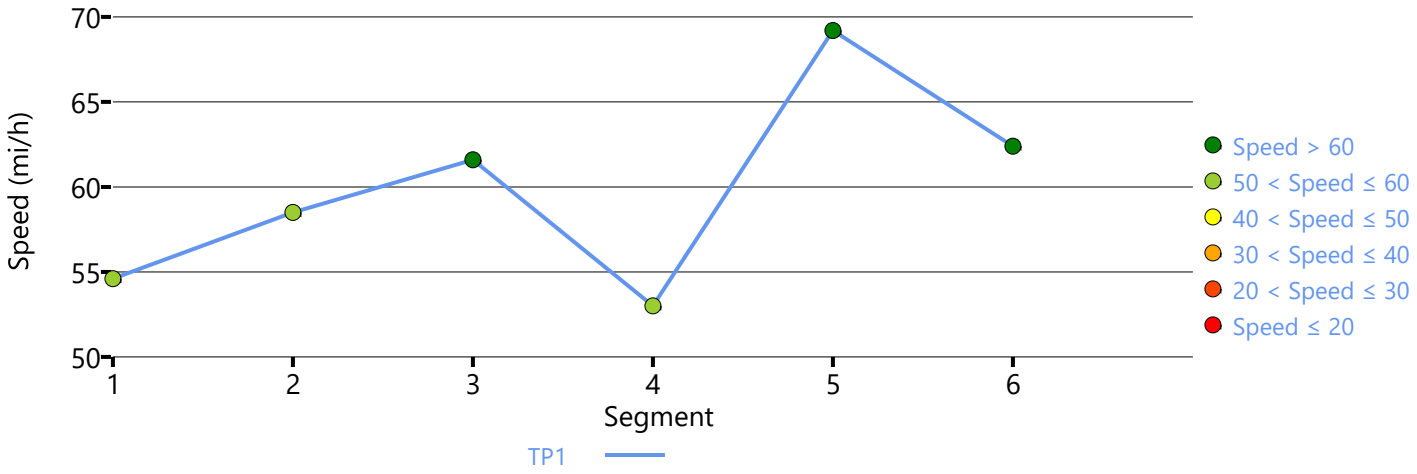
Messages

Comments

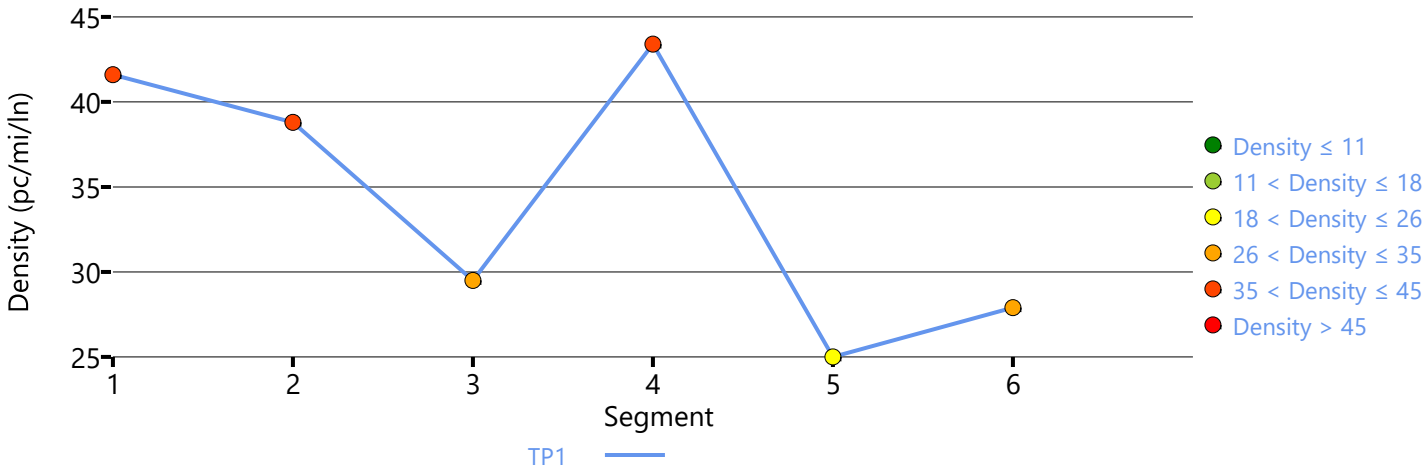
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/26/2023
Agency		Analysis Year	Near Term Year (2028) WP
Jurisdiction	Caltrans	Time Period Analyzed	P.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.29		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Bullard Avenue On-Ramp and Herndon Avenue Off-Ramp	885	3
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1725	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1070	2
5	Merge	Merge	Herndon Avenue Slip On-Ramp	1500	2
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Fowler Avenue Off-Ramp	115	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	5599	7098	0.79	62.9	29.7	D

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.990	5599	1619	7200	4000	0.78	0.40	63.1	56.2	29.6	30.6	D

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3890	4688	0.83	60.5	32.1	D

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.989	4285	395	4800	1900	0.89	0.21	56.5	56.5	37.9	34.1	D

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.995	4519	213	4800	2000	0.94	0.11	54.6	54.6	41.4	35.7	E

Segment 6: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4532	4688	0.97	54.1	41.9	E

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	59.4	33.7	31.6	1.30	D

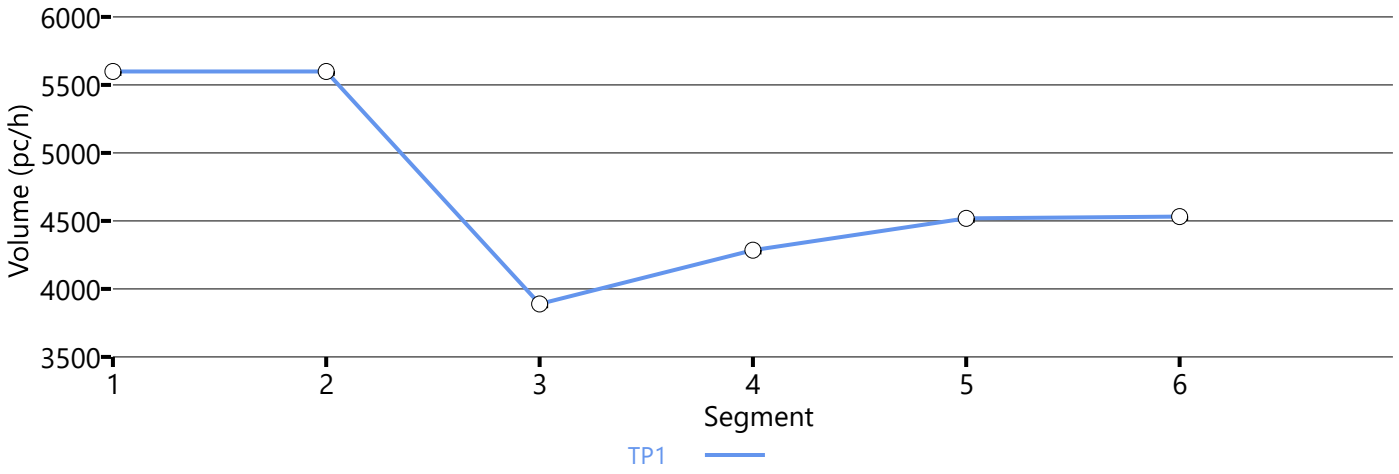
Facility Overall Results

Space Mean Speed, mi/h	59.4	Density, veh/mi/ln	31.6
Average Travel Time, min	1.30	Density, pc/mi/ln	33.7

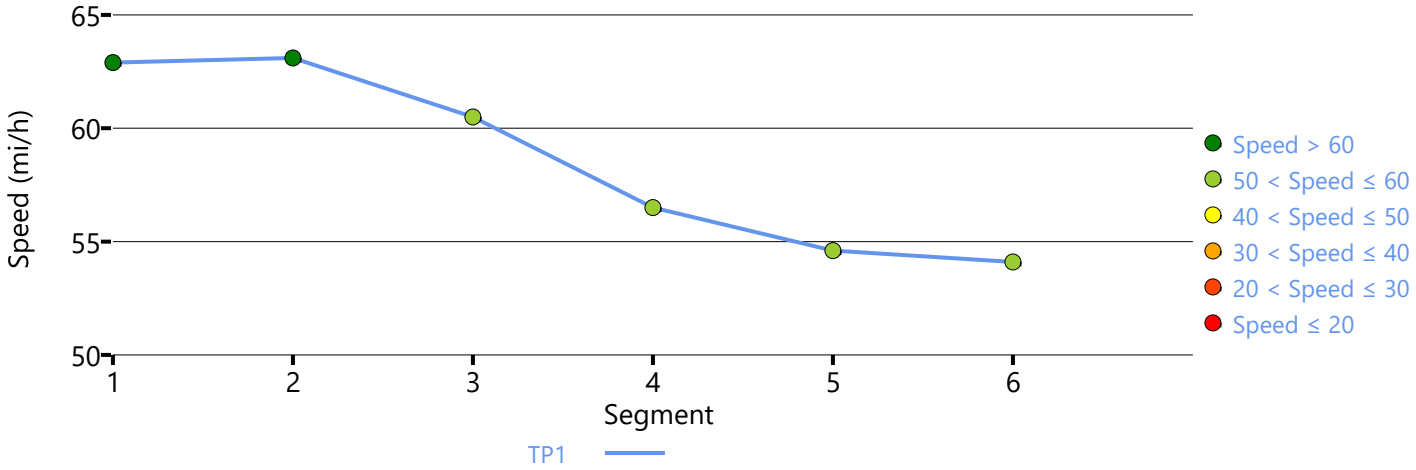
Messages

Comments

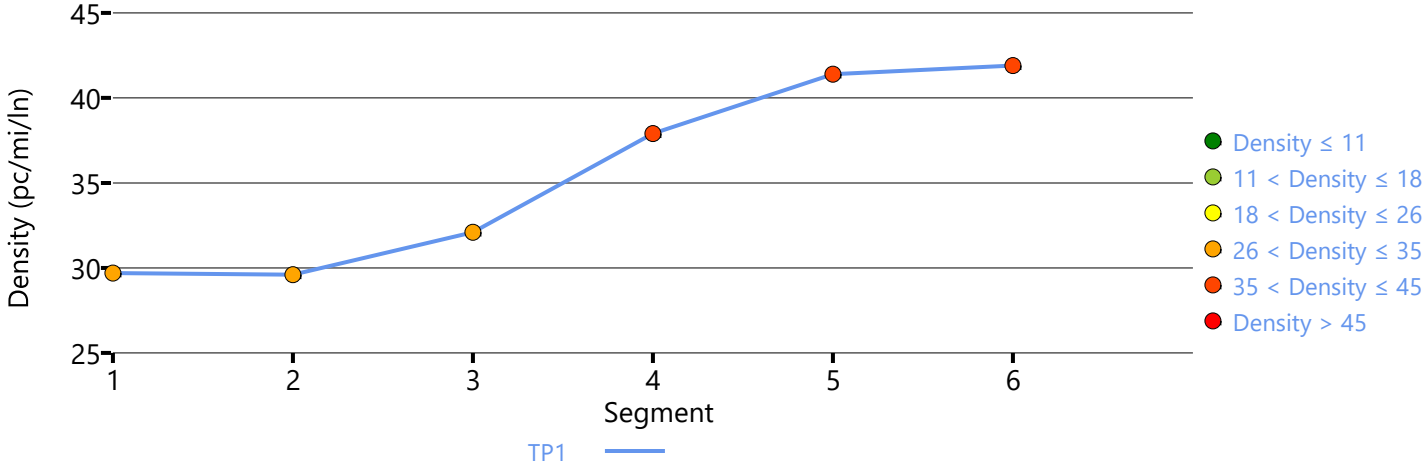
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	3/10/2023
Agency		Analysis Year	Near Term Year (2028) WP
Jurisdiction	Caltrans	Time Period Analyzed	P.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.40		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Fowler Avenue On-Ramp and Herndon Avenue Off-Ramp	355	2
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	2
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1755	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1500	2
5	Merge	Basic	Herndon Avenue Slip On-Ramp	1500	3
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Bullard Avenue Off-Ramp	760	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4236	4716	1.03	35.4	59.8	F

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.995	4186	444	4800	2000	1.01	0.22	33.5	59.8	62.4	42.3	F

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3643	4672	0.94	24.6	74.2	F

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.985	4470	827	4800	2000	1.09	0.41	54.6	54.6	40.9	36.7	F

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.989	5056	586	7200	2000	0.81	0.29	65.3	-	25.8	-	C

Segment 6: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	5056	7008	0.84	62.8	26.8	D

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	40.9	46.5	43.6	2.00	F

Facility Overall Results

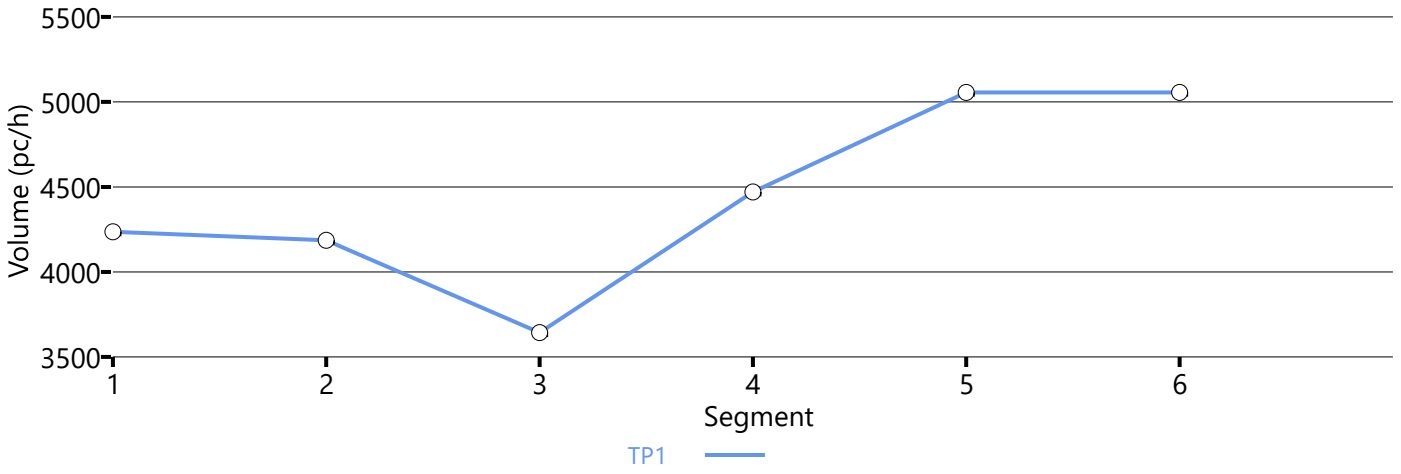
Space Mean Speed, mi/h	40.9	Density, veh/mi/ln	43.6
Average Travel Time, min	2.00	Density, pc/mi/ln	46.5

Messages

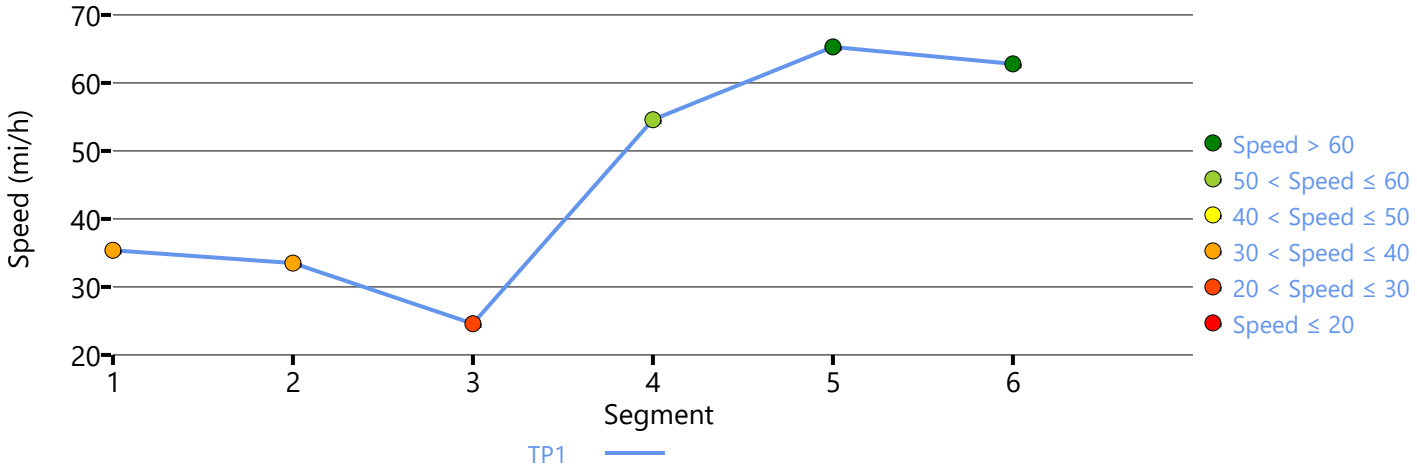
WARNING 1	Oversaturated conditions currently exist in boundary segment 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.
WARNING 2	Oversaturated conditions currently exist in boundary time period 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.
WARNING 3	Queue extends past the beginning of the facility on time period 1. Consider expanding the length of the facility to account for these vehicles performance and affect on upstream segments.

Comments

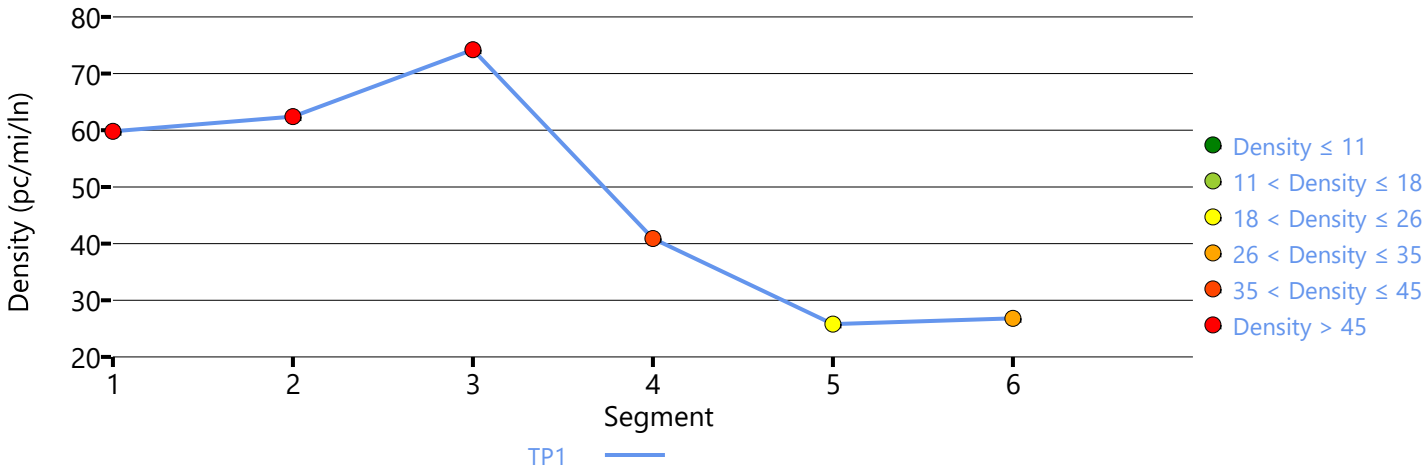
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/26/2023
Agency		Analysis Year	Cumulative Year (2046) NP
Jurisdiction	Caltrans	Time Period Analyzed	A.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.12		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Fowler Avenue Off-Ramp	115	2
2	Diverge	Diverge	Fowler Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Fowler Avenue Off-Ramp and Fowler Avenue On-Ramp	2770	2
4	Merge	Merge	Fowler Avenue On-Ramp	1500	2
5	Basic	Basic	Between Fowler Avenue On-Ramp and Temperance Avenue Off-Ramp	10	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	1257	4688	0.27	64.4	9.8	A

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.971	1257	585	7200	4000	0.17	0.15	64.7	59.3	6.5	0.0	A

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	651	4702	0.14	65.1	5.0	A

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.981	777	126	4800	2000	0.16	0.06	66.3	66.3	5.9	6.4	A

Segment 5: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	783	4702	0.17	65.1	6.0	A

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	65.2	5.8	5.4	1.00	A

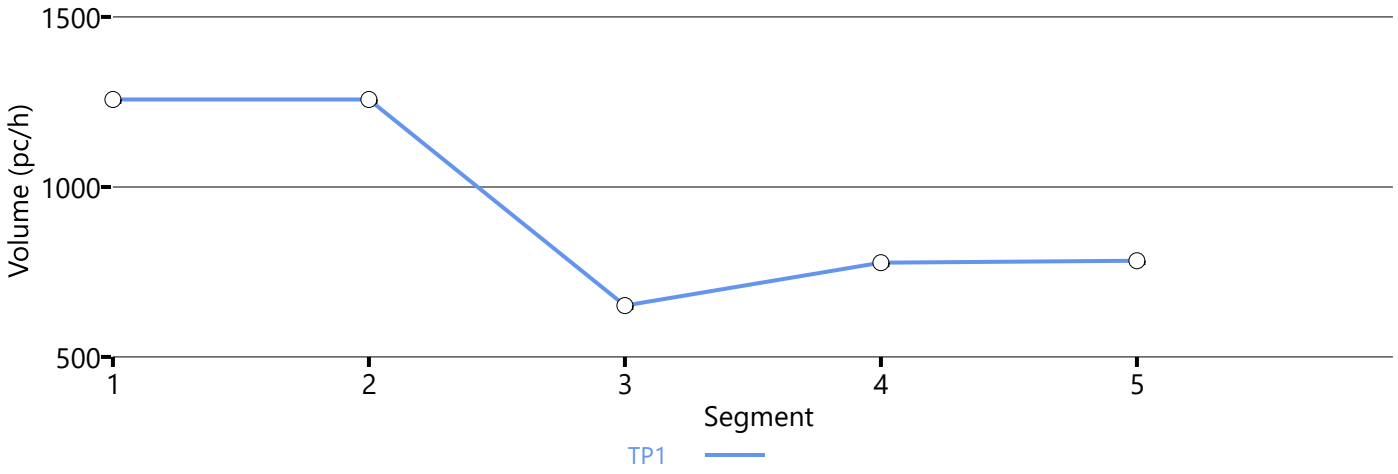
Facility Overall Results

Space Mean Speed, mi/h	65.2	Density, veh/mi/ln	5.4
Average Travel Time, min	1.00	Density, pc/mi/ln	5.8

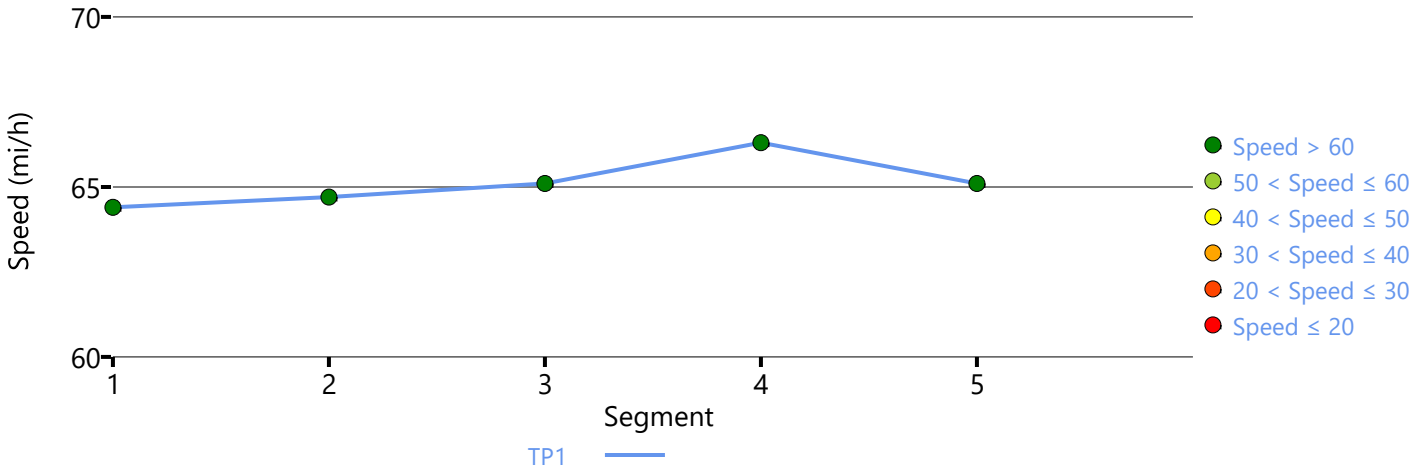
Messages

Comments

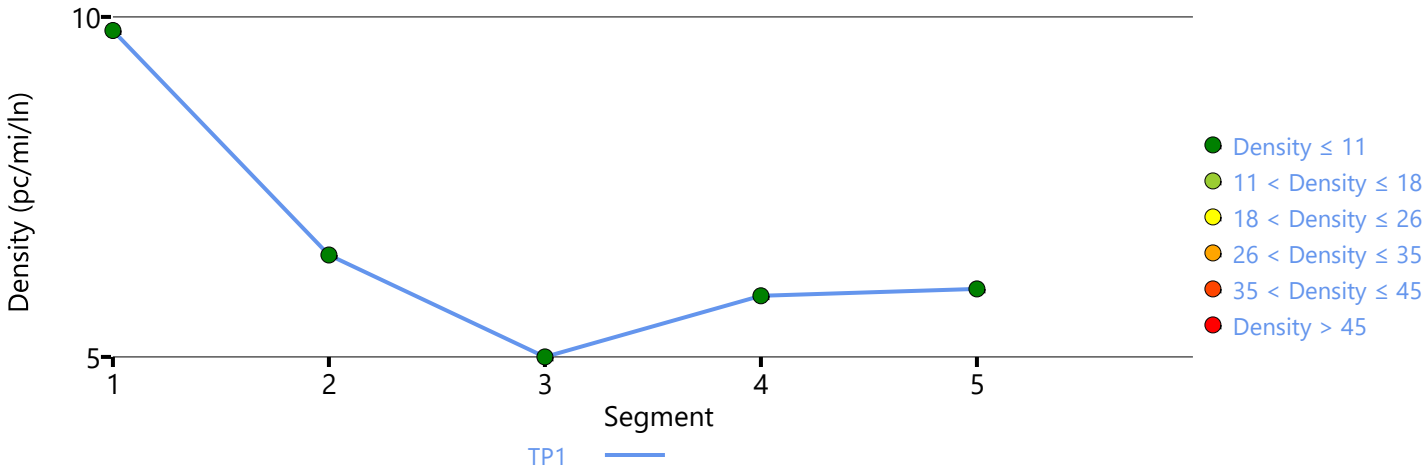
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/26/2023
Agency		Analysis Year	Cumulative Year (2046) NP
Jurisdiction	Caltrans	Time Period Analyzed	A.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.34		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Temperance Avenue On-Ramp and Fowler Avenue Off-Ramp	700	2
2	Diverge	Diverge	Fowler Avenue Off-Ramp	1500	2
3	Basic	Basic	Between Fowler Avenue Off-Ramp and Fowler Avenue On-Ramp	3030	2
4	Merge	Merge	Fowler Avenue On-Ramp	1500	2
5	Basic	Basic	Between Fowler Avenue On-Ramp and Herndon Avenue Off-Ramp	355	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3232	4716	0.69	65.0	24.9	C

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.988	3232	183	4800	2000	0.67	0.09	60.6	60.6	26.7	30.6	D

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3040	4716	0.64	65.5	23.2	C

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.992	4190	1150	4800	2000	0.87	0.58	58.2	58.2	36.0	32.1	D

Segment 5: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4255	4716	0.90	57.9	36.8	E

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	61.9	27.5	25.8	1.30	D

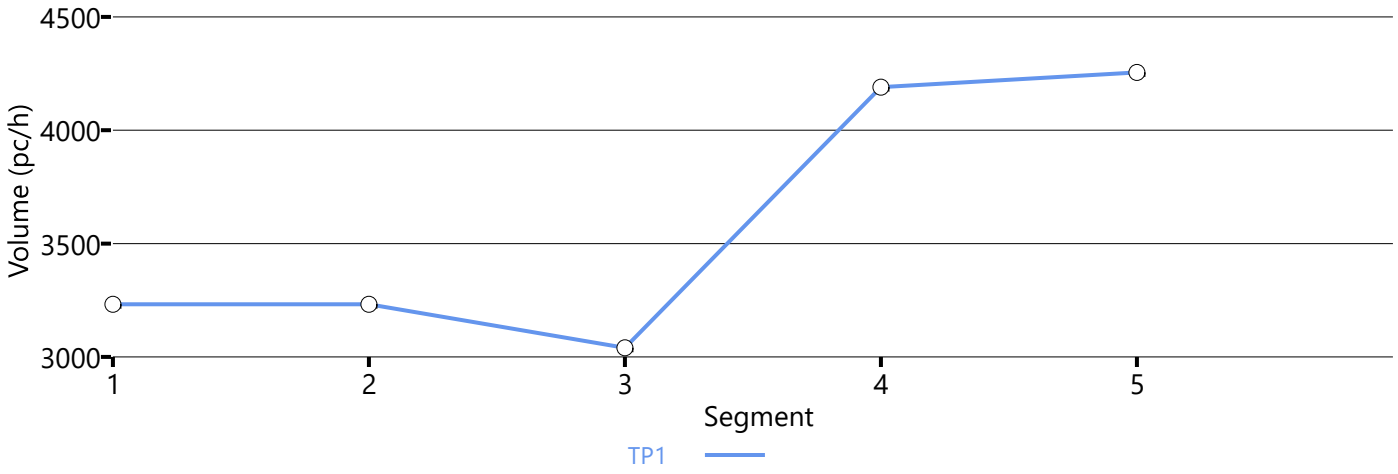
Facility Overall Results

Space Mean Speed, mi/h	61.9	Density, veh/mi/ln	25.8
Average Travel Time, min	1.30	Density, pc/mi/ln	27.5

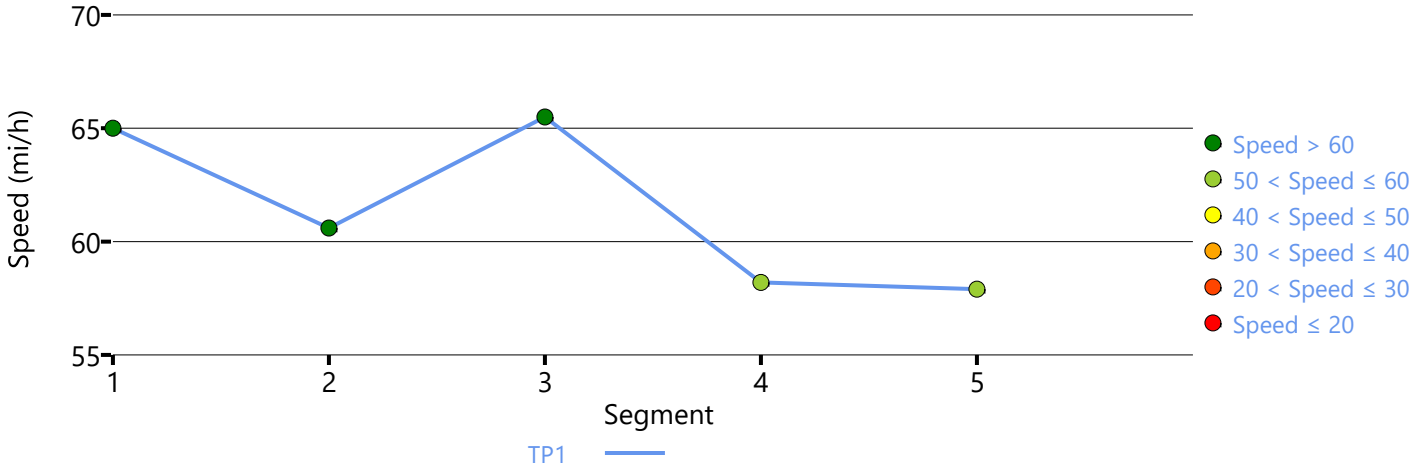
Messages

Comments

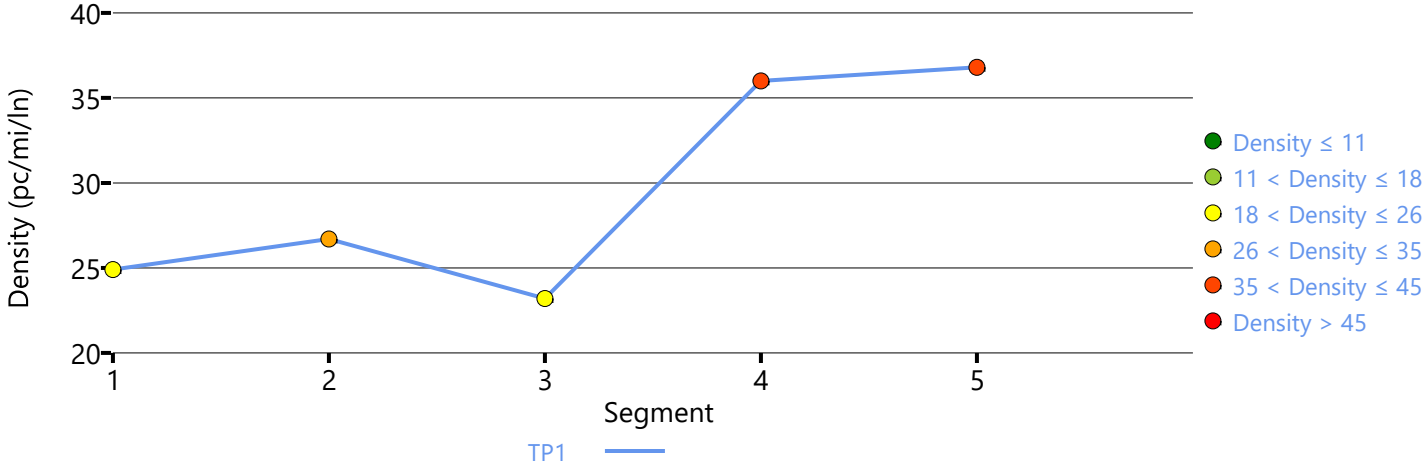
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/26/2023
Agency		Analysis Year	Cumulative Year (2046) NP
Jurisdiction	Caltrans	Time Period Analyzed	P.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.12		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Fowler Avenue Off-Ramp	115	2
2	Diverge	Diverge	Fowler Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Fowler Avenue Off-Ramp and Fowler Avenue On-Ramp	2770	2
4	Merge	Merge	Fowler Avenue On-Ramp	1500	2
5	Basic	Basic	Between Fowler Avenue On-Ramp and Temperance Avenue Off-Ramp	10	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4312	4688	0.92	56.6	38.1	E

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.981	4312	1071	7200	4000	0.60	0.27	65.3	57.9	22.0	12.5	B

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3191	4702	0.68	64.5	24.7	C

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.994	3555	364	4800	2000	0.74	0.18	62.0	62.0	28.7	28.0	C

Segment 5: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3577	4702	0.76	62.9	28.4	D

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	63.9	24.9	23.4	1.00	C

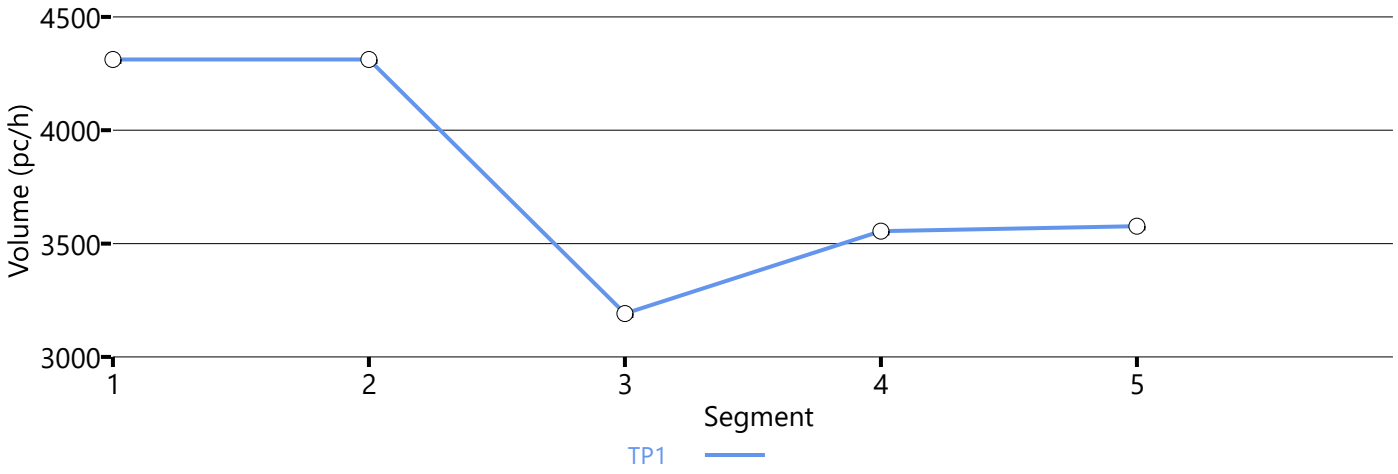
Facility Overall Results

Space Mean Speed, mi/h	63.9	Density, veh/mi/ln	23.4
Average Travel Time, min	1.00	Density, pc/mi/ln	24.9

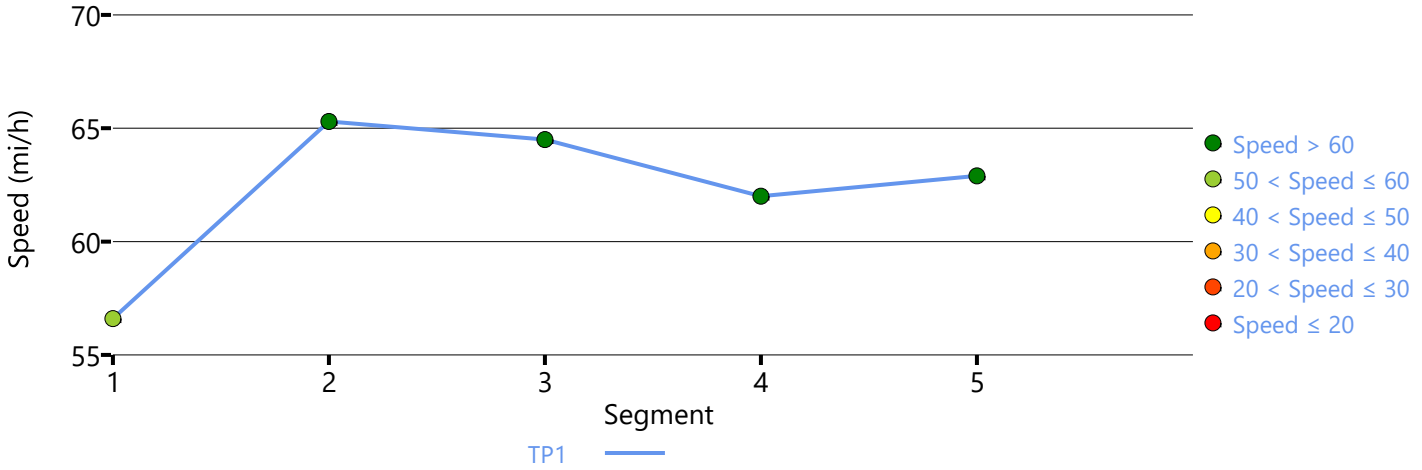
Messages

Comments

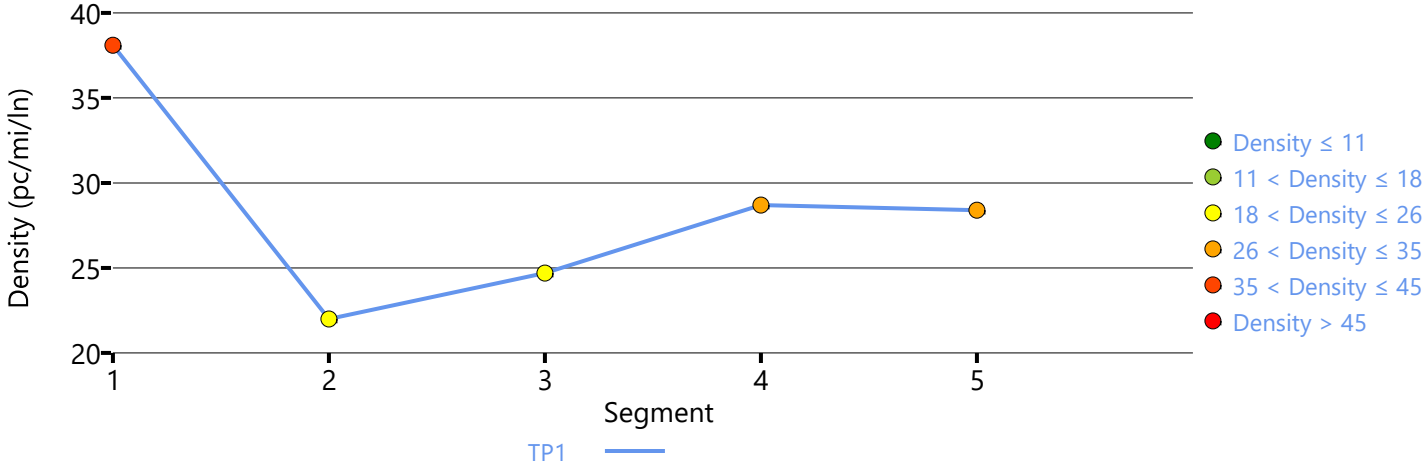
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/26/2023
Agency		Analysis Year	Cumulative Year (2046) NP
Jurisdiction	Caltrans	Time Period Analyzed	P.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.34		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Temperance Avenue On-Ramp and Fowler Avenue Off-Ramp	700	2
2	Diverge	Diverge	Fowler Avenue Off-Ramp	1500	2
3	Basic	Basic	Between Fowler Avenue Off-Ramp and Fowler Avenue On-Ramp	3030	2
4	Merge	Merge	Fowler Avenue On-Ramp	1500	2
5	Basic	Basic	Between Fowler Avenue On-Ramp and Herndon Avenue Off-Ramp	355	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4134	4716	0.96	32.9	62.9	F

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.967	4050	208	4800	2000	0.95	0.10	33.1	60.5	61.2	41.9	F

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3656	4716	0.92	25.4	71.9	F

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.982	4391	764	4800	2000	1.06	0.38	38.5	45.4	57.0	39.4	F

Segment 5: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4391	4716	1.09	56.4	38.9	F

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	31.1	64.0	60.0	2.60	F

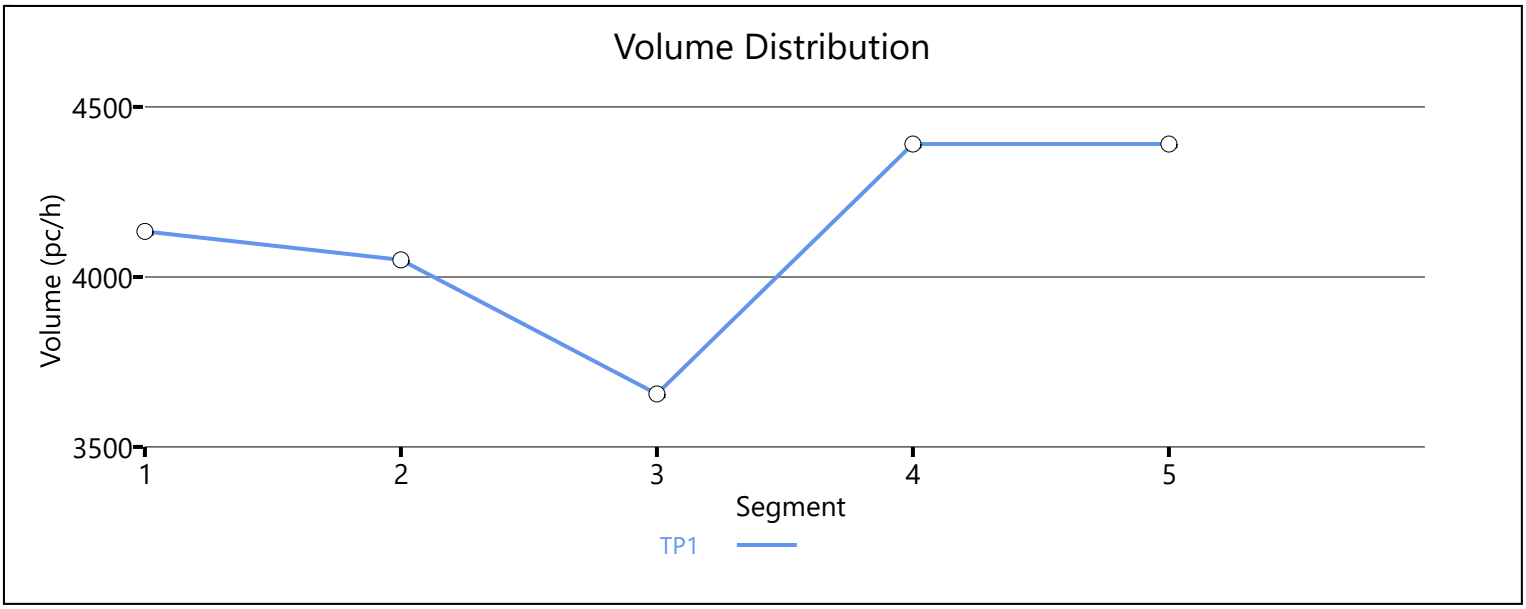
Facility Overall Results

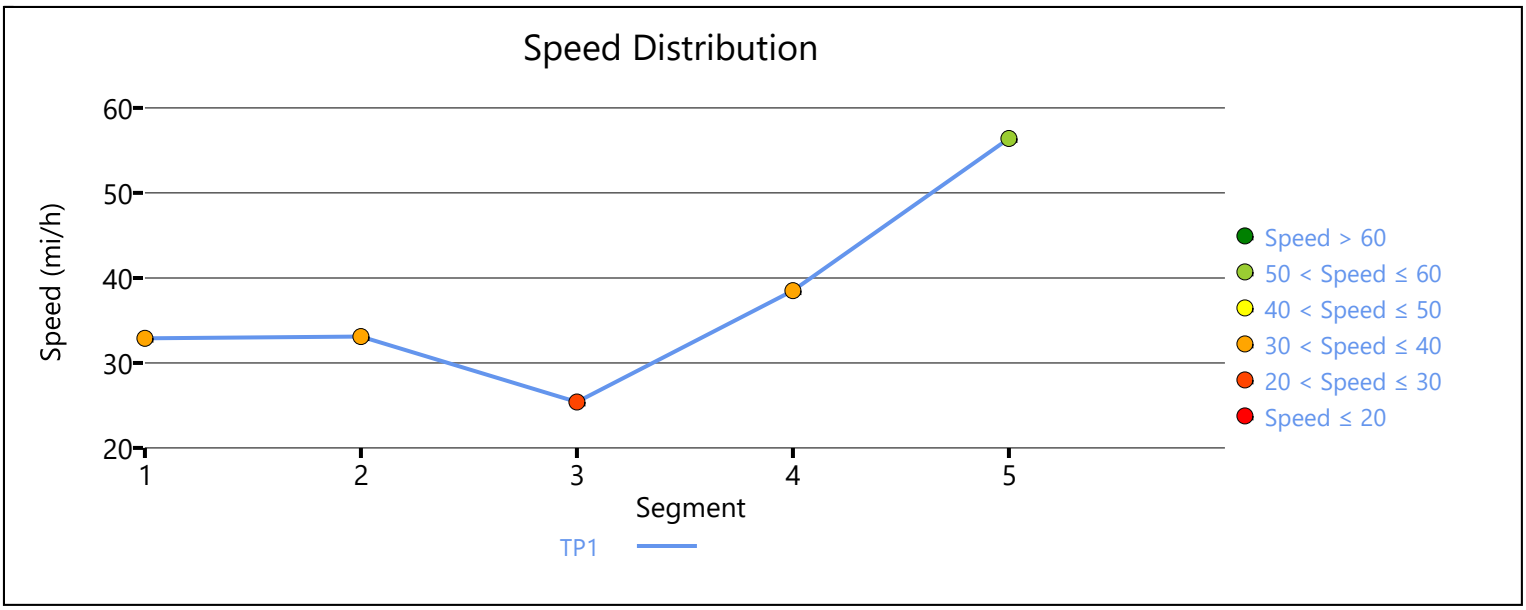
Space Mean Speed, mi/h	31.1	Density, veh/mi/ln	60.0
Average Travel Time, min	2.60	Density, pc/mi/ln	64.0

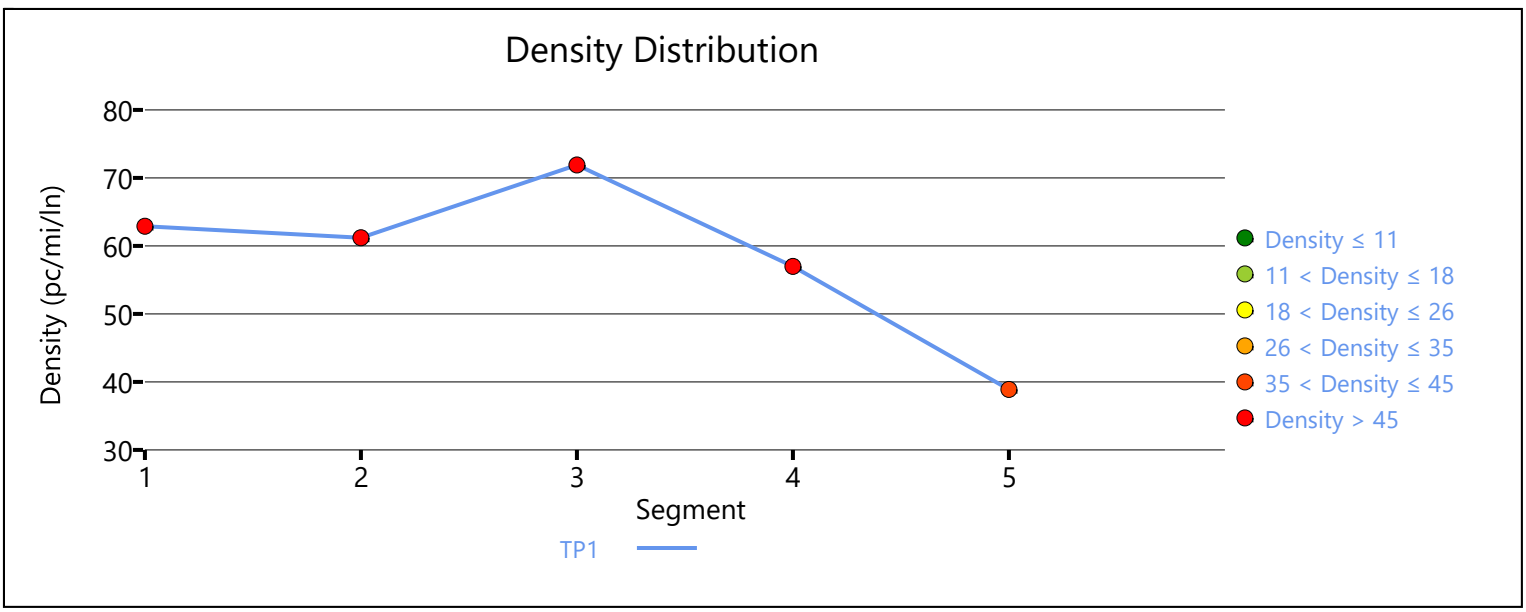
Messages

WARNING 1	Oversaturated conditions currently exist in boundary segment 5. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.
WARNING 2	Oversaturated conditions currently exist in boundary time period 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.
WARNING 3	Queue extends past the beginning of the facility on time period 1. Consider expanding the length of the facility to account for these vehicles performance and affect on upstream segments.

Comments







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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/26/2023
Agency		Analysis Year	Cumulative Year (2046) WP
Jurisdiction	Caltrans	Time Period Analyzed	A.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.12		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Fowler Avenue Off-Ramp	115	2
2	Diverge	Diverge	Fowler Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Fowler Avenue Off-Ramp and Fowler Avenue On-Ramp	2770	2
4	Merge	Merge	Fowler Avenue On-Ramp	1500	2
5	Basic	Basic	Between Fowler Avenue On-Ramp and Temperance Avenue Off-Ramp	10	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	1269	4688	0.27	64.4	9.8	A

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.971	1269	597	7200	4000	0.18	0.15	64.6	59.3	6.5	0.0	A

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	651	4702	0.14	65.1	5.0	A

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.981	777	126	4800	2000	0.16	0.06	66.3	66.3	5.9	6.4	A

Segment 5: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	783	4702	0.17	65.1	6.0	A

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	65.2	5.8	5.4	1.00	A

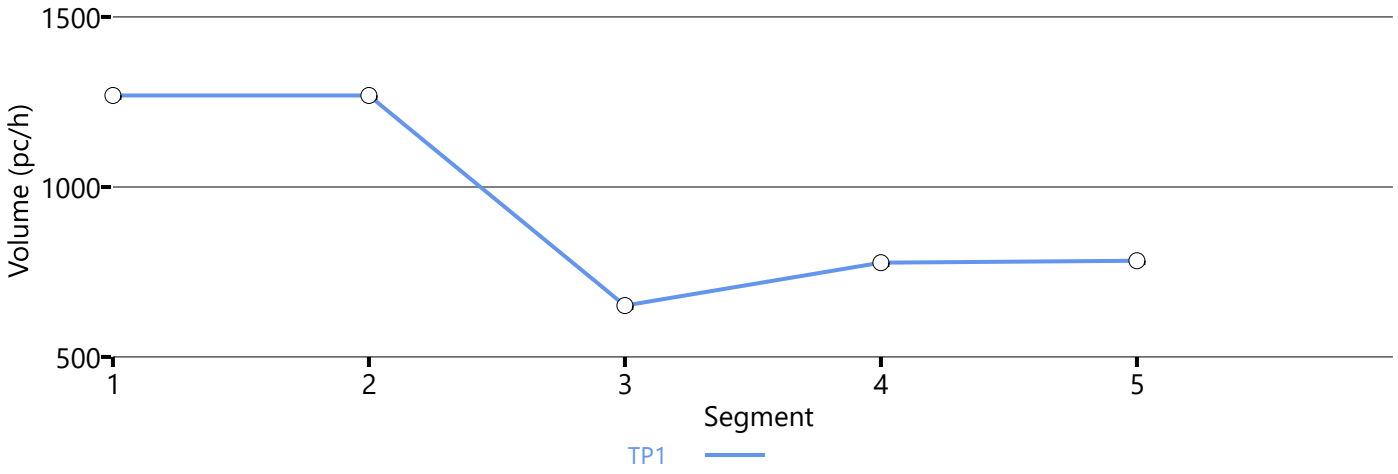
Facility Overall Results

Space Mean Speed, mi/h	65.2	Density, veh/mi/ln	5.4
Average Travel Time, min	1.00	Density, pc/mi/ln	5.8

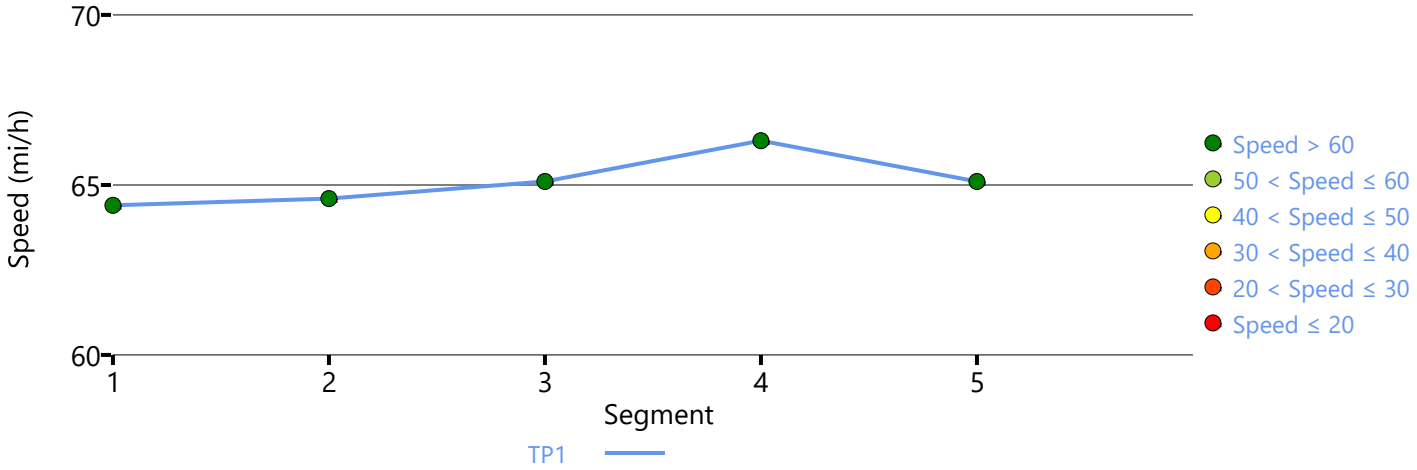
Messages

Comments

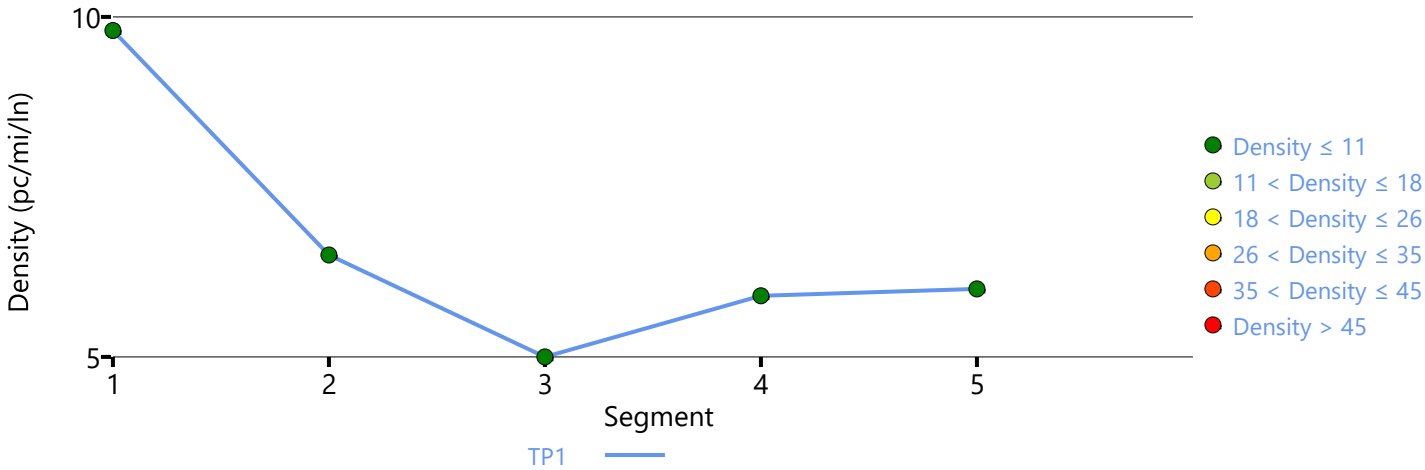
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	3/10/2023
Agency		Analysis Year	Cumulative Year (2046) WP
Jurisdiction	Caltrans	Time Period Analyzed	A.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.34		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Temperance Avenue On-Ramp and Fowler Avenue Off-Ramp	700	2
2	Diverge	Diverge	Fowler Avenue Off-Ramp	1500	2
3	Basic	Basic	Between Fowler Avenue Off-Ramp and Fowler Avenue On-Ramp	3030	2
4	Merge	Merge	Fowler Avenue On-Ramp	1500	2
5	Basic	Basic	Between Fowler Avenue On-Ramp and Herndon Avenue Off-Ramp	355	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3232	4716	0.69	65.0	24.9	C

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.988	3232	183	4800	2000	0.67	0.09	60.6	60.6	26.7	30.6	D

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3040	4716	0.64	65.5	23.2	C

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.992	4190	1150	4800	2000	0.87	0.58	58.2	58.2	36.0	32.1	D

Segment 5: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4255	4716	0.90	57.9	36.8	E

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	61.9	27.5	25.8	1.30	D

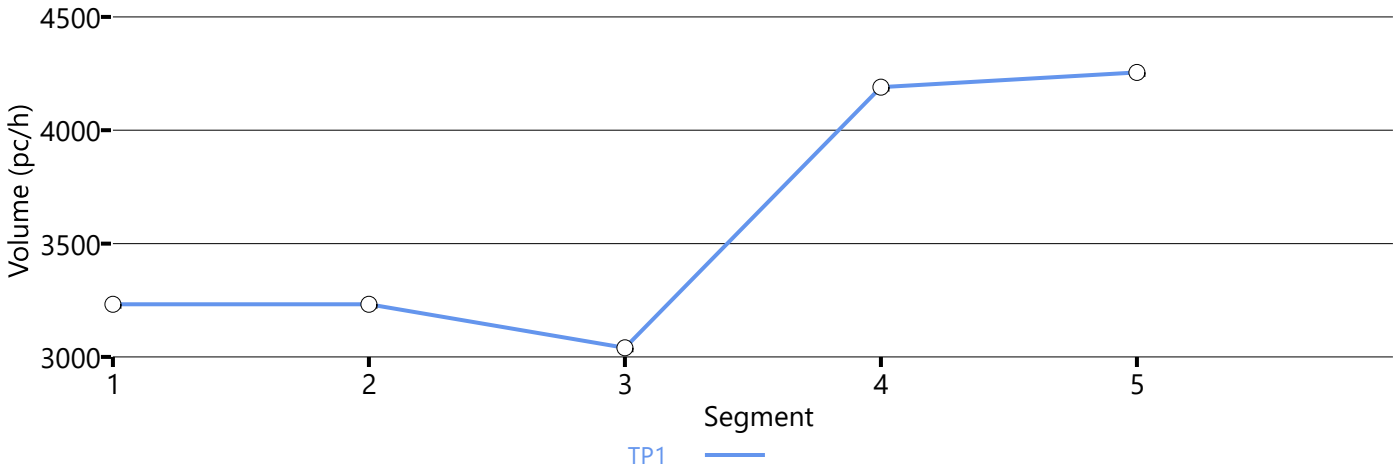
Facility Overall Results

Space Mean Speed, mi/h	61.9	Density, veh/mi/ln	25.8
Average Travel Time, min	1.30	Density, pc/mi/ln	27.5

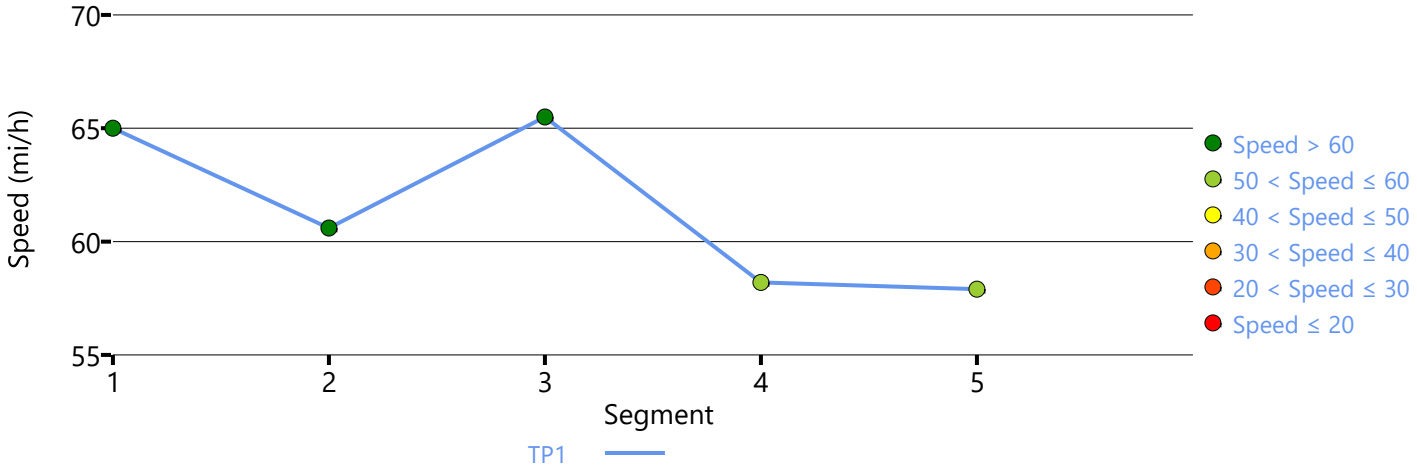
Messages

Comments

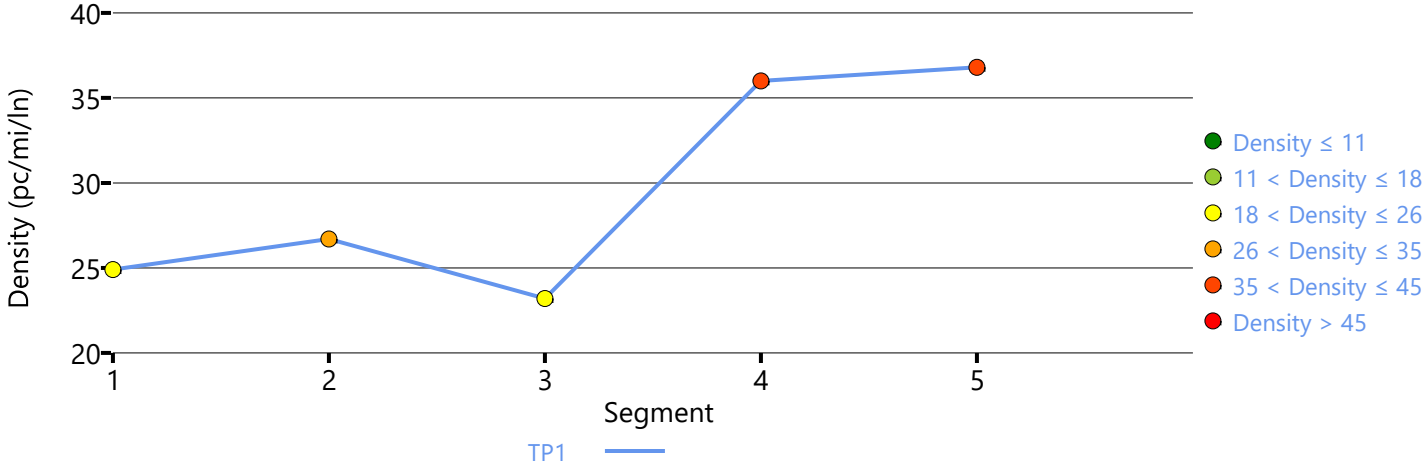
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/26/2023
Agency		Analysis Year	Cumulative Year (2046) WP
Jurisdiction	Caltrans	Time Period Analyzed	P.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.12		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Fowler Avenue Off-Ramp	115	2
2	Diverge	Diverge	Fowler Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Fowler Avenue Off-Ramp and Fowler Avenue On-Ramp	2770	2
4	Merge	Merge	Fowler Avenue On-Ramp	1500	2
5	Basic	Basic	Between Fowler Avenue On-Ramp and Temperance Avenue Off-Ramp	10	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4353	4688	0.93	56.2	38.7	E

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.981	4353	1110	7200	4000	0.60	0.28	65.1	57.8	22.3	12.8	B

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3191	4702	0.68	64.5	24.7	C

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.994	3555	364	4800	2000	0.74	0.18	62.0	62.0	28.7	28.0	C

Segment 5: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3577	4702	0.76	62.9	28.4	D

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	63.8	25.0	23.5	1.00	C

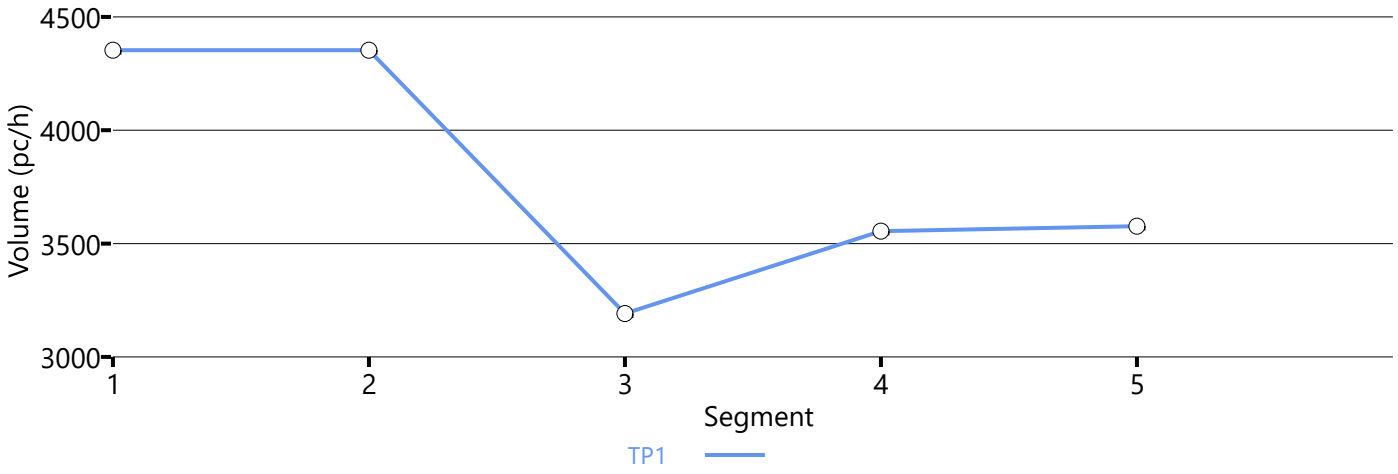
Facility Overall Results

Space Mean Speed, mi/h	63.8	Density, veh/mi/ln	23.5
Average Travel Time, min	1.00	Density, pc/mi/ln	25.0

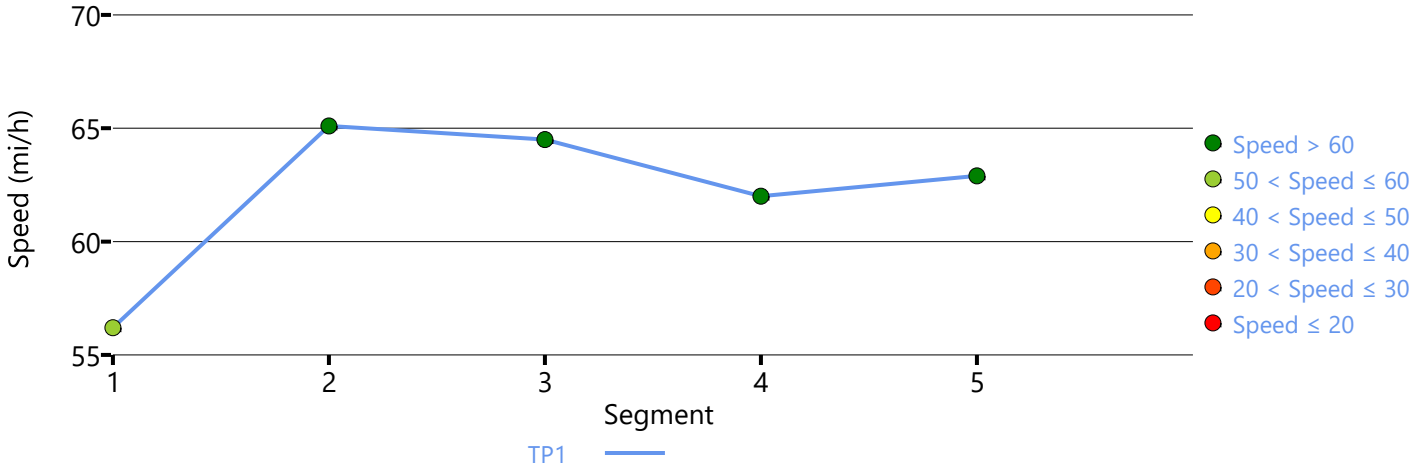
Messages

Comments

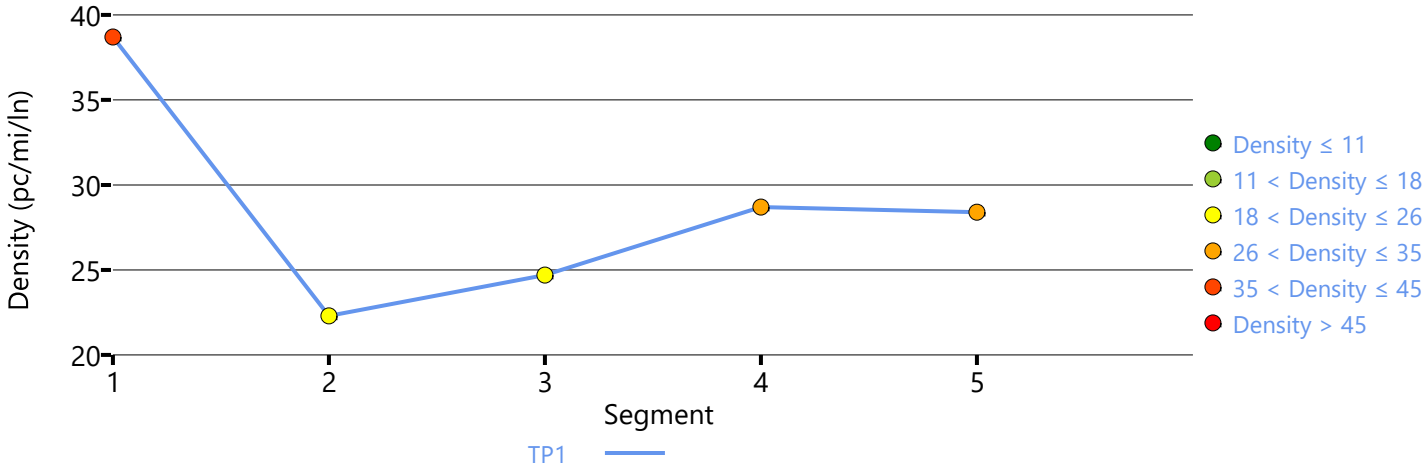
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	3/10/2023
Agency		Analysis Year	Cumulative Year (2046) WP
Jurisdiction	Caltrans	Time Period Analyzed	P.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	5
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.34		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Temperance Avenue On-Ramp and Fowler Avenue Off-Ramp	700	2
2	Diverge	Diverge	Fowler Avenue Off-Ramp	1500	2
3	Basic	Basic	Between Fowler Avenue Off-Ramp and Fowler Avenue On-Ramp	3030	2
4	Merge	Merge	Fowler Avenue On-Ramp	1500	2
5	Basic	Basic	Between Fowler Avenue On-Ramp and Herndon Avenue Off-Ramp	355	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4134	4716	0.96	32.9	62.9	F

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.967	4050	208	4800	2000	0.95	0.10	33.1	60.5	61.2	41.9	F

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3656	4716	0.92	25.4	71.9	F

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.982	4391	764	4800	2000	1.06	0.38	38.5	45.4	57.0	39.4	F

Segment 5: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4391	4716	1.09	56.4	38.9	F

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	31.1	64.0	60.0	2.60	F

Facility Overall Results

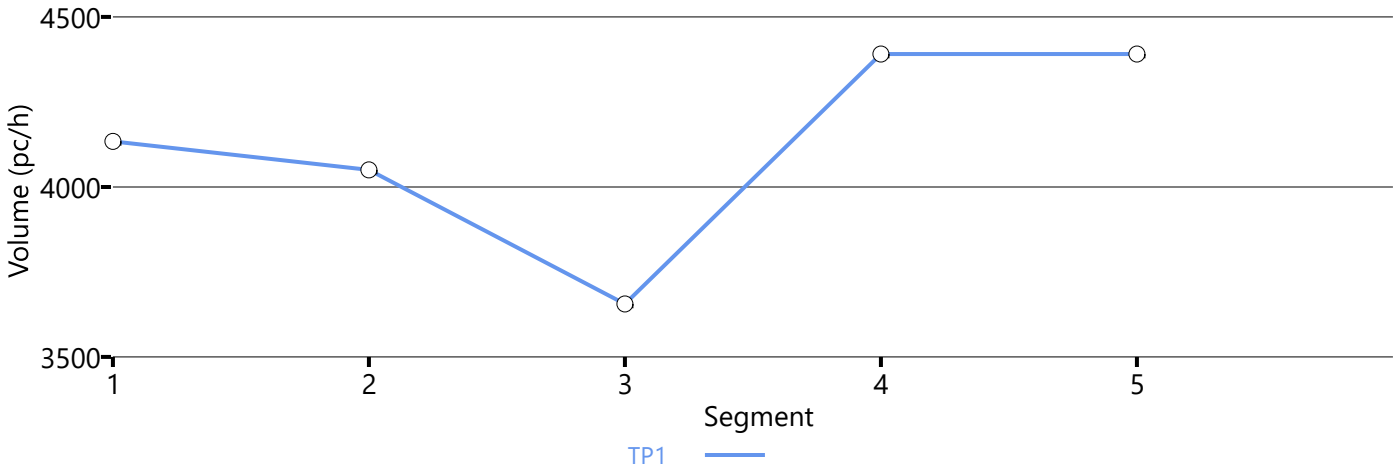
Space Mean Speed, mi/h	31.1	Density, veh/mi/ln	60.0
Average Travel Time, min	2.60	Density, pc/mi/ln	64.0

Messages

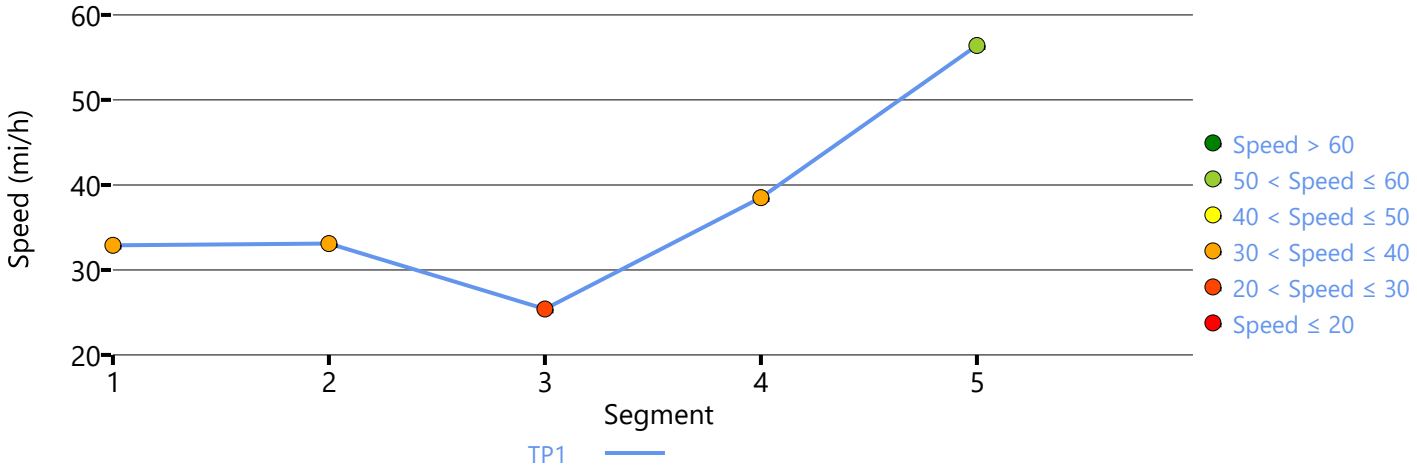
WARNING 1	Oversaturated conditions currently exist in boundary segment 5. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.
WARNING 2	Oversaturated conditions currently exist in boundary time period 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.
WARNING 3	Queue extends past the beginning of the facility on time period 1. Consider expanding the length of the facility to account for these vehicles performance and affect on upstream segments.

Comments

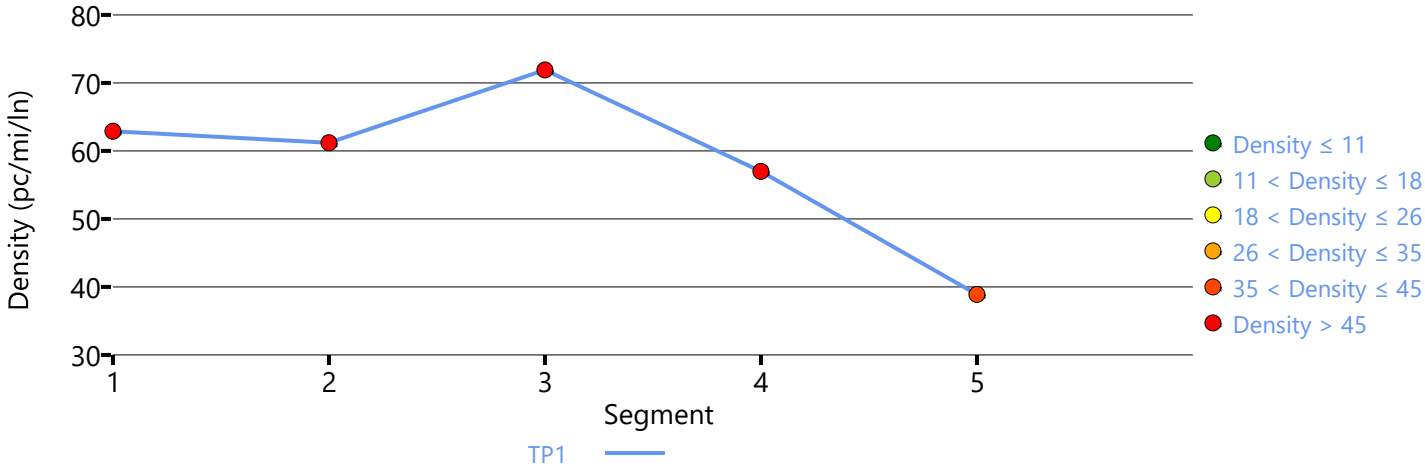
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/26/2023
Agency		Analysis Year	Cumulative Year (2046) NP
Jurisdiction	Caltrans	Time Period Analyzed	A.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.29		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Bullard Avenue On-Ramp and Herndon Avenue Off-Ramp	885	3
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1725	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1070	2
5	Merge	Merge	Herndon Avenue Slip On-Ramp	1500	2
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Fowler Avenue Off-Ramp	115	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	2129	7098	0.30	66.6	10.7	A

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.962	2129	1212	7200	4000	0.30	0.30	62.0	57.5	11.4	15.3	B

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	886	4688	0.19	64.2	6.9	A

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.991	1137	251	4800	1900	0.24	0.13	65.5	65.5	8.7	9.6	A

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	1.000	1250	99	4800	2000	0.26	0.05	66.1	66.1	9.5	10.3	B

Segment 6: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	1257	4688	0.27	64.4	9.8	A

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	64.4	9.6	9.0	1.20	A

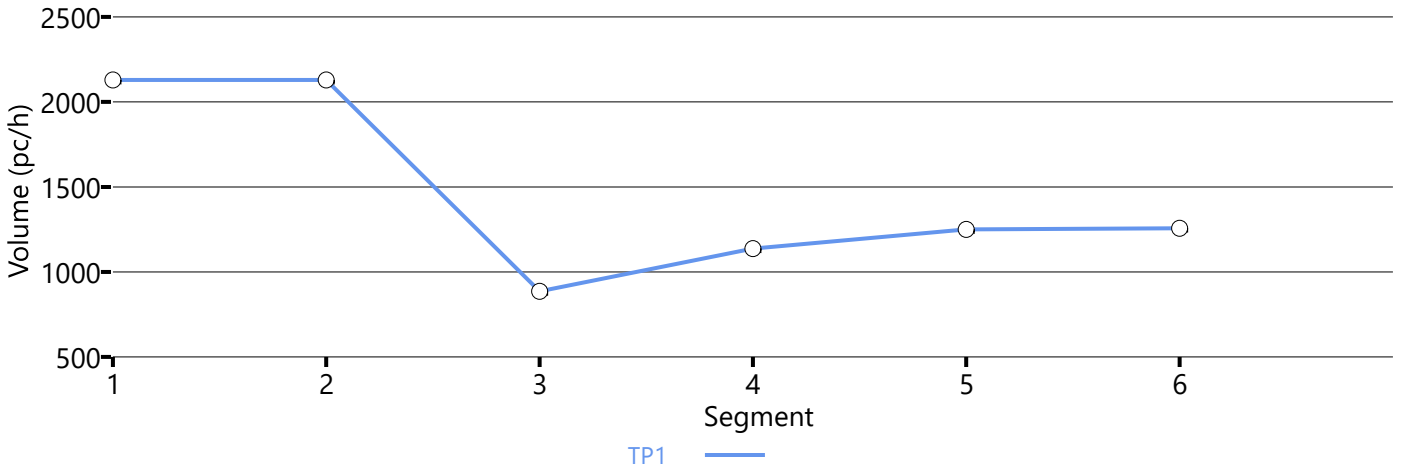
Facility Overall Results

Space Mean Speed, mi/h	64.4	Density, veh/mi/ln	9.0
Average Travel Time, min	1.20	Density, pc/mi/ln	9.6

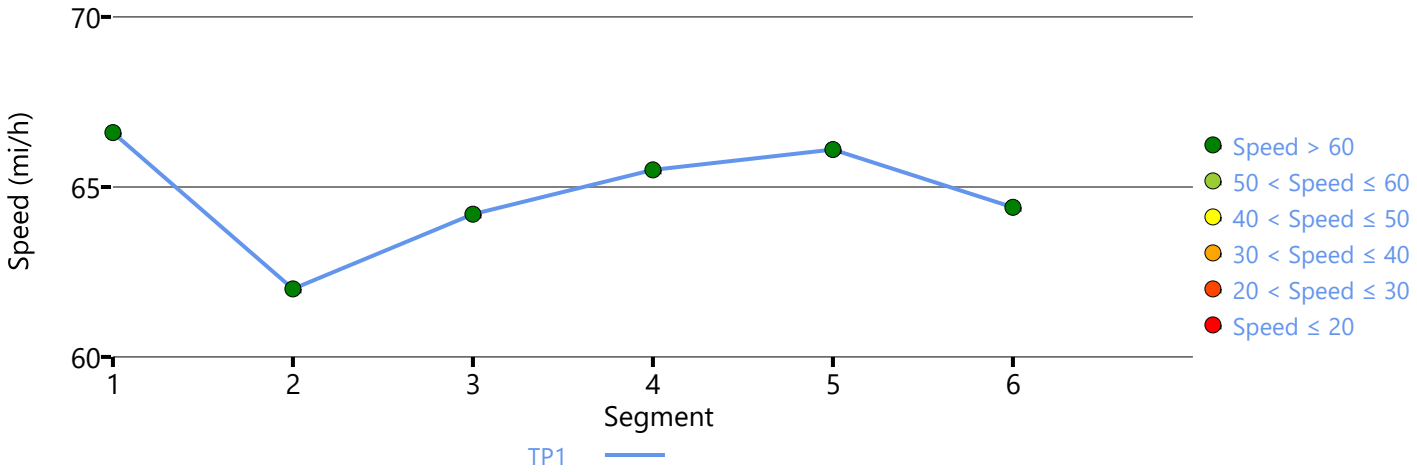
Messages

Comments

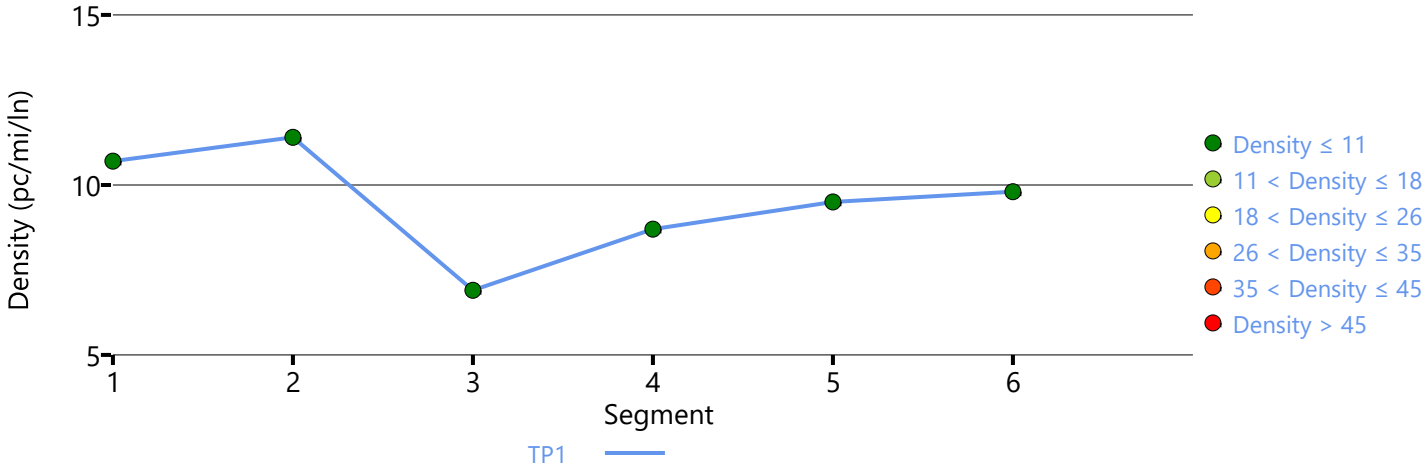
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/26/2023
Agency		Analysis Year	Cumulative Year (2046) NP
Jurisdiction	Caltrans	Time Period Analyzed	A.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.40		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Fowler Avenue On-Ramp and Herndon Avenue Off-Ramp	355	2
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	2
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1755	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1500	2
5	Merge	Basic	Herndon Avenue Slip On-Ramp	1500	3
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Bullard Avenue Off-Ramp	760	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4255	4716	0.90	57.9	36.8	E

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.995	4255	925	4800	2000	0.89	0.46	58.3	58.3	36.5	37.1	E

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3274	4672	0.70	63.1	25.9	C

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.981	4194	920	4800	2000	0.87	0.46	57.3	57.3	36.6	34.5	D

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.982	5210	974	7200	2000	0.72	0.49	69.2	-	25.1	-	C

Segment 6: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	5256	7008	0.75	62.3	28.1	D

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	61.8	30.2	28.3	1.40	D

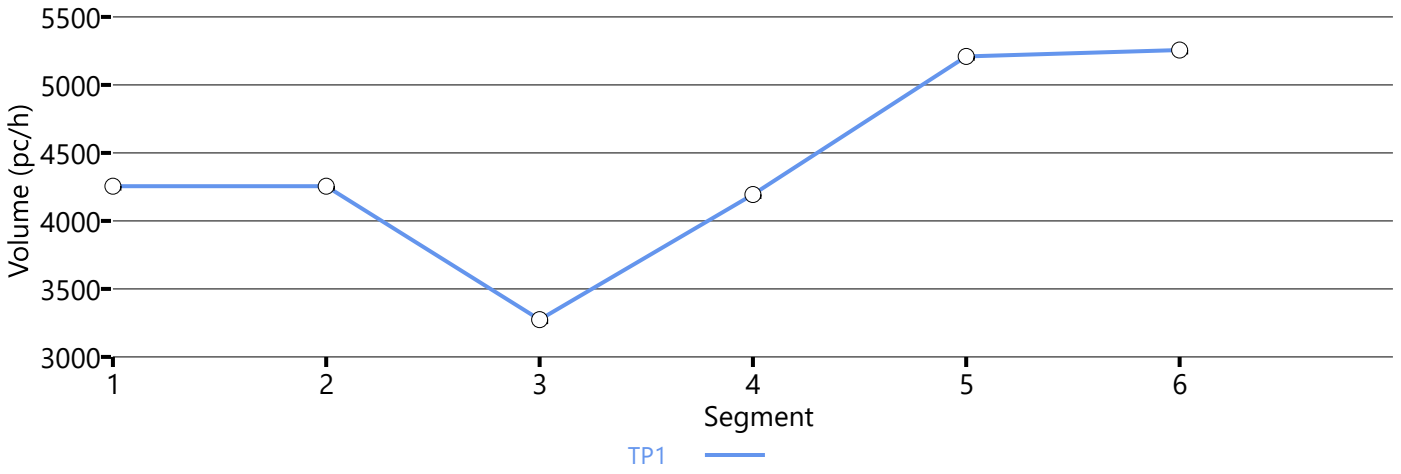
Facility Overall Results

Space Mean Speed, mi/h	61.8	Density, veh/mi/ln	28.3
Average Travel Time, min	1.40	Density, pc/mi/ln	30.2

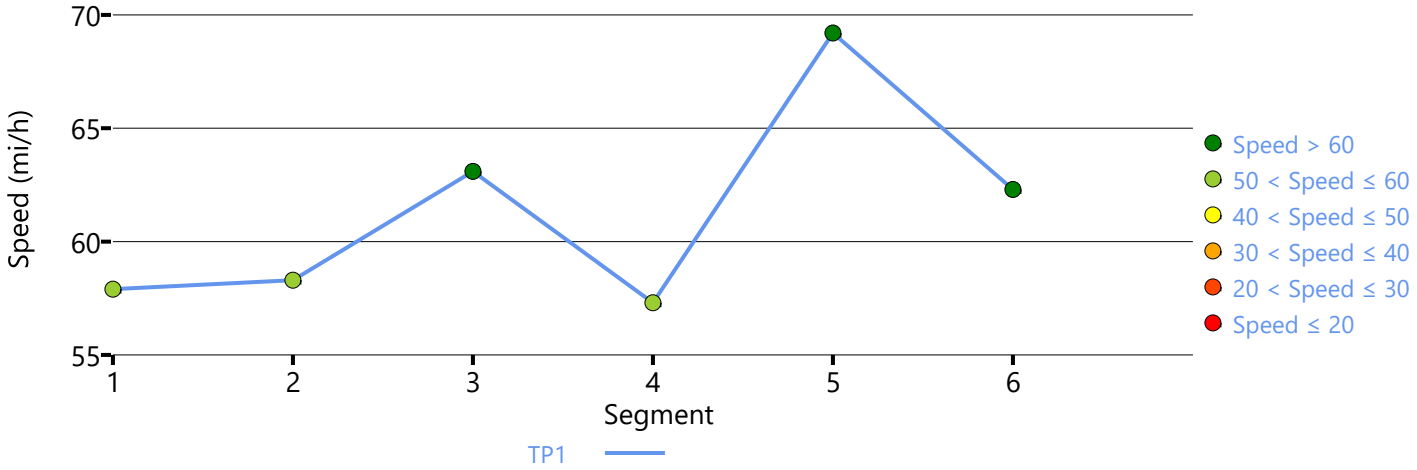
Messages

Comments

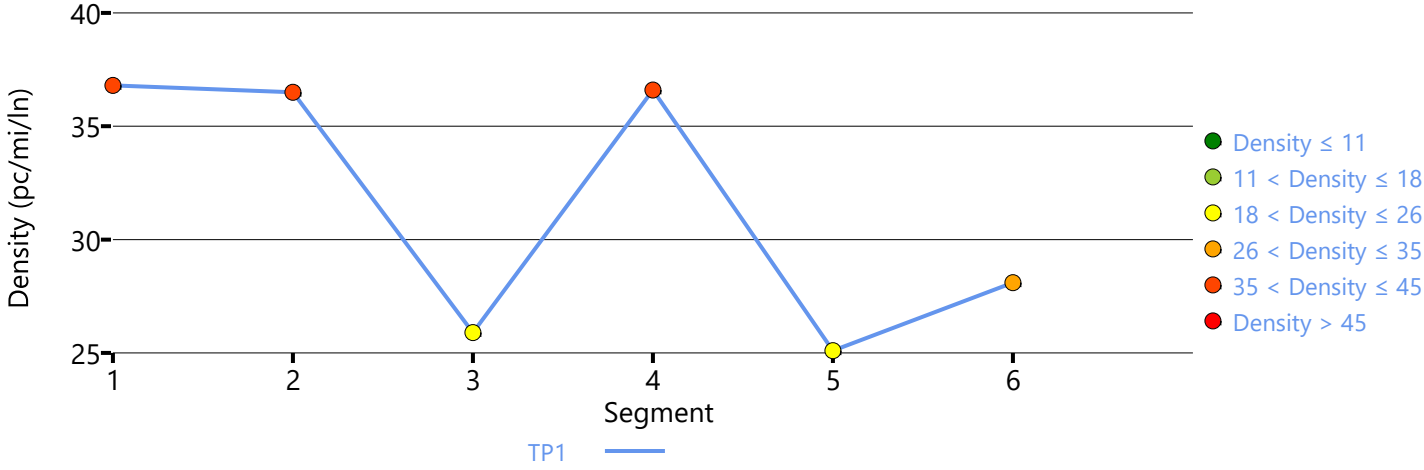
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/26/2023
Agency		Analysis Year	Cumulative Year (2046) NP
Jurisdiction	Caltrans	Time Period Analyzed	P.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.29		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Bullard Avenue On-Ramp and Herndon Avenue Off-Ramp	885	3
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1725	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1070	2
5	Merge	Merge	Herndon Avenue Slip On-Ramp	1500	2
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Fowler Avenue Off-Ramp	115	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	5599	7098	0.79	62.9	29.7	D

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.990	5599	1876	7200	4000	0.78	0.47	62.2	55.5	30.0	31.8	D

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3619	4688	0.77	62.2	29.1	D

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.989	4046	427	4800	1900	0.84	0.22	58.5	58.5	34.6	32.2	D

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.995	4298	229	4800	2000	0.90	0.11	57.0	57.0	37.7	34.0	D

Segment 6: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4312	4688	0.92	56.6	38.1	E

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	60.5	31.9	30.0	1.30	D

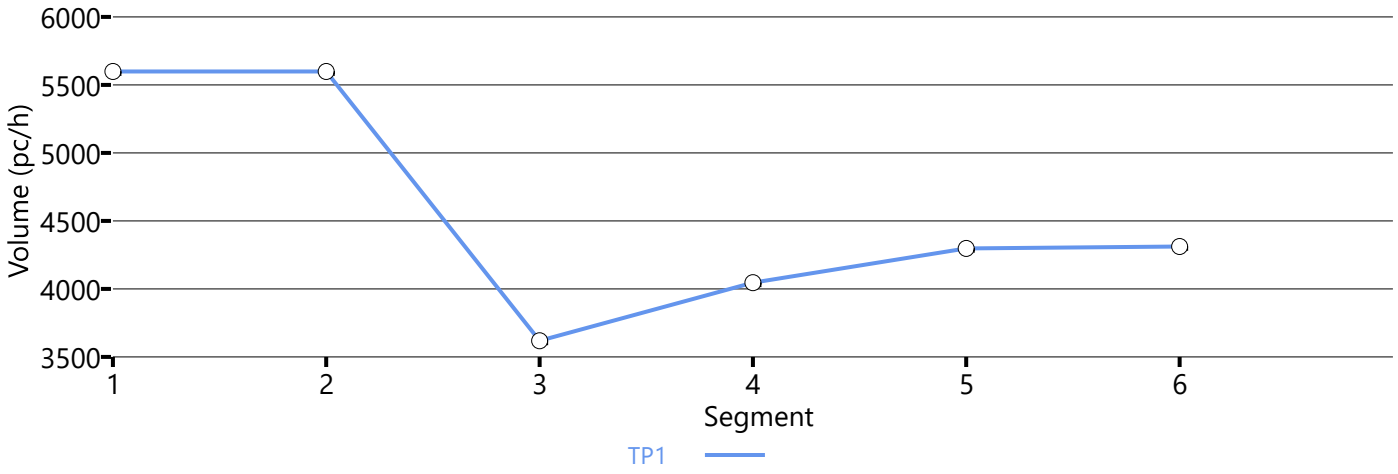
Facility Overall Results

Space Mean Speed, mi/h	60.5	Density, veh/mi/ln	30.0
Average Travel Time, min	1.30	Density, pc/mi/ln	31.9

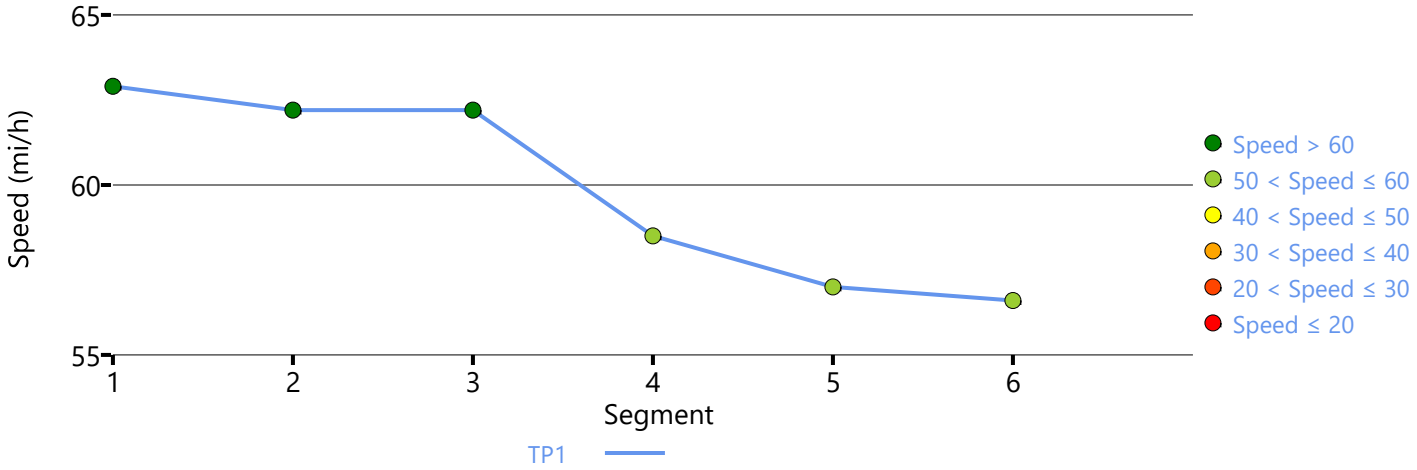
Messages

Comments

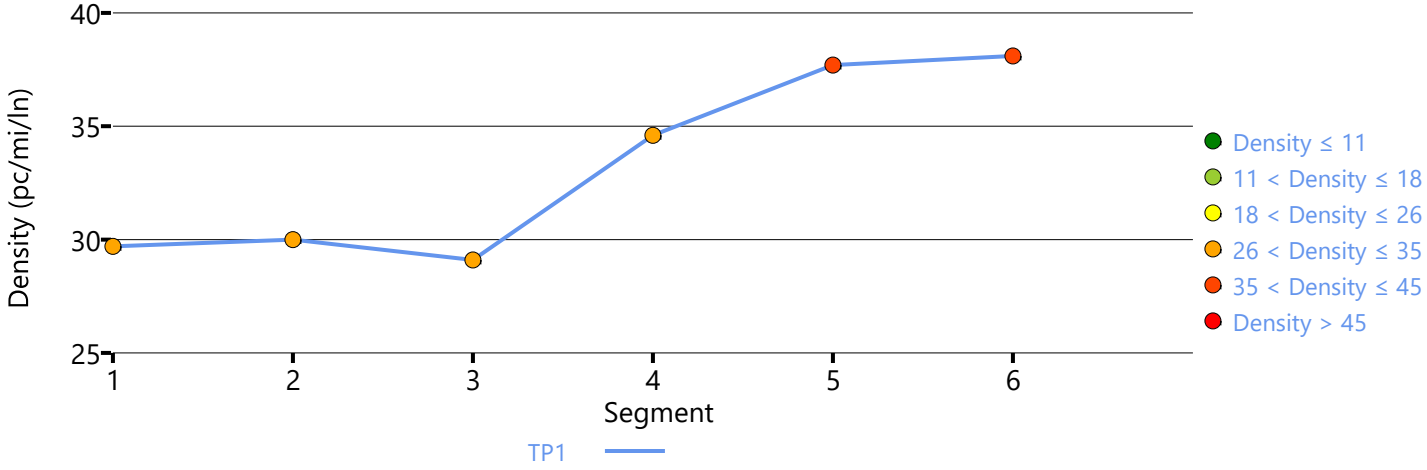
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/26/2023
Agency		Analysis Year	Cumulative Year (2046) NP
Jurisdiction	Caltrans	Time Period Analyzed	P.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.40		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Fowler Avenue On-Ramp and Herndon Avenue Off-Ramp	355	2
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	2
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1755	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1500	2
5	Merge	Basic	Herndon Avenue Slip On-Ramp	1500	3
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Bullard Avenue Off-Ramp	760	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4287	4716	1.09	36.8	58.2	F

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.995	4242	516	4800	2000	1.07	0.26	34.9	59.6	60.8	44.7	F

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3636	4672	0.98	24.4	74.6	F

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.985	4470	834	4800	2000	1.13	0.42	54.6	54.6	40.9	36.7	F

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.989	5125	655	7200	2000	0.85	0.33	65.1	-	26.2	-	D

Segment 6: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	5125	7008	0.88	62.6	27.3	D

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	41.3	46.4	43.5	2.00	F

Facility Overall Results

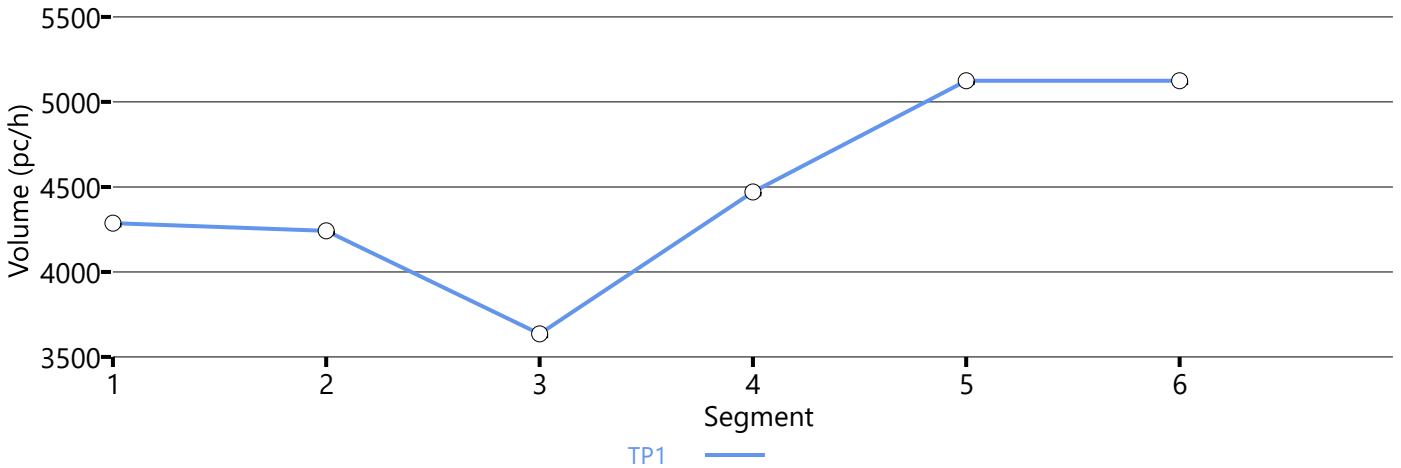
Space Mean Speed, mi/h	41.3	Density, veh/mi/ln	43.5
Average Travel Time, min	2.00	Density, pc/mi/ln	46.4

Messages

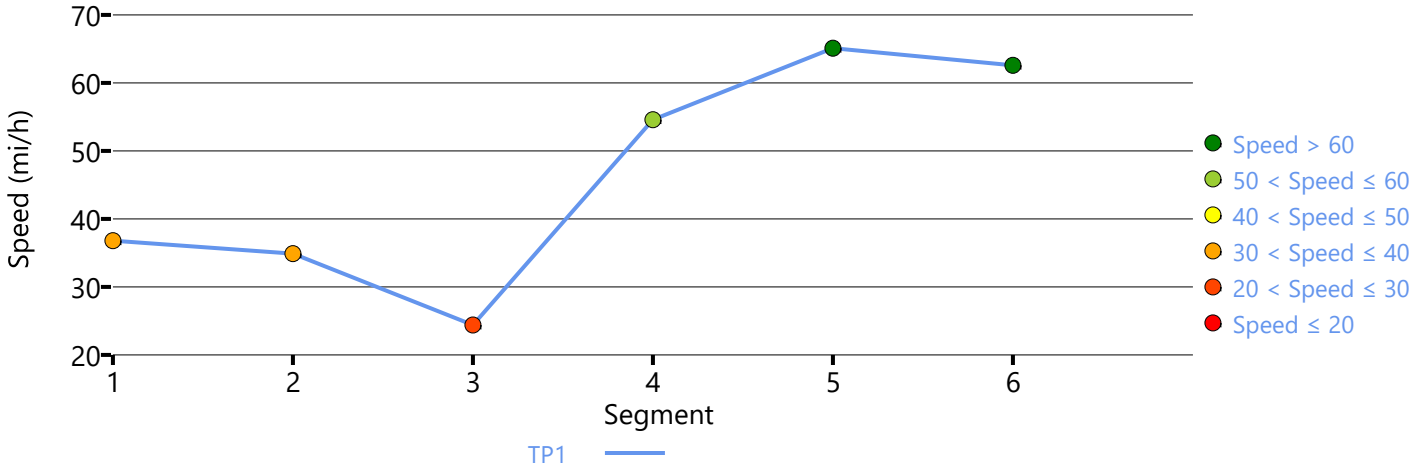
WARNING 1	Oversaturated conditions currently exist in boundary segment 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.
WARNING 2	Oversaturated conditions currently exist in boundary time period 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.
WARNING 3	Queue extends past the beginning of the facility on time period 1. Consider expanding the length of the facility to account for these vehicles performance and affect on upstream segments.

Comments

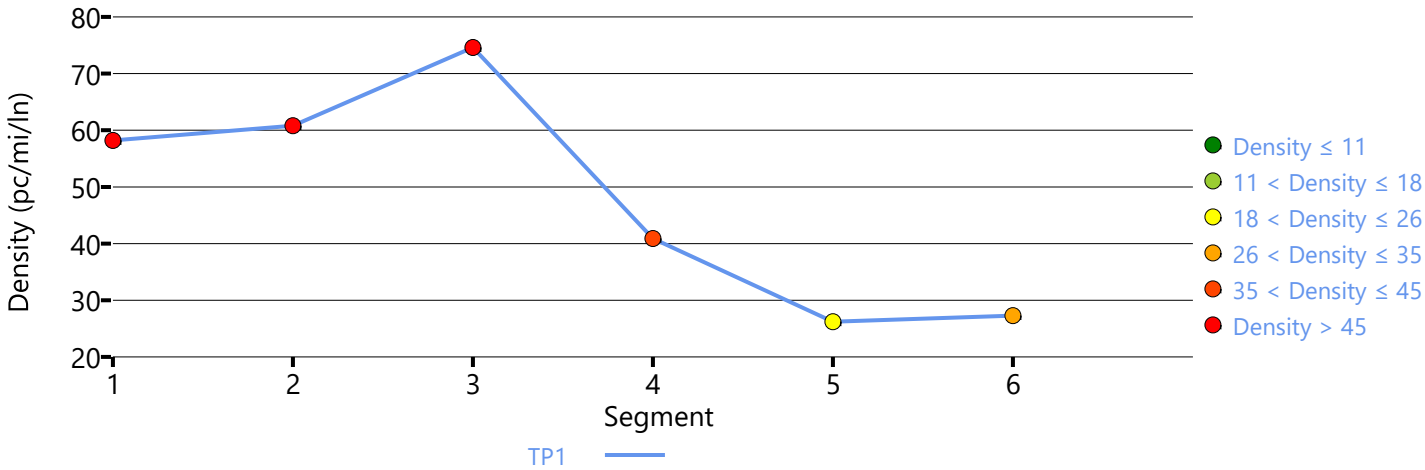
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/26/2023
Agency		Analysis Year	Cumulative Year (2046) WP
Jurisdiction	Caltrans	Time Period Analyzed	A.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.29		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Bullard Avenue On-Ramp and Herndon Avenue Off-Ramp	885	3
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1725	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1070	2
5	Merge	Merge	Herndon Avenue Slip On-Ramp	1500	2
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Fowler Avenue Off-Ramp	115	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	2163	7098	0.30	66.6	10.8	A

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.962	2163	1233	7200	4000	0.30	0.31	61.9	57.4	11.6	15.5	B

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	898	4688	0.19	64.2	7.0	A

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.991	1149	251	4800	1900	0.24	0.13	65.5	65.5	8.8	9.7	A

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	1.000	1263	99	4800	2000	0.26	0.05	66.1	66.1	9.6	10.4	B

Segment 6: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	1269	4688	0.27	64.4	9.8	A

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	64.4	9.7	9.1	1.20	A

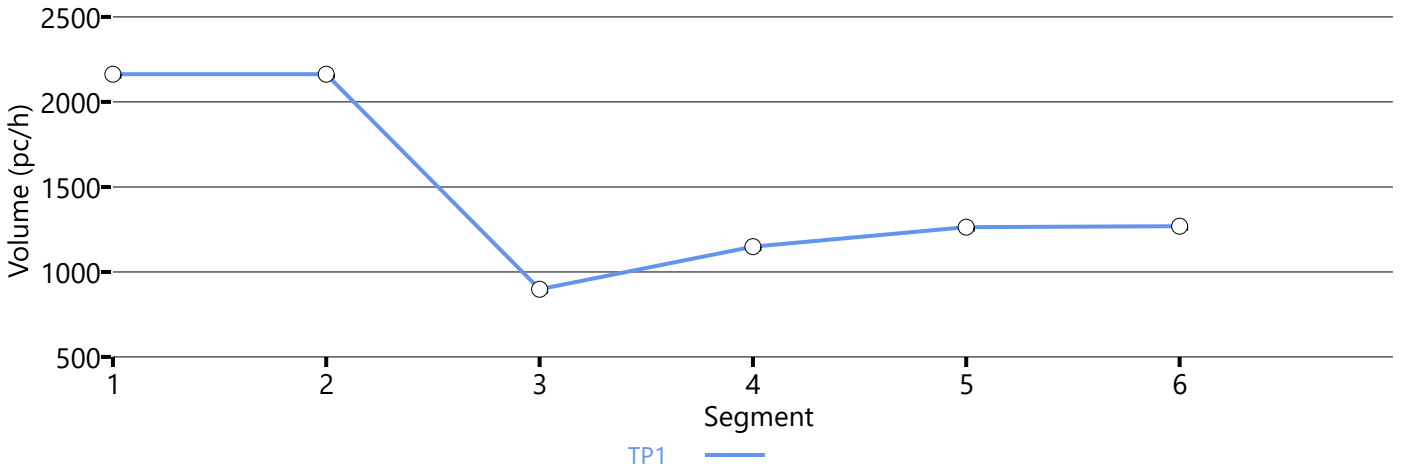
Facility Overall Results

Space Mean Speed, mi/h	64.4	Density, veh/mi/ln	9.1
Average Travel Time, min	1.20	Density, pc/mi/ln	9.7

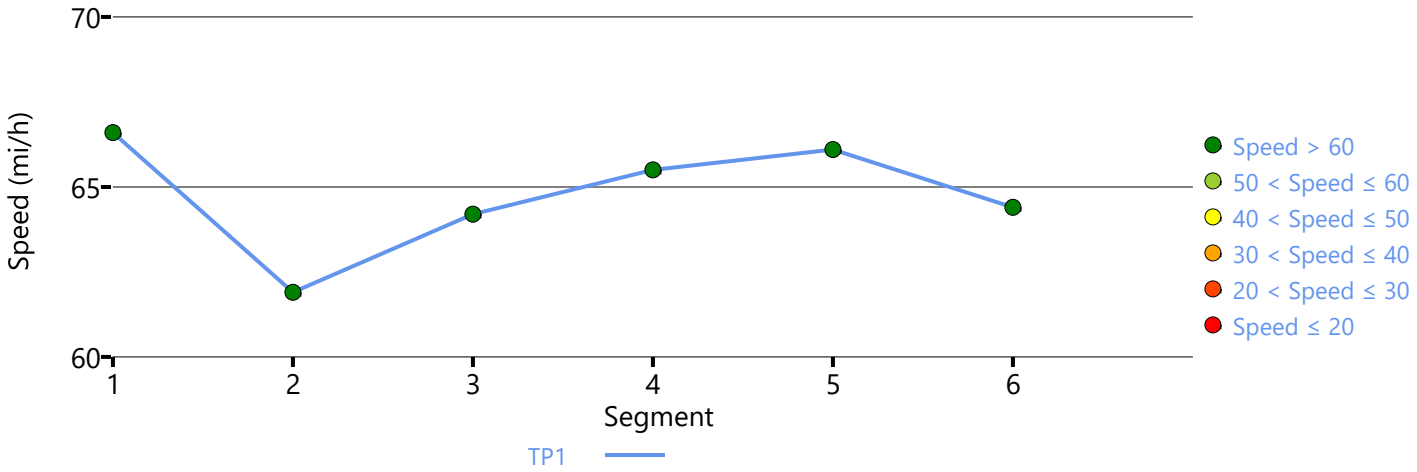
Messages

Comments

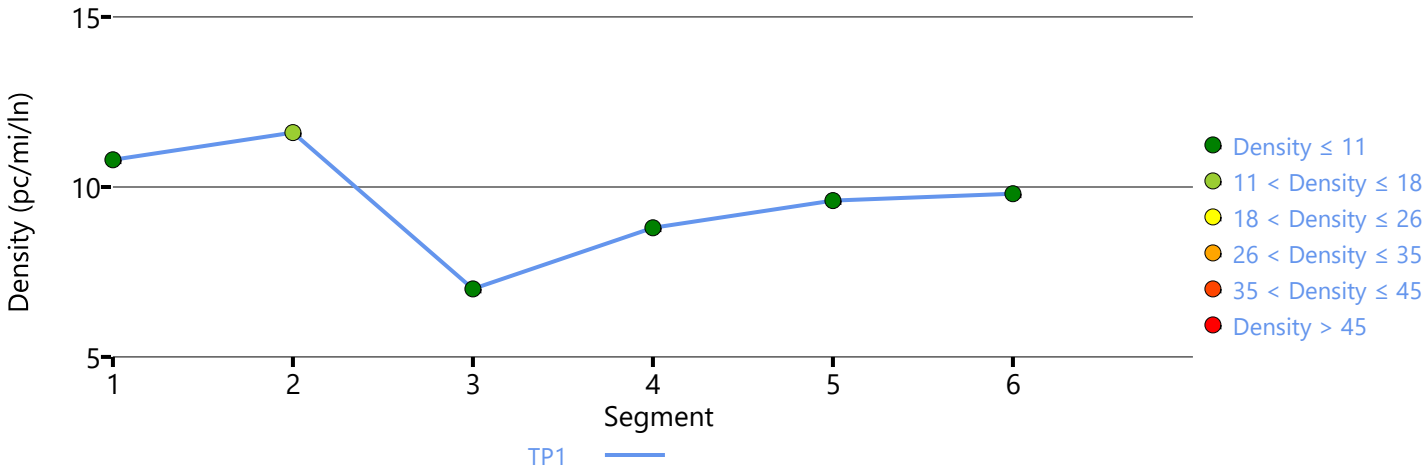
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	3/10/2023
Agency		Analysis Year	Cumulative Year (2046) WP
Jurisdiction	Caltrans	Time Period Analyzed	A.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.40		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Fowler Avenue On-Ramp and Herndon Avenue Off-Ramp	355	2
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	2
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1755	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1500	2
5	Merge	Basic	Herndon Avenue Slip On-Ramp	1500	3
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Bullard Avenue Off-Ramp	760	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4255	4716	0.90	57.9	36.8	E

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.995	4255	925	4800	2000	0.89	0.46	58.3	58.3	36.5	37.1	E

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3274	4672	0.70	63.1	25.9	C

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.981	4286	1012	4800	2000	0.89	0.51	56.5	56.5	37.9	35.2	E

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.982	5306	974	7200	2000	0.74	0.49	68.6	-	25.8	-	C

Segment 6: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	5352	7008	0.76	62.0	28.8	D

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	61.5	30.7	28.8	1.40	D

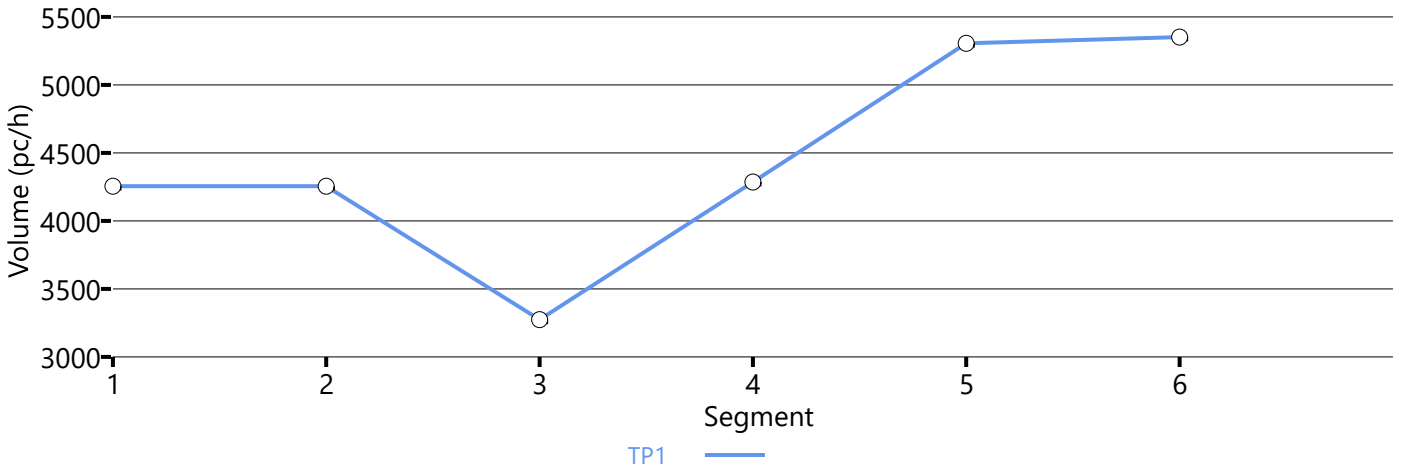
Facility Overall Results

Space Mean Speed, mi/h	61.5	Density, veh/mi/ln	28.8
Average Travel Time, min	1.40	Density, pc/mi/ln	30.7

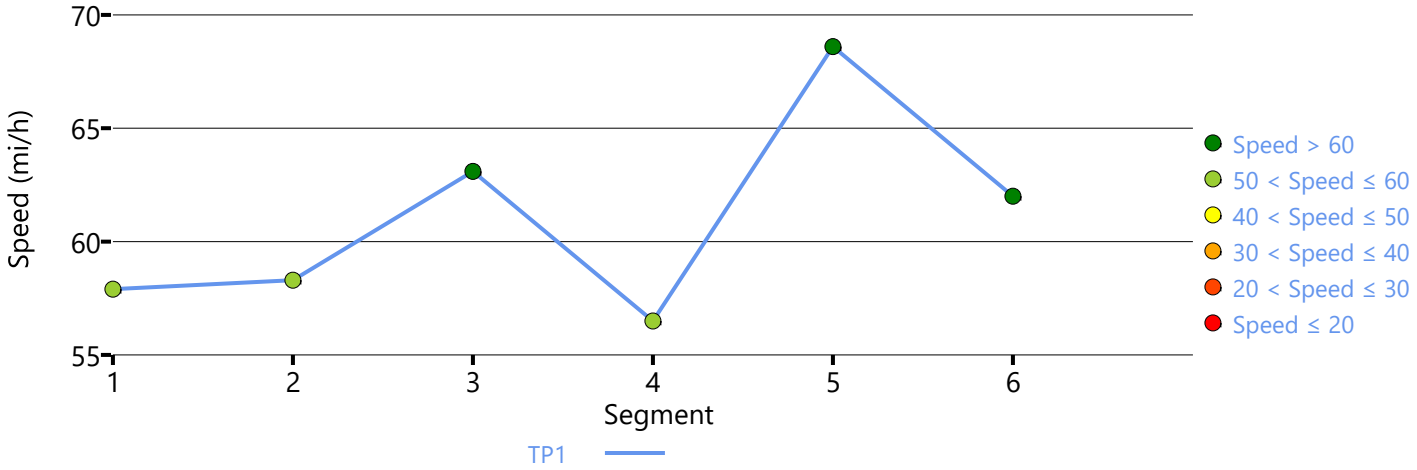
Messages

Comments

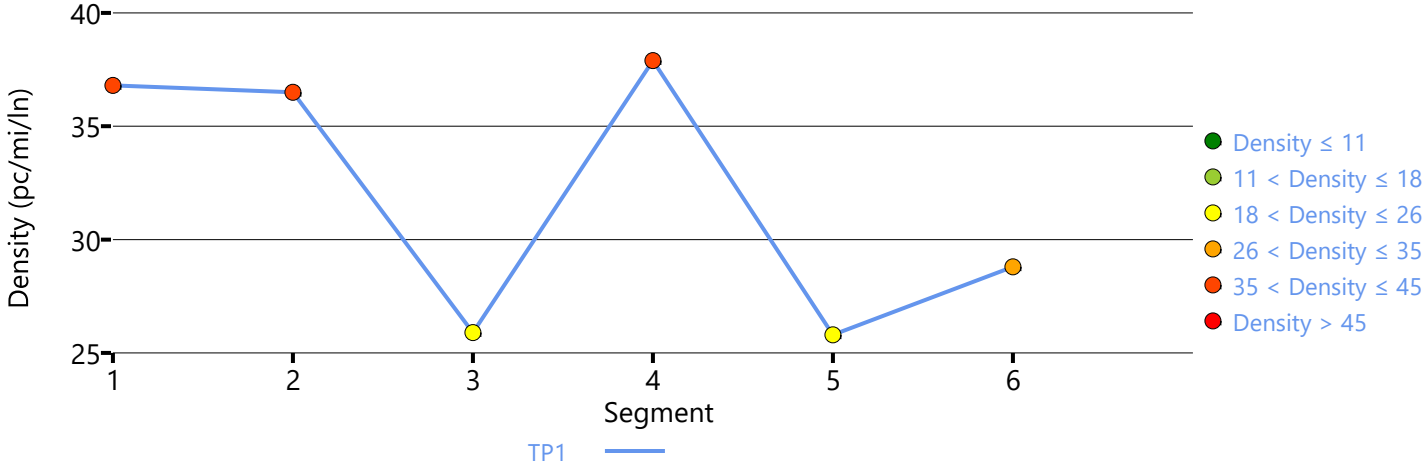
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	2/26/2023
Agency		Analysis Year	Cumulative Year (2046) WP
Jurisdiction	Caltrans	Time Period Analyzed	P.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.29		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Bullard Avenue On-Ramp and Herndon Avenue Off-Ramp	885	3
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	3
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1725	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1070	2
5	Merge	Merge	Herndon Avenue Slip On-Ramp	1500	2
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Fowler Avenue Off-Ramp	115	2

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	5709	7098	0.80	62.4	30.5	D

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.990	5709	1942	7200	4000	0.79	0.49	61.9	55.3	30.7	32.6	D

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3660	4688	0.78	62.0	29.5	D

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.989	4087	427	4800	1900	0.85	0.22	58.2	58.2	35.1	32.6	D

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.995	4339	229	4800	2000	0.90	0.11	56.6	56.6	38.3	34.3	D

Segment 6: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4353	4688	0.93	56.2	38.7	E

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	60.2	32.5	30.5	1.30	D

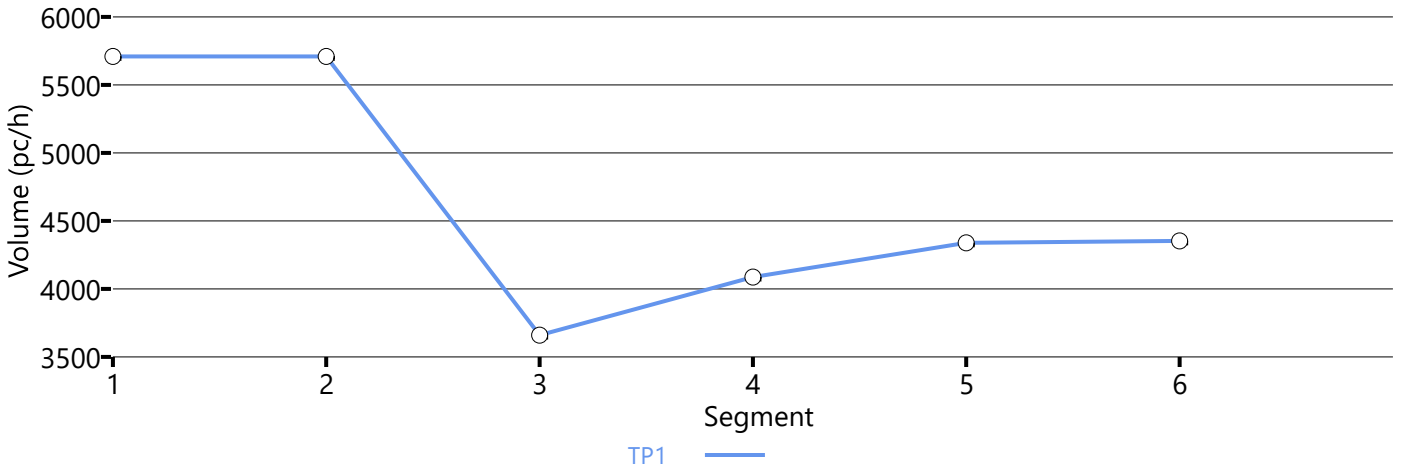
Facility Overall Results

Space Mean Speed, mi/h	60.2	Density, veh/mi/ln	30.5
Average Travel Time, min	1.30	Density, pc/mi/ln	32.5

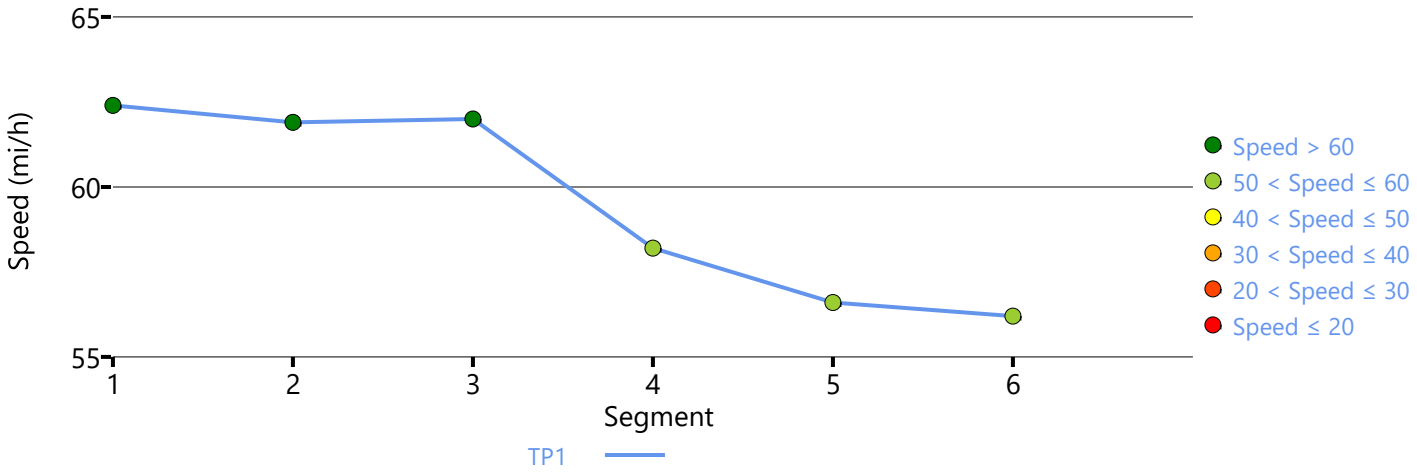
Messages

Comments

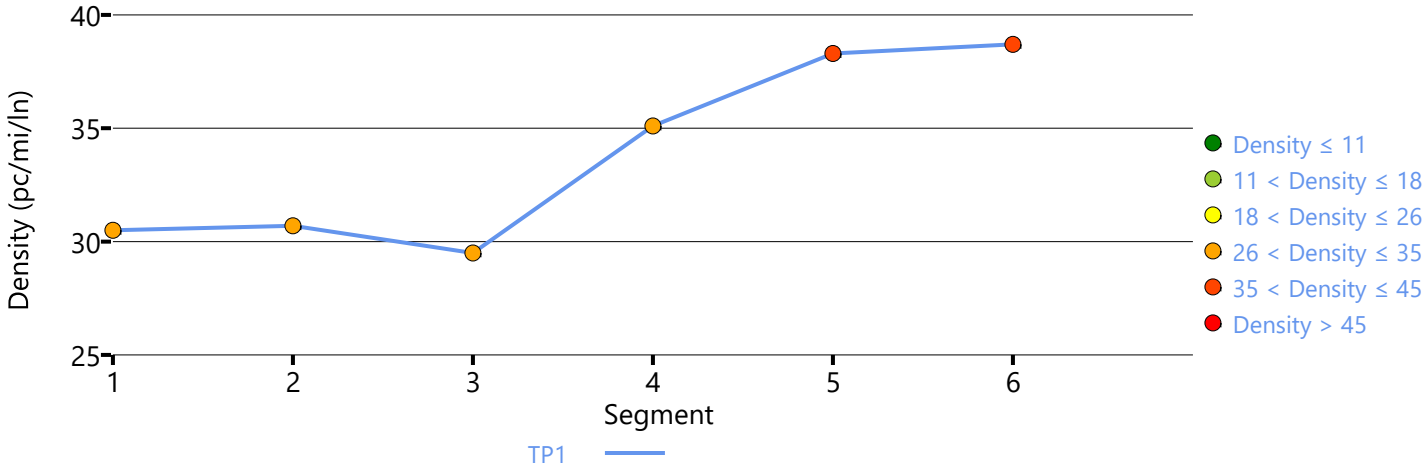
Volume Distribution



Speed Distribution



Density Distribution



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HCS7 Freeway Facilities Report

Project Information

Analyst	LSA	Date	3/10/2023
Agency		Analysis Year	Cumulative Year (2046) WP
Jurisdiction	Caltrans	Time Period Analyzed	P.M. Peak Hour
Project Description	Shepherd North Project	Unit	United States Customary

Facility Global Input

Jam Density, pc/mi/ln	190.0	Density at Capacity, pc/mi/ln	45.0
Queue Discharge Capacity Drop, %	7	Total Segments	6
Total Time Periods	1	Time Period Duration, min	15
Facility Length, mi	1.40		

Facility Segment Data

No.	Coded	Analyzed	Name	Length, ft	Lanes
1	Basic	Basic	Between Fowler Avenue On-Ramp and Herndon Avenue Off-Ramp	355	2
2	Diverge	Diverge	Herndon Avenue Off-Ramp	1500	2
3	Basic	Basic	Between Herndon Avenue Off-Ramp and Herndon Avenue Loop On-Ramp	1755	2
4	Merge	Merge	Herndon Avenue Loop On-Ramp	1500	2
5	Merge	Basic	Herndon Avenue Slip On-Ramp	1500	3
6	Basic	Basic	Between Herndon Avenue Slip On-Ramp and Bullard Avenue Off-Ramp	760	3

Facility Segment Data

Segment 1: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	4235	4716	1.09	35.4	59.8	F

Segment 2: Diverge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.995	4186	516	4800	2000	1.07	0.26	33.5	59.6	62.5	44.7	F

Segment 3: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	3575	4672	0.98	23.4	76.5	F

Segment 4: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.985	4470	895	4800	2000	1.14	0.45	54.6	54.6	40.9	36.6	F

Segment 5: Merge

Time Period	PHF		fHV		Flow Rate (pc/h)		Capacity (pc/h)		d/c Ratio		Speed (mi/h)		Density (pc/mi/ln)		LOS
	F	R	F	R	Freeway	Ramp	Freeway	Ramp	F	R	F	R	Freeway	Ramp	
1	0.94	0.94	0.938	0.989	5125	655	7200	2000	0.86	0.33	65.1	-	26.2	-	D

Segment 6: Basic

Time Period	PHF	fHV	Flow Rate (pc/h)	Capacity (pc/h)	d/c Ratio	Speed (mi/h)	Density (pc/mi/ln)	LOS
1	0.94	0.938	5125	7008	0.89	62.6	27.3	D

Facility Time Period Results

T	Speed, mi/h	Density, pc/mi/ln	Density, veh/mi/ln	Travel Time, min	LOS
1	40.4	47.1	44.2	2.10	F

Facility Overall Results

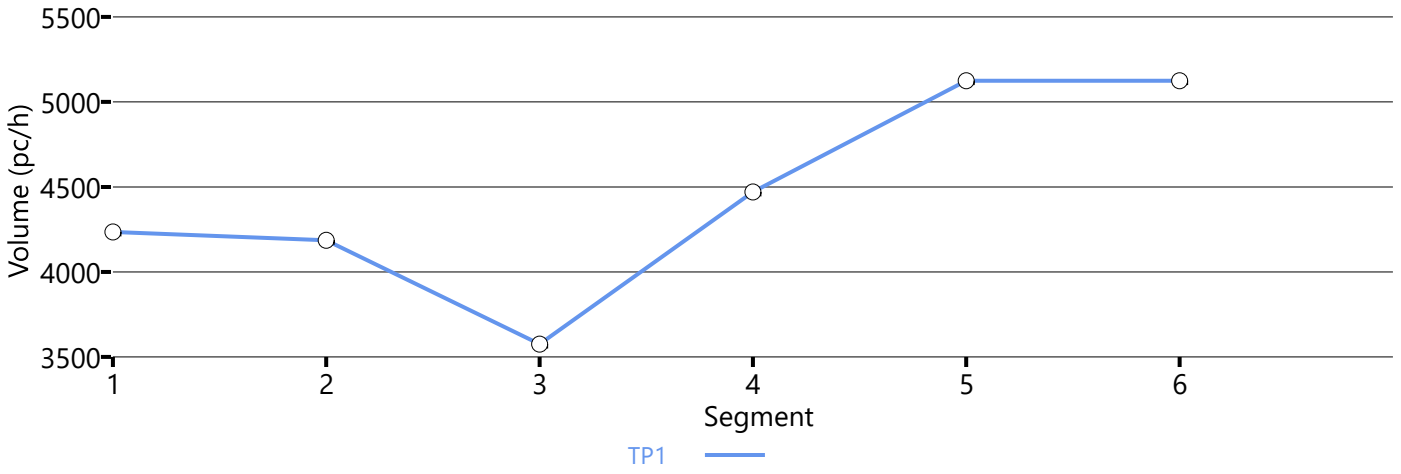
Space Mean Speed, mi/h	40.4	Density, veh/mi/ln	44.2
Average Travel Time, min	2.10	Density, pc/mi/ln	47.1

Messages

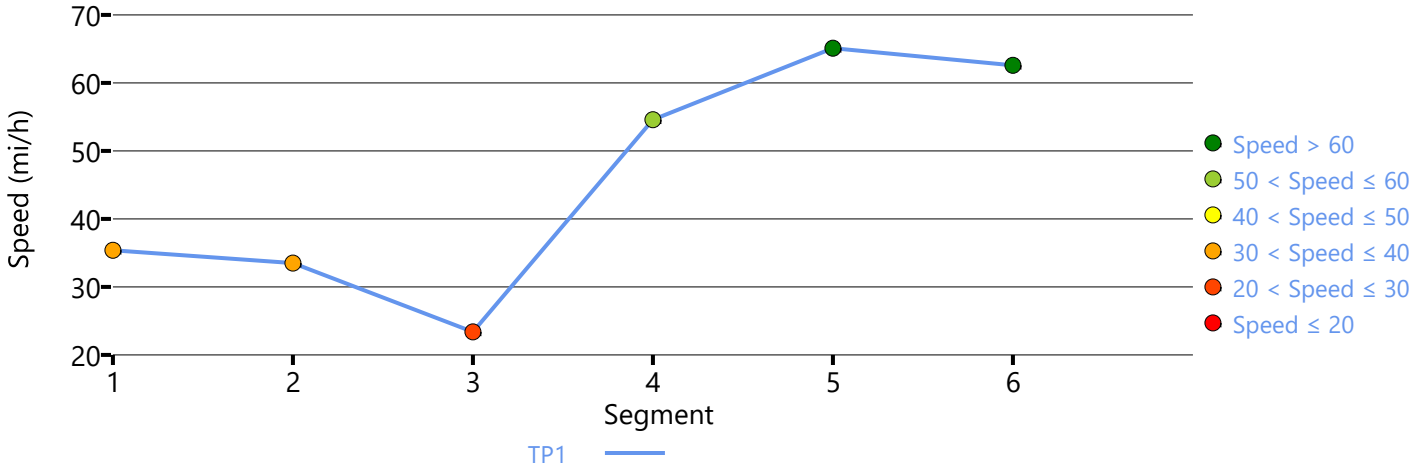
WARNING 1	Oversaturated conditions currently exist in boundary segment 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.
WARNING 2	Oversaturated conditions currently exist in boundary time period 1. Results may not be reliable. Consider expanding analysis in time and/or space to resolve this warning.
WARNING 3	Queue extends past the beginning of the facility on time period 1. Consider expanding the length of the facility to account for these vehicles performance and affect on upstream segments.

Comments

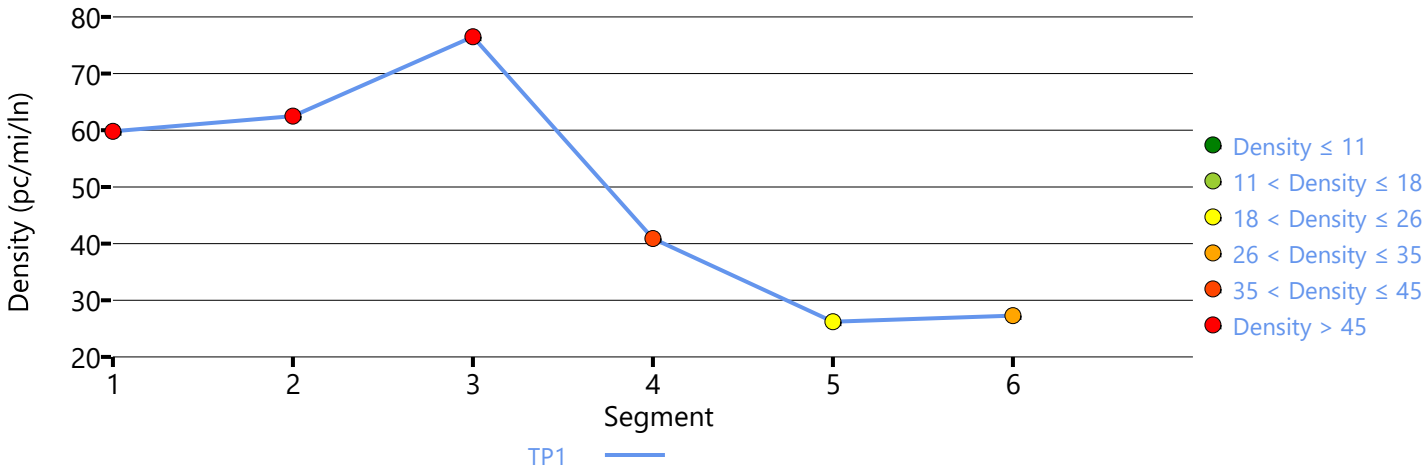
Volume Distribution



Speed Distribution



Density Distribution



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Appendix J

Water Supply

City of Clovis

Water Supply Assessment

Tract 6205
Northwest Sphere of Influence Expansion Area

December 2022

Prepared for:
City of Clovis

Prepared by:
Provost & Pritchard Consulting Group
455 W Fir Avenue, Clovis, CA 93611

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Report Prepared for:

Client Name

City of Clovis
1033 5th Street
Clovis, CA 93612

Contact:

Sean Smith
(559) 324-2363

Report Prepared by:

Provost & Pritchard Consulting Group

Heather Bashian, PE
Brittney Darnell

Contact:

Heather Bashian, PE

(559) 449-2700



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Abbreviations

AF ..... acre-feet
AFY ..... acre-feet per year
Boswell ..... Boswell Banking Facility
City ..... City of Clovis
County ..... Fresno County
CVP ..... Central Valley Project
CWC ..... California Water Code
FID ..... Fresno Irrigation District
GP ..... General Plan
GWD ..... Garfield Water District
IWD ..... International Water District
MGD ..... million gallons per day
MHDR ..... Medium High Density Residential
NKGSP ..... North Kings Groundwater Sustainability Plan
SFR ..... Single-Family Residential
SOI ..... Sphere of Influence
SWTP ..... City of Clovis Surface Water Treatment Plant
UWMP ..... City of Clovis Urban Water Management Plan
Waldron ..... Waldron Banking Facility
WDF ..... water demand factors
WMP ..... City of Clovis, Water Master Plan Update, Phase III
WRF ..... City of Clovis Sewage Treatment/Water Reuse Facility
WSA ..... Water Supply Assessment
WSCP ..... Water Shortage Contingency Plan

1 Introduction

1.1 Purpose and Need for the Water Supply Assessment

California Water Code (CWC) §10912(a) requires preparation of a Water Supply Assessment (WSA) meeting the requirements of CWC §10910 et seq for projects within cities and counties that meet one of several water demand triggers, or the equivalent. These triggers include construction of 500 or more residential units, construction of a shopping center or business establishment having 500,000 square feet of floor space, construction of a commercial office building having more than 250,000 square feet, a proposed hotel or motel having more than 500 rooms, or another project having a water demand equivalent to or greater than the 500-unit development.

This WSA evaluates the adequacy of available water supplies for the proposed Tract 6205, including a Sphere of Influence (SOI) Expansion Area north of Shepherd Avenue, east of Sunnyside Avenue (Project), located in the City of Clovis, Fresno County, California. The Project would entail the development of 605 single family residential lots, more than the "500 residential units" trigger; therefore, a WSA is required. The City of Clovis operates the water system to which the Project proposes to connect. This water system meets the standards for a "Public Water System" as set forth in CWC §10912(c); the City is therefore responsible for preparation of the required WSA in accordance with CWC §10910(b).

This WSA discusses the estimated water demands and water supply for the proposed Project. The Project is located in Fresno County (County), adjacent to the City of Clovis (City) limits; the area will be annexed as part of the Project's progress and the entire Project will be supplied water from the City.

1.2 Reliance on a Related Urban Water Management Plan

If the Project falls within the boundaries of a current Urban Water Management Plan (UWMP) prepared by the water purveyor, CWC §10910(c)(1) requires that the WSA determine whether projected water demand associated with the Project is included as part of that duly adopted UWMP.

The 2020 Clovis UWMP covers the SOI for the City as well as an area north of Shepherd Avenue, bounded on the west and east by Sunnyside and Fowler Avenues, respectively, as it was understood the area may be annexed and the SOI boundary modified in near future. This Project lies within the area north of Shepherd, east of Sunnyside Avenue, and is therefore, part of the study area of the 2020 Clovis UWMP, which was adopted by the City of Clovis by resolution of the City Council on July 12, 2021 (Provost & Pritchard Consulting Group, 2021). Thus, in accordance with the CWC, the preparers have relied on information from the UWMP wherever possible in preparing the various elements of this Assessment.

1.3 Document Organization

This WSA is organized as follows:

- *Section 2 describes the Project and its location.*
- *Section 3 describes the Project's potable and non-potable water demands in addition to those of other existing and planned uses, and how these vary from the numbers used in the UWMP.*
- *Section 4 provides an overview of the City's primary water supplies.*
- *Section 5 discusses the adequacy of water supplies during normal years.*
- *Section 6 discusses the adequacy of water supplies during single-dry and multiple-dry years.*
- *Section 7 discusses operational reliability on a daily basis.*
- *Section 8 concludes whether supplies would be adequate during normal, dry-year, and multiple-dry years during a 20-year projection.*
- *Section 9 lists references cited in this WSA.*

2 Project Description

2.1 Project Location and Setting

The City limits currently encompasses 25.9 square miles. The City's SOI covers 34.9 square miles, while the City's General Plan (GP) encompasses approximately 74.3 square miles. The City's General Plan (Placeworks, 2014) identified three Urban Centers to focus growth, including Loma Vista, the Northwest area, and the Northeast area; this Project lies within the Northwest area. **Figure 2-1** identifies the location of the Project in relation to the surrounding Clovis/Fresno region.

The Project would entail development of 605 single-family residential lots on approximately 77.5 gross acres. The Project is a proposed Medium High Density Residential (MHDR) development with associated neighborhood green space. The project site includes 77.5 gross acres bounded Shepherd Avenue to the south, Perrin Avenue to the north, and Sunnyside Avenue to the west. The project site encompasses three parcels: APNs 557-021-19 through 21. Located just outside the city limits and the SOI, the area north and east of the Project is primarily rural residential uses, the area directly west of the Project is planned for low and medium density residential and public/quasi-public facilities, and the area to the south is mainly rural residential with a small area of medium high density residential and neighborhood commercial just southeast of the Project.

The Project area is currently designated , in the Fresno County General Plan, as AL-20 and current land uses are rural residential and a pecan orchard. The existing estimated water demand for the Project area, in long-time use as a pecan orchard, is shown in **Table 2-1** below, in acre-feet per year (AFY) per acre.

Table 2-1. Existing Demand Estimates per Existing Use

Existing Use	Unit Demand (AFY/acre)	Acreage (acres)	Groundwater Usage (AFY)
Deciduous Fruits and Nuts[1]	2.39[2]	77.5	185.4
Rural Residential[3]	0.7	1.4	1.0
Totals:		78.9	186.4

2.2 Water Supply and Distribution

The Project will receive water supply from the City's water distribution system, which relies on both groundwater and surface water supplies. Built in 2004, the City's Surface Water Treatment Plan (SWTP) has a current treatment capacity of 22.5 million gallons per day (MGD); expansion to 45 MGD is planned.

[1] Consumptive use calculations are based on agronomic water rates published by the University of California Experiment Station.

[2] Agronomic water rates include a rainfall component; this value has been reduced by 10.3 inches per year to reflect actual groundwater extracted for irrigation purposes.

[3] Demand for Rural Residential based on WDFs in the WMP.

In addition to the supply from the SWTP, the City has more than 30 groundwater wells located throughout the City, with the nearest being approximately one mile south of the Project, at Sunnyside and Nees Avenues. While the City's system is divided into two pressure zones, there are interconnections between the two to balance supply and demands throughout the year in various water demand scenarios.

Water will be delivered to the Project via the City's existing and planned distribution system. The water distribution system is shown in full in the Water Master Plan Update, Phase III (WMP) (Provost & Pritchard Consulting Group, 2018), and in detail for this area on **Figure 2-2**. The master-planned infrastructure is being constructed via another project along Shepherd Avenue between Sunnyside and Fowler Avenue and along Sunnyside Avenue, north of Shepherd Avenue. The master-planned 16-inch distribution mains in Shepherd Avenue, west of Sunnyside Avenue and east of Fowler Avenue both exist, also. The master-planned infrastructure along Sunnyside Avenue, south of Shepherd Avenue has not yet been constructed. Connectivity in both directions along Shepherd Avenue and/or in Sunnyside Avenue are required to reliability supply water to the Project.

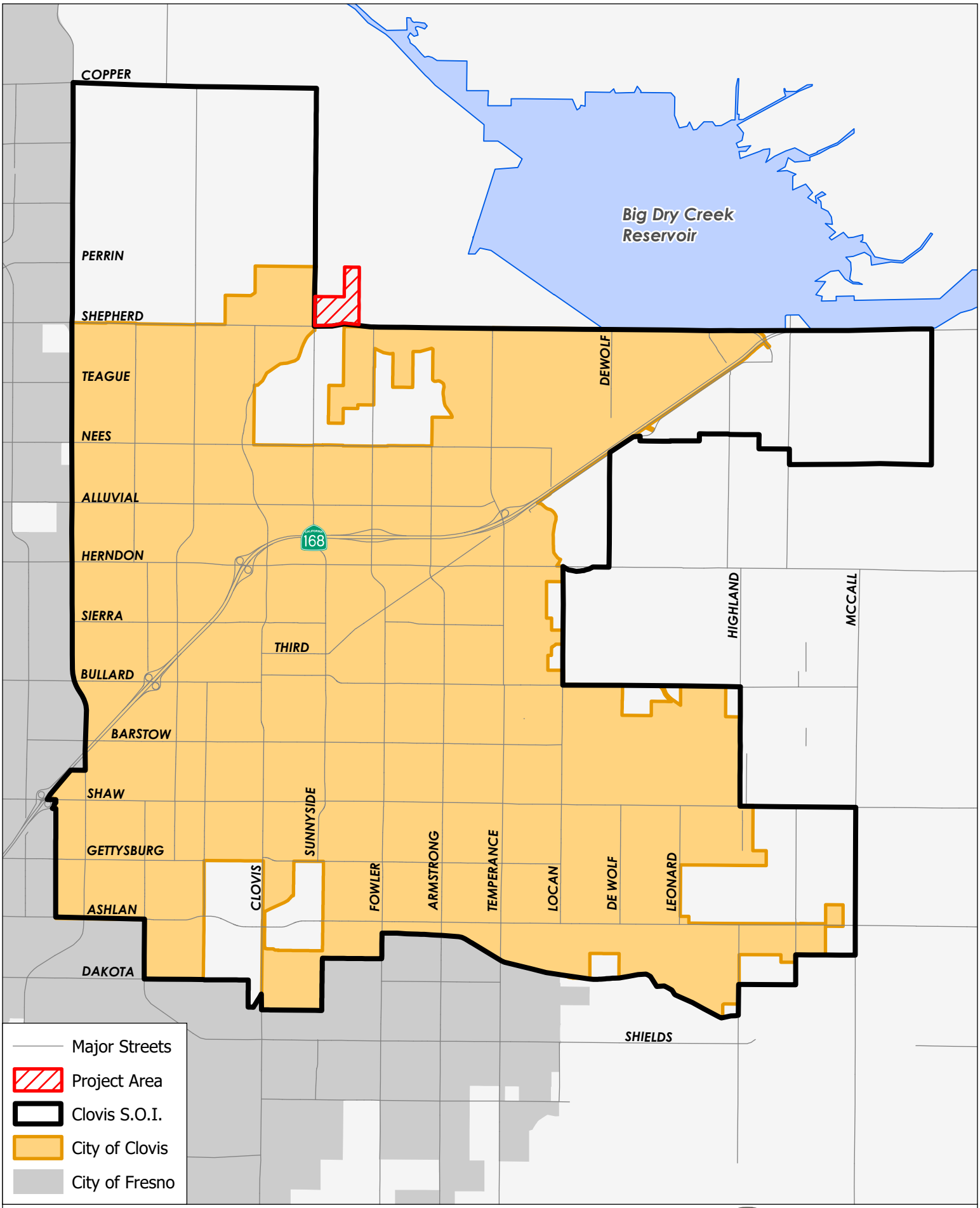


Figure 2-1: Project Location

Water Supply Assessment

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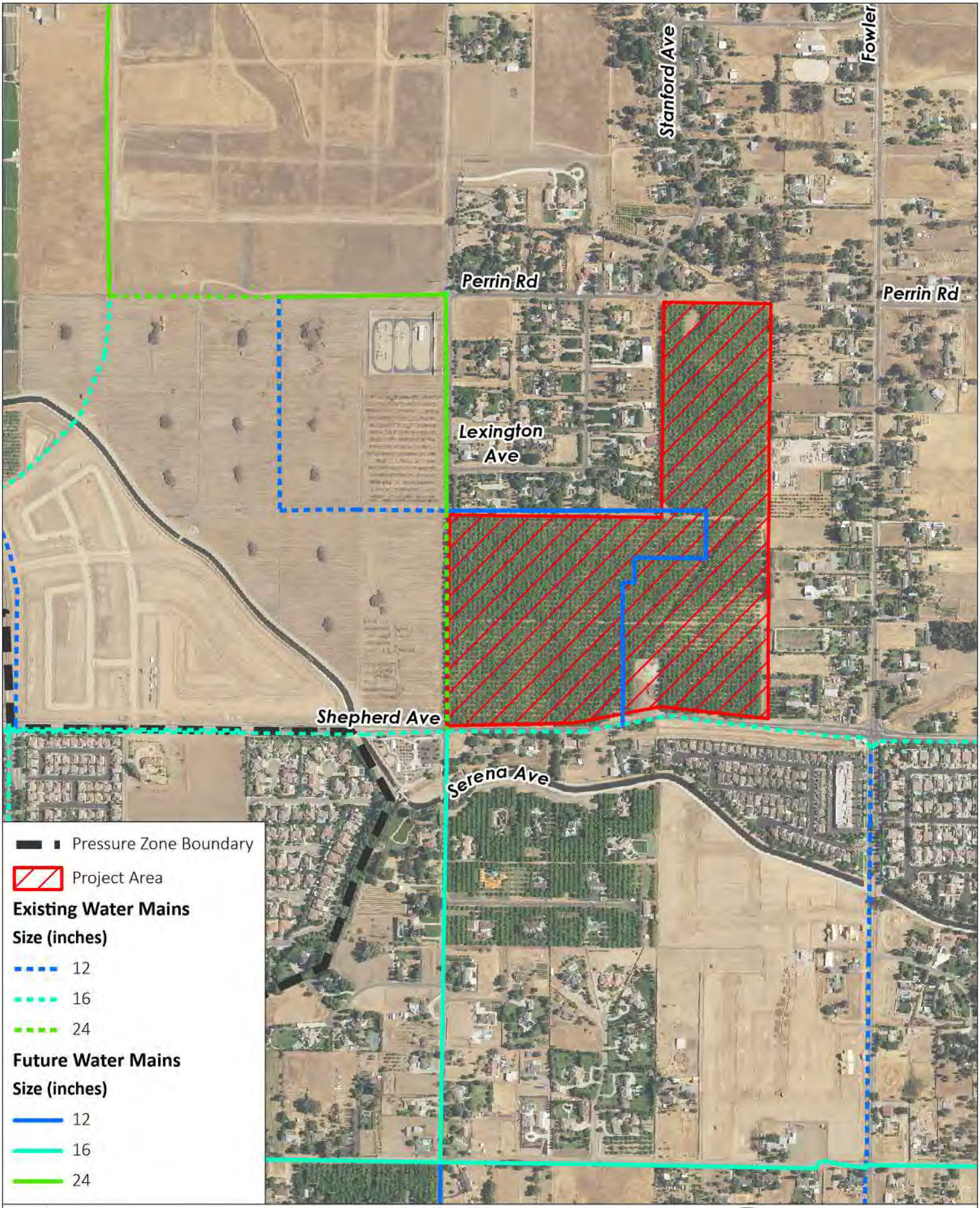


Figure 2-2: Water Infrastructure at Buildout

Water Supply Assessment

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3 Water Demands

This section summarizes projected water demands of the Project, assuming full buildout by 2030. The area was not included in either the WMP; therefore, there are no "planned" demands to compare the "proposed" demand against. Proposed Project water demands have been estimated based on the proposed land uses and the WDFs shown in the adopted WMP. This section compares water demand estimates developed as part of this study with the City's existing plans.

3.1 Project Demands

As the Project area was not included in either the WMP, it does not have a "planned" water demand. The existing land use designation in the GP is Rural Residential (shown in **Figure 3-1**), with an associated Land Use-based Water Demand Factor (WDF) of 0.7 AFY/acre, which is significantly lower than the proposed WDF of 3.3 AFY/acre associated with MHDR. Based on the proposed land use designation, the proposed water demands for the Project area are shown in **Table 3-1**.

Table 3-1. Proposed Demand Estimates

Proposed Land Use Designation	Unit Factor (AFY/acre)	Acreage	Demand (AFY)
Medium High Density Residential	3.3	77.5	255.8
Total:		77.5	255.8

While the proposed land uses are residential, the intensity of the residential development is greater than the GP land uses. At the same time, the area was not included in demand estimates in the WMP; therefore, the City must plan to obtain additional supplies to meet the proposed demands for the Project. The total proposed water demand amounts to approximately 1.6% of the excess supply for year 2030 the City has in a normal year as shown in Table ES-3 of the 2020 UWMP[4]. This indicates an ability of the City to serve this project in the interim while additional supplies are acquired to accommodate full build-out of the GP.

Additionally, as noted in **Section 2**, there is an existing water demand on the property, currently satisfied via a private agriculture groundwater well, associated with the Project area of 186.4 AFY; the proposed demand is 69.4 AFY more than the existing uses.

[4] The excess supply in a normal year in 2030 is shown in the UWMP as 16,113 AFY; the proposed demand is 255.8 AFY, equating to 1.6% of the excess supply (255.8/16113 = 1.6%).

The water usage projection for the Project was developed based on the Water Demand Factor in the WMP for the proposed Project land use. Project water demands were calculated in 5-year increments, as shown in **Table 3-2**. This table is based upon the understanding the Project will be entirely constructed by 2030[5].

Table 3-2. Proposed Demands in 5-Year Increments

Criteria	2025	2030	Total
Estimated Demand (AFY)	63.9	191.9	255.8

3.2 Demands of Other Existing and Planned Development

The UWMP report the planned demands for similar types of uses proposed with this Project within the City, referred to collectively as Single-Family Residential uses (SFR). These demands are summarized in UWMP Table 4-5, which is reproduced, in part, below.

Table 3-3. Planned Water Demands by Use Type

Use Type	UWMP Projected Demands in 2030 (AFY)	Projected Project Demands in 2030 (AFY)	% Increase over UWMP Projected SFR Demands
Single Family Residential	18,558	255.8	1.4%
Totals	18,558	255.8	1.4%

Comparing the total proposed Project water demands in **Table 3-1** with the total water demand area analyzed in the UWMP and shown in **Table 3-3**, the Project makes up a very small portion of the overall water anticipated to be delivered by the City to similar types of uses.

[5] The anticipated demands timing is an estimate and development of the Project will be determined by the Project Applicant. This WSA does not govern the development timeline.

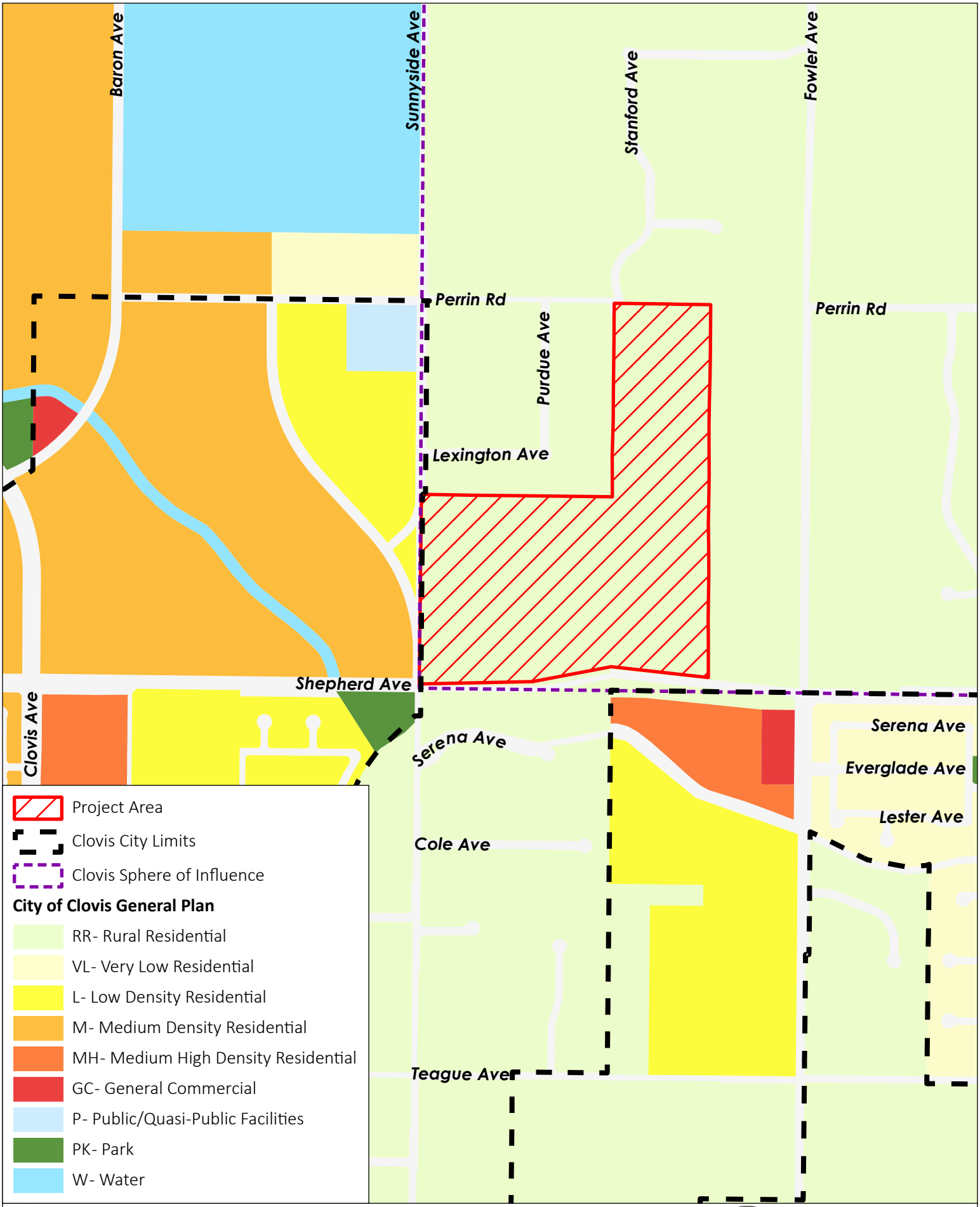


Figure 3-1: Land Use Plan in Project Area

Water Supply Assessment

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4 Overview of Water Supplies

CWC §10910(c)(2) allows reliance on the City's UWMP to determine overall water supply reliability if the Project's planned water demand was included in the UWMP. The Project demand was included in the City's UWMP calculations and, while, the overall demand of this area was not included in the WMP, the calculations and analysis from the UWMP are utilized as a current baseline for the City's supply and demand comparison. The Project's demands are over and above the WMP demands, as discussed in **Section 3** and later in this WSA. The overall additional demand is relatively small in comparison to the City's total demands but will still require planning on the City's part to account for it in the future build-out of the City's GP. This WSA relies, in large part, on the UWMP.

§10910(d) requires that a WSA identify any existing water supply entitlements, water rights, or water service contracts relevant to the identified water supply for the proposed project, including any such existing entitlements, rights, or contracts held by the public water system or city or county preparing the WSA. These descriptions appear in detail in Chapter 6 of the UWMP and are summarized below.

4.1 Surface Water

The City's surface water supply is provided through agreements with Fresno Irrigation District (FID), which allows the City to receive a share of FID's Kings River and Friant Central Valley Project (CVP) entitlements. Garfield Water District (GWD) and International Water District (IWD) are located within the City's General Plan boundaries. As the districts' service areas are urbanized over time, surface supplies available to the two districts will be added to the City's surface water supply. As those supplies are added to the City's water supply portfolio, they will be available throughout the City's service area as part of the general water supply. Currently, all surface water available to the City comes from the FID contract. The boundaries of each of the districts are shown on **Figure 4-1**.

4.1.1 Kings River

FID obtains much of its surface water from the Kings River. FID is a member of the Kings River Water Association, which holds water rights licenses for all the Kings River and storage rights licenses on Kings River reservoirs. FID is entitled to water based upon a prorated monthly schedule determined by the natural flow of the Kings River as it would occur without reservoir storage above the historic Piedra gauging station. FID is entitled to water from the Kings River at all flows, but the percentage is higher at relatively low Kings River flows. If the snowmelt is slow, the District receives a greater entitlement. FID's average gross annual entitlement is 452,541 acre-feet (AF). Within the last fifty years, the smallest entitlement received was 158,109 AF, which occurred in 2015.

The City's allocation from the Kings River is proportional to the total acreage of the City's included area to the total FID area receiving water; the total amounts available to the City are discussed in greater detail in **Section 6**.

4.1.2 Central Valley Project Water Allocation: Friant Division

The water obtained from the CVP comes from the diversion and storage of water from the San Joaquin River behind Friant Dam. The total available water on the San Joaquin River has been estimated at 2,200,000 AF. Of that, 800,000 AF have been designated as Class I supply (Bureau of Reclamation, 2005). Class I supply is considered to be dependable in most years with shortages only in very dry years. Class II water is in excess of Class I and is therefore much less dependable. FID has a contract with the United States Bureau of Reclamation for 75,000 AF of Class II water from this source (Bureau of Reclamation, 2005). The agreement between the City and FID requires the District to make available to the City the proportional share of all surface water available to the District although it does not allow the City to directly receive FID's CVP supplies. Therefore, FID is required to make a like amount of Kings River (or any other surface) water available to the City for its proportional share of Class II CVP supplies. FID's Class II contract has received an average 13,577 AFY with the actual number ranging from zero to the full 75,000 AF depending upon the nature of each water year over that period. **Table 4-1** lists the projected surface water volume through 2040.

4.1.3 Garfield Water District

GWD is located north of the City with a portion of the district in the City's SOI. The GWD holds a Class 1 CVP contract for 3,500 AFY. With half of GWD within the City's SOI, an estimated 1,750 AFY is expected to be added to the City's supply upon development. As noted in the UWMP, the first portion of GWD supplies is not anticipated to be available to the City until 2025, with the total 1,750 AFY not accounted for in the supply totals until 2040.

4.1.4 International Water District

IWD is located east of the City's SOI within the general plan's boundary. The IWD holds a Class 1 CVP contract for 1,200 AFY. The City's General Plan designates a portion of the District's area as industrial and residential use. At build-out it is estimated that the entire 1,200 AFY supply will be added to the City's supply. As noted in the UWMP, the first portion of GWD supplies is not anticipated to be available to the City until 2030, with the total 1,200 AFY not accounted for in the supply totals until 2040.

4.2 Supply from Storage

Since 2004, the City has been storing water in the aquifer to create a stable source of supply over the years. The City has been working with FID to recharge surface water, using the City's contracted shares of capacity in FID's Waldron Banking Facility and Boswell Groundwater Banking Facility, to build up credit in those facilities which allows for annual water withdrawals, on an as-needed or as-requested basis. The surface water banked includes portions of FID's Kings and CVP supplies and may in the future also include other surface water supplies that FID is able to secure on the spot market. Recharged water is purchased under separate agreements with FID and is not included in the surface water totals in the previous section, so this is truly a separate and additional water supply. This process is fully explained in the UWMP.

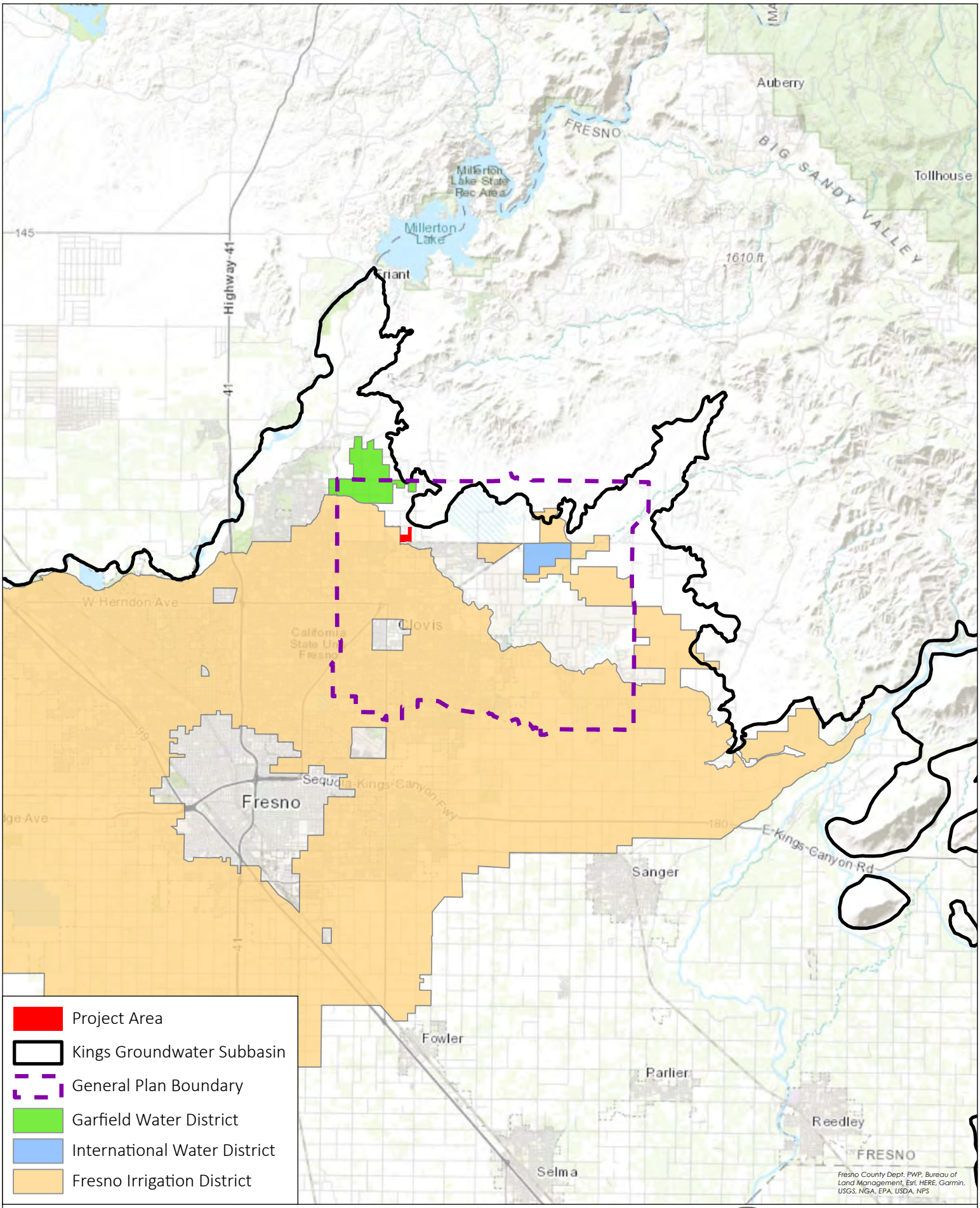


Figure 4-1: Irrigation and Water Districts

Water Supply Assessment

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Two banking facilities, the Waldron Banking Facility (Waldron) and Boswell Groundwater Banking Facility (Boswell), have been constructed in central Fresno County. The City entered into an agreement with the FID to participate in the financing of the construction of a dedicated water banking facility called the Waldron Banking Facilities. The City is entitled to receive up to ninety percent (9,000 AF) of the annual yield. The City and FID have entered into a similar agreement regarding the Boswell Groundwater Banking Facility whereby the City will have access up to 4,500 AFY of additional surface water supplies. The recharged water will be "banked" for future recovery during dry periods or to accommodate planned growth.

The City has created a recharge plan accounting for historic variations in surface water supplies that will allow it to withdraw an annual 13,500 AF, the maximum withdrawal allowed under the City's agreements with FID. This is considered a firm supply. The 13,500 AF maximum annual withdrawal is built into the water supply projections in the UWMP for each year over the planning horizon.

4.3 Groundwater

The City is located within the Kings Groundwater sub-basin, a part of the Tulare Lake Hydrogeologic Basin as described in the Department of Water Resources Bulletin 118 (Department of Water Resources, 2003). The groundwater basin is in overdraft and has been for many years. However, it has not been adjudicated.

Chapter 6 of the UWMP discusses a sustainable groundwater yield for the service area and concludes the sustainable yield to be 9,400 AFY, as discussed in greater detail in the WMP. While the North Kings Groundwater Sustainability Plan (NKGSP) has been written and adopted, it does not yet include a firmer approximation of sustainable yield, although development of one is anticipated. The sustainable yield from the UWMP and WMP has been used for this assessment.

4.4 Recycled Water

Most of the City's wastewater flow is treated at the Regional Water Reclamation Facility, located southwest of the City of Fresno on Jensen Avenue. In 2009, the City of Clovis completed a new Water Reclamation Facility (WRF). In 2020, the WRF produced approximately 2,496 AFY. Of that total, 28 percent was recycled for mostly landscape and agricultural irrigation, with the remainder being discharged to FID's Fancher Creek for agricultural irrigation.

Ultimately the WRF will be expanded to be able to treat 8.4 MGD, or 9,400 AF per year, and will make a substantial contribution to the City's overall water resources. According to the 2020 UWMP, recycled water is used for irrigation of public and private landscape within the service area. Areas receiving or planned to receive recycled water include the Freeway 168 corridor between Shepherd and Sierra Avenues, the existing Clovis Community Medical Center campus, and multiple City parks and landscape areas.

Landscape irrigation will continue to be the main use of recycled water in the future. All public landscape areas within three-quarters of a mile of the distribution system are considered potential recycled water use areas. Clovis Unified School District is evaluating the use of recycled water for its

landscape areas. Caltrans has expanded their use of recycled water along State Route 168 from Armstrong Avenue west to Sierra Avenue. Concurrent with the Project's development, the City will expand its use of recycled water and broaden its range of beneficial uses to potentially include irrigating the public landscape space to be developed with the Project.

To affect that increase in use, the City now requires all new development of public landscape near recycled water transmission lines to use recycled water. Additional actions include extending the recycled water distribution system to discharge at groundwater recharge facilities and reducing the cost of recycled water. The UWMP indicates planned use of recycled water supply will be 9,400 AFY by 2040 (UWMP Table 6-13). With a planned[6] recycled water transmission main in Shepherd Avenue, it is possible this Project may use recycled water for landscape irrigation, but the City will make final determination of that at a later date.

4.5 Exchanges

Water exchanges, transfers, and water banking allow purveyors to manage demand and supply variability by ensuring water will be available for the near future. The majority of the City's wastewater is treated at the RWRF. Under an agreement with FID, the City of Fresno receives 0.92 AF of Kings River surface water in exchange for each two AF of reclaimed water produced by the RWRF (46 percent exchange). Clovis is in discussions with the City of Fresno and FID on documenting its pro-rata share of RWRF effluent and the most efficient recover and beneficial use of that effluent. This will require a new effluent exchange agreement with FID, and potentially the City Fresno, to appropriately allocate Clovis' pro-rata share of the treated water. This water is limited by agreement to being used for groundwater recharge activities.

4.6 Water Supply Summary

The five sources discussed above make up the City's water resources. These are tabulated overall for 2025 and for each subsequent 5-year period through 2040 in **Table 4-1**.

The City's overall water resources are projected to increase from 50,739 AF per year in 2025 to 74,650 AF per year in 2040. Nearly all this increase will come from increasing surface water resources from 18,039 AF per year in 2020 to 39,400 AF per year in 2040. The mix of water supplies the City plans to use to meet these demands is changing over time and, while the surface water supplies will be the primary source, a mixture of groundwater and supply from storage will be used to meet demands.

Table 4-1. Water Supplies – Normal Year (UWMP Tables 6-12 and 6-13)

Water Supply	Projected Water Supply (AF)			
	2025	2030	2035	2040
Groundwater [1]	11,429	10,753	10,076	9,400
Surface Water [2]	22,160	27,584	32,508	39,400

[6] As noted in the City's 2018 Recycled Water Master Plan

Supply from Storage (Waldron and Boswell facilities)	13,500	13,500	13,500	13,500
Recycled Water	3,100	5,500	6,300	9,400
Transfers (GWD and IWD)	550	1,600	2,650	2,950
Total	50,739	58,937	65,034	74,650

Notes:

[1] Reasonably available volume shows a steady reduction in reliance on groundwater supply, as planned, to the sustainable yield volume in 2040; discussed in greater detail in the UWMP.

[2] Surface water quantities shown in greater detail in the UWMP.

5 Normal Year Water Operations

This section evaluates the ability of the City to meet the overall water demands during normal water years. A normal year is a year, or averaged range of years, that most closely represents the average water supply available to the City. In this case, the normal year reflects the overall water supply summary discussed in **Section 4**.

This Chapter relies on information taken from Sections 6 and 7 of the UWMP. **Table 5-1** compares the City's water demands and compares them with the normal year water supplies (see **Table 4-1**) for the 5-year increments the Project is anticipated to be constructed, and through 2040, as shown in the UWMP. As shown, total supplies would exceed total demands. Adequate supplies are available to serve the City and its water customers in normal rainfall years such as those discussed in this section. The excess water supply is more than adequate to meet the estimated Project water demands.

Table 5-1. Comparison of Normal Year Supplies and Demands

Condition	Water Supply (AFY)			
	2025	2030	2035	2040
Water Demand	39,737	42,824	46,422	52,598
Water Supply	50,739	58,937	65,034	74,650
Excess/Shortage	11,002	16,113	18,612	22,052

6 Single-Dry and Multiple-Dry Year Water Supplies

This section evaluates the availability of City water supplies during single-dry and multiple-dry water years, based on Project buildout in 2030. Numerous factors will work to change the relative quantities of water the City receives from its several water sources. Since each of these has a different reliability in dry years, the overall water supply reliability will change over time. The following sections discuss how this will occur.

During a single-dry year, surface water allotments are anticipated to be reduced by as much as 66 percent for Kings River surface water supplies, and CVP Class II supplies are eliminated completely in dry years. In the future, as the City becomes more reliant on surface water supplies, the impact of surface water reductions in dry years will be more significant.

A multiple-dry year period represents the lowest average supply available to the Project for a consecutive five-year period. This analysis is referred to as a "multi-dry" condition in the UWMP. The WSA analysis is based on the five consecutive driest years of record for the Project's surface water supplies, which were water years 2011/12 through 2015/16.

6.1 Water Year Effects on Water Sources

6.1.1 Kings River Surface Water

Both the single-dry and multiple-dry analyses are most affected by the variations in Kings River entitlement in dry years. FID's entitlement does not vary directly in proportion to overall annual runoff; rather it favors FID versus all the other Kings River diverters. When river flows are low due to slow runoff, low annual precipitation or both, FID's share of the daily river flow increases.

The effect of this is that FID's entitlement, as a percentage of its average entitlement, is higher than the overall water year percentage flow, for virtually any below-average water year. As noted in the UWMP, the anticipated share of Kings River water is shown as 32,100 AFY (UWMP Table 6-4) in 2040 for an average water year. As discussed in the UWMP, the City has recently executed a contract with FID for development of a new firm water supply starting at 1,000 AFY in 2020 and increasing to a maximum of 7,000 AFY by 2045 and thereafter. This new supply will not have the variability of the existing supply based on water year type.

6.1.2 Friant CVP Surface Water

Over the period of 1986 through 2016, the average Class II allocation has been 38 percent of contracted amount. However, Class II supplies are particularly subject to the water year type. However, these supplies are relatively small and would not have significant impact on the total supply.

While Class I entitlements do not currently affect the City's FID supplies, they will affect the future-year GWD and IWD entitlements. Class I allocations in the five multiple-dry years were 0 percent of the contracted amount for all five years.

6.1.3 Supply from Storage

The contract for the Waldron facility allows annual withdrawals of up to approximately 9,000 AFY, while the Boswell Facility allows up 4,500 AFY. According to the UWMP, the combined withdrawal limit from the two facilities is 13,500 AFY. In any year where surface water deliveries are substantially limited, the City would want to use these resources to the limit.

A related matter is how contributions are made to supply storage. Whereas in normal years the City is making deposits to both facilities, in a drier year those contributions would be reduced or halted since the surface supplies necessary for the deposits would not be available. Since the deposits come from surface water resources not counted in the City's water balance, being acquired under separate FID agreements, the curtailment of deposits does not reduce the City's water demand.

6.1.4 Groundwater

As of the preparation of the 2020 UWMP, the City of Clovis obtains groundwater from more than 30 wells, located throughout the service area. The total well production is estimated at 37,290 gallons per minute.

According to the UWMP, the City aims to reduce its direct groundwater consumption whenever possible. Most the City's water demands will be met by a combination of surface water and supplies from storage, in water years when those two resources are sufficient to meet demands. In drier years, when surface water supplies are limited, the City will pump groundwater, potentially beyond the 9,400 AFY accounted for in a normal year, to make up the shortfall but not to an unsustainable level as discussed in the NKGSP. The City will also recharge surface waters when available to allow for additional groundwater pumping when needed.

Planning to make that objective possible is very important, as Chapter 6 of the UWMP states that the sustainable groundwater supply in the City service area is 9,400 AF per year, for normal, dry, and multi-dry years. For the time being, there is no restriction against pumping groundwater above the sustainable aquifer yield; however, the NKGSP indicates the City must sustainably use groundwater.

This WSA uses 9,400 AF per year as the sustainable groundwater pumping amount, as stated in the UWMP. Due to the very large size of the aquifer underlying the City, available groundwater is not quickly affected by the type of water year. Anticipating a mix of wet and dry years similar to what has been historically seen, this WSA does not reduce available groundwater in dry or multiple-dry years; however, the City will be prioritizing use of other supplies over groundwater when possible.

6.1.5 Recycled Water

Recycled water production, being tied directly to indoor water use, does not vary significantly with the water year type, and is not adjusted from normal for this analysis.

6.2 Changes in Water Source Reliability Over the Planning Horizon

In 2020, surface water made up 58 percent of the City's direct water supply. In 2030, the surface water supply is planned to be 53 percent of the total while the supply from storage will have increased to 18 percent in a normal year. Groundwater will remain an important component of the water supply in the near future.

This means the City's reliance on surface water supplies, either directly used or pumped from subsurface storage, will have increased to 71 percent of the total. While there is a margin of normal year supply available over planned demand over the entire planning horizon, some provision may have to be made for additional reliable storage to account for such a large portion of surface water being subject to water year variability. See the reliability analysis in Section 6.3 following.

6.3 Summary of Single-Dry and Multiple-Dry Year Reliability Over the Planning Horizon

Supply for dry years would be drawn from a combination of Kings River surface water, supply from storage, groundwater, and recycled water. As shown in the UWMP, it is anticipated that surface water supplies from the FID Firm Water Agreement would still be available during drought years. Other firm water supply sources are groundwater, banked water, and recycled water, all of which are considered resilient against drought compared to surface water supplies. Groundwater banking activities would decrease to accommodate the decreased surface water supplies while still being able to use previously banked groundwater supplies from the Waldron and Boswell facilities. Project demand was assumed to be constant across all water years.

The supplies that would be available during single-dry and multiple-dry years in 2030 (at assumed Project buildout) are summarized in **Table 6-1**. As shown, adequate supplies would be available to supply the City and along with the estimated Project demand of 255.8 AFY, under all studied conditions. Further, the total demand associated with the Project (255.8 AFY), accounts for 33.5% of the excess supply without conservation and 4.1% of excess supply with conservation in the most critical year analyzed – the Single Dry Year, while the difference between existing uses and proposed land use (69.4 AFY) accounts for 9.1% and 1.1% of the same year, respectively. The City has a Water Shortage Contingency Plan (WSCP) (Provost & Pritchard Consulting Group 2021) in place that could be partially or fully implemented if needed or mandated. The 'demand with conservation' values are reduced to reflect implementation of various stages of the WSCP, as discussed in the UWMP.

Table 6-1. Dry Year Supply and Demand Comparison in 2030 (UWMP Tables 7-2, 7-3, and 7-4)

Scenario	Single-Dry Year [1]	Multiple-Dry Year [2]				
		Year 1	Year 2	Year 3	Year 4	Year 5
Baseline demand	42,824	42,824	42,824	42,824	42,824	42,824
Demand with Conservation as shown in UWMP	37,359	39,422	36,962	33,969	30,474	40,757
Total Supply	43,587	54,607	52,576	48,310	43,586	57,992
Excess/<Deficit> in Supply	763	11,783	9,752	5,486	762	15,168
Excess/<Deficit> in Supply with Conservation	6,228	15,185	15,614	14,341	13,112	17,235

Note: Refer to the 2020 UWMP for details on how these values were calculated.

6.4 Climate-Based Reliability Factors

This WSA defers to the UWMP for consideration of the overall effects of climate change upon supply reliability. Climate change has been considered in the preparation of the UWMP.

7 Operational Reliability

The City's surface water entitlement does not accrue all at once during a given water year. Rather, the Kings River entitlement accrues daily throughout the year based on actual river runoff and the Kings River Water Association entitlement schedule. The daily nature of the Kings River supply is especially important early in the water year, which begins October 1. The very low river flows in October and November mean that supply is low, and the City must rely on other water supplies during those months. The relatively large supplies available from storage help mitigate the seasonal nature of the surface water supply, and these are further backed up by groundwater supplies equivalent to almost half the City's total annual demand.

The City has not had any issue with temporary water shortages to date. The City's WMP and UWMP indicates a need to increase their surface water and groundwater supplies to meet future demands and provides detail on how much of each supply is needed compared to the existing supplies. The WMP also includes a Capital Improvements Program identifying capital projects that are necessary to acquire and facilitate the movement of current and future water supplies throughout the City's system in a reliable manner. The City's adherence to their planning documents and consistent development of these water supplies and infrastructure is critical for the City's continued growth and development and will provide operational reliability into the future.

8 Conclusions

As summarized in **Table 8-1**, the City has adequate supplies to meet the needs of all the City's water customers including the Project, in normal water years, over the 20-year planning horizon. However, the water supply used for this Project will need to be replaced to support full buildout of the GP.

In the buildout year, if demand is as projected, the City will have sufficient water to meet dry year demands all dry year event types. Conservation measures, detailed in the Water Shortage Contingency Plan, have been developed that would mitigate possible shortfalls by reducing demand approximately 15 percent. Evidence from the 2013 to 2015 drought suggests that those results, and more, are achievable. Additionally, as the City has surplus water supplies in normal years, short-term additional groundwater extraction in the single-dry and multiple-dry years is also planned as part of their water portfolio.

As discussed in Section 7, the City has plans to continue to acquire water supplies and construct infrastructure to supply current and future water users. Therefore, we conclude the City of Clovis has adequate water supplies to meet the needs of the City in normal, dry, and multi-dry years given the previously discussed potential demand reductions and supply augmentations.

8.1 Conclusions Including Additional WSAs

Since the 2020 UWMP was adopted, three WSAs have been prepared for the City, including this one. It is important to understand the cumulative impact of the additional demands associated with WSAs over and beyond the demands analyzed in the 2020 UWMP.

The demands in **Table 8-1** include those demands noted in the UWMP and **Table 6-1** above, and the demands associated with the Project evaluated in this WSA, as discussed in **Section 2.2**. Similarly, the noted Excess/Deficit reflects the difference between these summated demands and the total supply noted in the UWMP and in **Table 5-1**, above. This approach accounts for the additional demands associated with the proposed land use type above the demands associated with the originally planned land use type. There is still an excess of supply in all conditions, even with the additional demand.

As noted above, additional groundwater supplies may not be necessary in the critical year or multiple year drought depending on operational decisions regarding conservation; however, the City's UWMP notes additional groundwater supplies would be available on a short-term basis during a drought condition.

Table 8-1. Summary of Project Water Supplies and Demands including WSAs

2020 UWMP Supply and Demand Comparison Results	Normal Year (2030)	Single-Dry Year	Multiple-Dry Year				
			Year 1	Year 2	Year 3	Year 4	Year 5
Excess/<Deficit> in Supply	16,113	763	11,783	9,752	5,486	763	15,168
Excess/<Deficit> in Supply with Conservation	--	6,228	15,185	15,614	14,341	13,112	17,235
Additional Demands Associated with WSAs prepared since 2020 UWMP							
Home Place Master Plan (Approved March 2021)	No Additional Demand Associated with WSA						
Tract 6205, SOI Expansion (Estimated Approval December 2022)	256	256	256	256	256	256	256
Tract 6343 (Approved December 2022)	79	79	79	79	79	79	79
Excess/<Deficit> in Supply including Additional Demands from Approved WSAs	15,779	429	11,449	9,418	5,152	428	14,834
Excess/<Deficit> in Supply with Conservation including Additional Demands Approved WSAs [1]	--	5,944	14,901	15,330	14,057	12,827	16,951

Notes:
[1] Calculation includes a reduction in the Additional Demands from Additional WSAs of 15 percent, as discussed above.

9 References

Provost & Pritchard Consulting Group (2021). *City of Clovis, 2020 Urban Water Management Plan Update.* Clovis.

Placeworks. (2014). *General Plan, City of Clovis.* Clovis.

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City of Clovis

Water Supply Assessment

Tract 6205
Northwest Sphere of Influence Expansion Area

December 2022

Prepared for:
City of Clovis

Prepared by:
Provost & Pritchard Consulting Group
455 W Fir Avenue, Clovis, CA 93611

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Report Prepared for:

Client Name

City of Clovis
1033 5th Street
Clovis, CA 93612

Contact:

Sean Smith
(559) 324-2363

Report Prepared by:

Provost & Pritchard Consulting Group

Heather Bashian, PE
Brittney Darnell

Contact:

Heather Bashian, PE

(559) 449-2700



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Abbreviations

AF ..... acre-feet
AFY ..... acre-feet per year
Boswell ..... Boswell Banking Facility
City ..... City of Clovis
County ..... Fresno County
CVP ..... Central Valley Project
CWC ..... California Water Code
FID ..... Fresno Irrigation District
GP ..... General Plan
GWD ..... Garfield Water District
IWD ..... International Water District
MGD ..... million gallons per day
MHDR ..... Medium High Density Residential
NKGSP ..... North Kings Groundwater Sustainability Plan
SFR ..... Single-Family Residential
SOI ..... Sphere of Influence
SWTP ..... City of Clovis Surface Water Treatment Plant
UWMP ..... City of Clovis Urban Water Management Plan
Waldron ..... Waldron Banking Facility
WDF ..... water demand factors
WMP ..... City of Clovis, Water Master Plan Update, Phase III
WRF ..... City of Clovis Sewage Treatment/Water Reuse Facility
WSA ..... Water Supply Assessment
WSCP ..... Water Shortage Contingency Plan

1 Introduction

1.1 Purpose and Need for the Water Supply Assessment

California Water Code (CWC) §10912(a) requires preparation of a Water Supply Assessment (WSA) meeting the requirements of CWC §10910 et seq for projects within cities and counties that meet one of several water demand triggers, or the equivalent. These triggers include construction of 500 or more residential units, construction of a shopping center or business establishment having 500,000 square feet of floor space, construction of a commercial office building having more than 250,000 square feet, a proposed hotel or motel having more than 500 rooms, or another project having a water demand equivalent to or greater than the 500-unit development.

This WSA evaluates the adequacy of available water supplies for the proposed Tract 6205, including a Sphere of Influence (SOI) Expansion Area north of Shepherd Avenue, east of Sunnyside Avenue (Project), located in the City of Clovis, Fresno County, California. The Project would entail the development of 605 single family residential lots, more than the "500 residential units" trigger; therefore, a WSA is required. The City of Clovis operates the water system to which the Project proposes to connect. This water system meets the standards for a "Public Water System" as set forth in CWC §10912(c); the City is therefore responsible for preparation of the required WSA in accordance with CWC §10910(b).

This WSA discusses the estimated water demands and water supply for the proposed Project. The Project is located in Fresno County (County), adjacent to the City of Clovis (City) limits; the area will be annexed as part of the Project's progress and the entire Project will be supplied water from the City.

1.2 Reliance on a Related Urban Water Management Plan

If the Project falls within the boundaries of a current Urban Water Management Plan (UWMP) prepared by the water purveyor, CWC §10910(c)(1) requires that the WSA determine whether projected water demand associated with the Project is included as part of that duly adopted UWMP.

The 2020 Clovis UWMP covers the SOI for the City as well as an area north of Shepherd Avenue, bounded on the west and east by Sunnyside and Fowler Avenues, respectively, as it was understood the area may be annexed and the SOI boundary modified in near future. This Project lies within the area north of Shepherd, east of Sunnyside Avenue, and is therefore, part of the study area of the 2020 Clovis UWMP, which was adopted by the City of Clovis by resolution of the City Council on July 12, 2021 (Provost & Pritchard Consulting Group, 2021). Thus, in accordance with the CWC, the preparers have relied on information from the UWMP wherever possible in preparing the various elements of this Assessment.

1.3 Document Organization

This WSA is organized as follows:

- *Section 2 describes the Project and its location.*
- *Section 3 describes the Project's potable and non-potable water demands in addition to those of other existing and planned uses, and how these vary from the numbers used in the UWMP.*
- *Section 4 provides an overview of the City's primary water supplies.*
- *Section 5 discusses the adequacy of water supplies during normal years.*
- *Section 6 discusses the adequacy of water supplies during single-dry and multiple-dry years.*
- *Section 7 discusses operational reliability on a daily basis.*
- *Section 8 concludes whether supplies would be adequate during normal, dry-year, and multiple-dry years during a 20-year projection.*
- *Section 9 lists references cited in this WSA.*

2 Project Description

2.1 Project Location and Setting

The City limits currently encompasses 25.9 square miles. The City's SOI covers 34.9 square miles, while the City's General Plan (GP) encompasses approximately 74.3 square miles. The City's General Plan (Placeworks, 2014) identified three Urban Centers to focus growth, including Loma Vista, the Northwest area, and the Northeast area; this Project lies within the Northwest area. **Figure 2-1** identifies the location of the Project in relation to the surrounding Clovis/Fresno region.

The Project would entail development of 605 single-family residential lots on approximately 77.5 gross acres. The Project is a proposed Medium High Density Residential (MHDR) development with associated neighborhood green space. The project site includes 77.5 gross acres bounded Shepherd Avenue to the south, Perrin Avenue to the north, and Sunnyside Avenue to the west. The project site encompasses three parcels: APNs 557-021-19 through 21. Located just outside the city limits and the SOI, the area north and east of the Project is primarily rural residential uses, the area directly west of the Project is planned for low and medium density residential and public/quasi-public facilities, and the area to the south is mainly rural residential with a small area of medium high density residential and neighborhood commercial just southeast of the Project.

The Project area is currently designated , in the Fresno County General Plan, as AL-20 and current land uses are rural residential and a pecan orchard. The existing estimated water demand for the Project area, in long-time use as a pecan orchard, is shown in **Table 2-1** below, in acre-feet per year (AFY) per acre.

Table 2-1. Existing Demand Estimates per Existing Use

Existing Use	Unit Demand (AFY/acre)	Acreage (acres)	Groundwater Usage (AFY)
Deciduous Fruits and Nuts[1]	2.39[2]	77.5	185.4
Rural Residential[3]	0.7	1.4	1.0
Totals:		78.9	186.4

2.2 Water Supply and Distribution

The Project will receive water supply from the City's water distribution system, which relies on both groundwater and surface water supplies. Built in 2004, the City's Surface Water Treatment Plan (SWTP) has a current treatment capacity of 22.5 million gallons per day (MGD); expansion to 45 MGD is planned.

[1] Consumptive use calculations are based on agronomic water rates published by the University of California Experiment Station.

[2] Agronomic water rates include a rainfall component; this value has been reduced by 10.3 inches per year to reflect actual groundwater extracted for irrigation purposes.

[3] Demand for Rural Residential based on WDFs in the WMP.

In addition to the supply from the SWTP, the City has more than 30 groundwater wells located throughout the City, with the nearest being approximately one mile south of the Project, at Sunnyside and Nees Avenues. While the City's system is divided into two pressure zones, there are interconnections between the two to balance supply and demands throughout the year in various water demand scenarios.

Water will be delivered to the Project via the City's existing and planned distribution system. The water distribution system is shown in full in the Water Master Plan Update, Phase III (WMP) (Provost & Pritchard Consulting Group, 2018), and in detail for this area on **Figure 2-2**. The master-planned infrastructure is being constructed via another project along Shepherd Avenue between Sunnyside and Fowler Avenue and along Sunnyside Avenue, north of Shepherd Avenue. The master-planned 16-inch distribution mains in Shepherd Avenue, west of Sunnyside Avenue and east of Fowler Avenue both exist, also. The master-planned infrastructure along Sunnyside Avenue, south of Shepherd Avenue has not yet been constructed. Connectivity in both directions along Shepherd Avenue and/or in Sunnyside Avenue are required to reliability supply water to the Project.

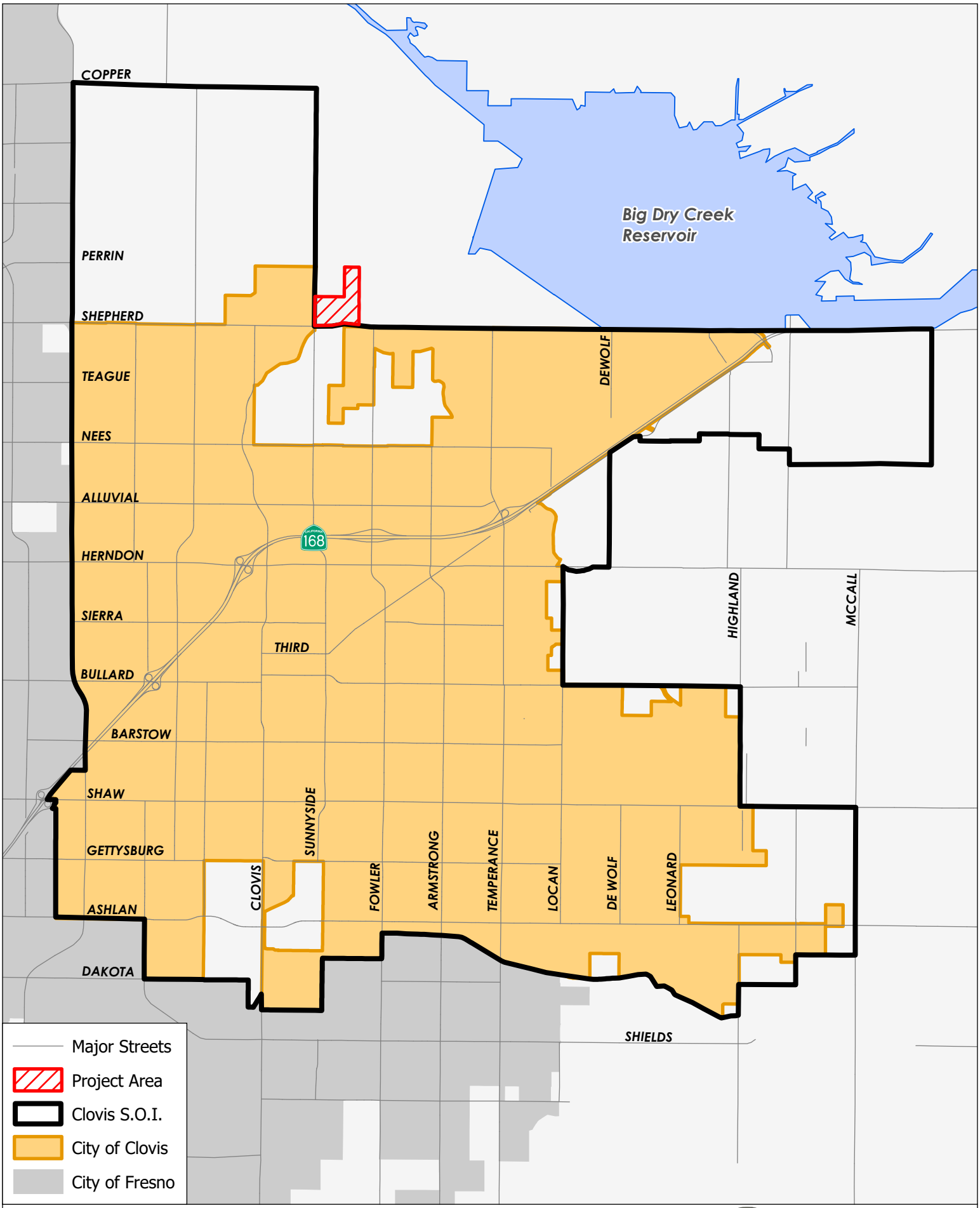


Figure 2-1: Project Location

Water Supply Assessment

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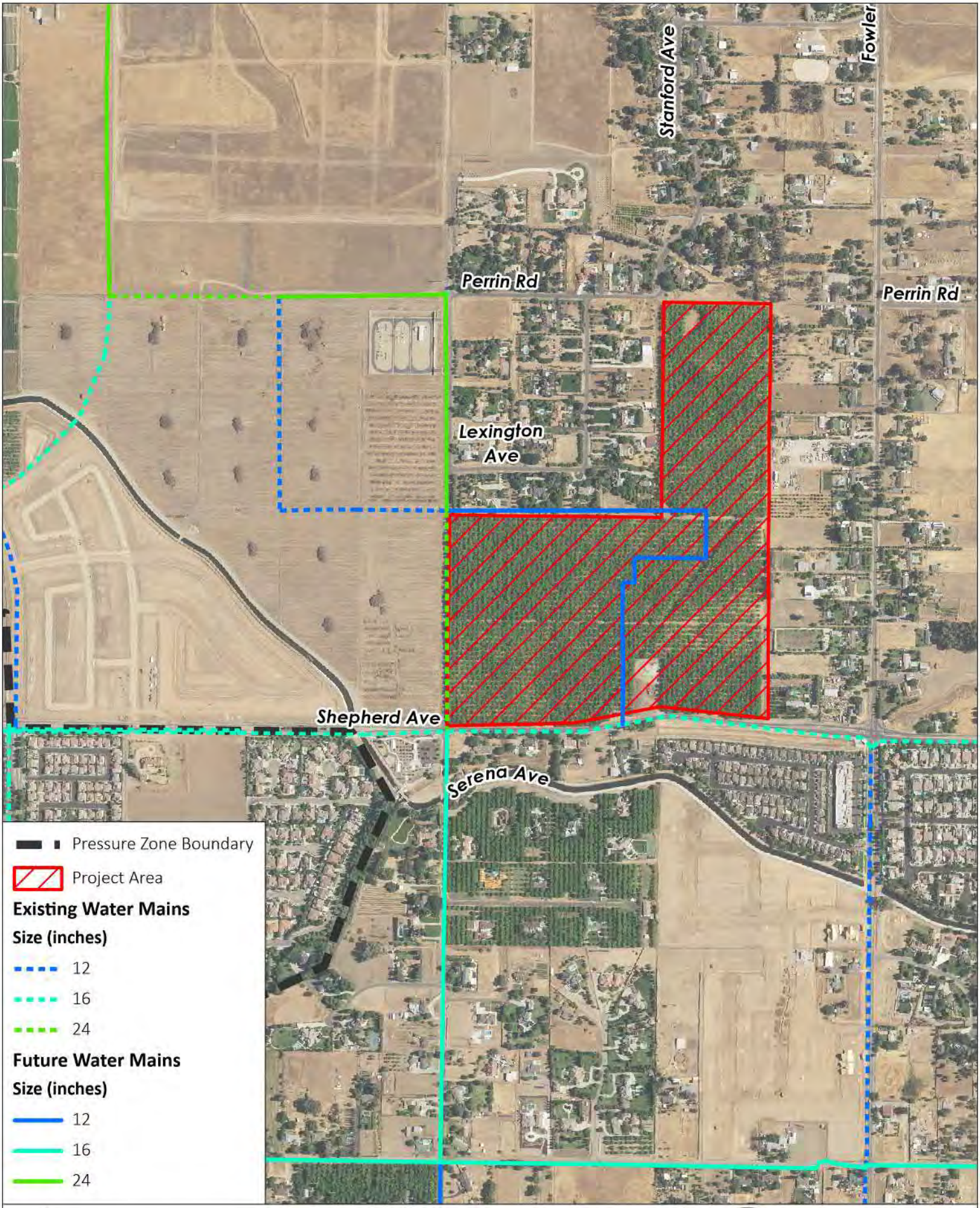


Figure 2-2: Water Infrastructure at Buildout

Water Supply Assessment

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3 Water Demands

This section summarizes projected water demands of the Project, assuming full buildout by 2030. The area was not included in either the WMP; therefore, there are no "planned" demands to compare the "proposed" demand against. Proposed Project water demands have been estimated based on the proposed land uses and the WDFs shown in the adopted WMP. This section compares water demand estimates developed as part of this study with the City's existing plans.

3.1 Project Demands

As the Project area was not included in either the WMP, it does not have a "planned" water demand. The existing land use designation in the GP is Rural Residential (shown in **Figure 3-1**), with an associated Land Use-based Water Demand Factor (WDF) of 0.7 AFY/acre, which is significantly lower than the proposed WDF of 3.3 AFY/acre associated with MHDR. Based on the proposed land use designation, the proposed water demands for the Project area are shown in **Table 3-1**.

Table 3-1. Proposed Demand Estimates

Proposed Land Use Designation	Unit Factor (AFY/acre)	Acreage	Demand (AFY)
Medium High Density Residential	3.3	77.5	255.8
Total:		77.5	255.8

While the proposed land uses are residential, the intensity of the residential development is greater than the GP land uses. At the same time, the area was not included in demand estimates in the WMP; therefore, the City must plan to obtain additional supplies to meet the proposed demands for the Project. The total proposed water demand amounts to approximately 1.6% of the excess supply for year 2030 the City has in a normal year as shown in Table ES-3 of the 2020 UWMP[4]. This indicates an ability of the City to serve this project in the interim while additional supplies are acquired to accommodate full build-out of the GP.

Additionally, as noted in **Section 2**, there is an existing water demand on the property, currently satisfied via a private agriculture groundwater well, associated with the Project area of 186.4 AFY; the proposed demand is 69.4 AFY more than the existing uses.

[4] The excess supply in a normal year in 2030 is shown in the UWMP as 16,113 AFY; the proposed demand is 255.8 AFY, equating to 1.6% of the excess supply (255.8/16113 = 1.6%).

The water usage projection for the Project was developed based on the Water Demand Factor in the WMP for the proposed Project land use. Project water demands were calculated in 5-year increments, as shown in **Table 3-2**. This table is based upon the understanding the Project will be entirely constructed by 2030[5].

Table 3-2. Proposed Demands in 5-Year Increments

Criteria	2025	2030	Total
Estimated Demand (AFY)	63.9	191.9	255.8

3.2 Demands of Other Existing and Planned Development

The UWMP report the planned demands for similar types of uses proposed with this Project within the City, referred to collectively as Single-Family Residential uses (SFR). These demands are summarized in UWMP Table 4-5, which is reproduced, in part, below.

Table 3-3. Planned Water Demands by Use Type

Use Type	UWMP Projected Demands in 2030 (AFY)	Projected Project Demands in 2030 (AFY)	% Increase over UWMP Projected SFR Demands
Single Family Residential	18,558	255.8	1.4%
Totals	18,558	255.8	1.4%

Comparing the total proposed Project water demands in **Table 3-1** with the total water demand area analyzed in the UWMP and shown in **Table 3-3**, the Project makes up a very small portion of the overall water anticipated to be delivered by the City to similar types of uses.

[5] The anticipated demands timing is an estimate and development of the Project will be determined by the Project Applicant. This WSA does not govern the development timeline.

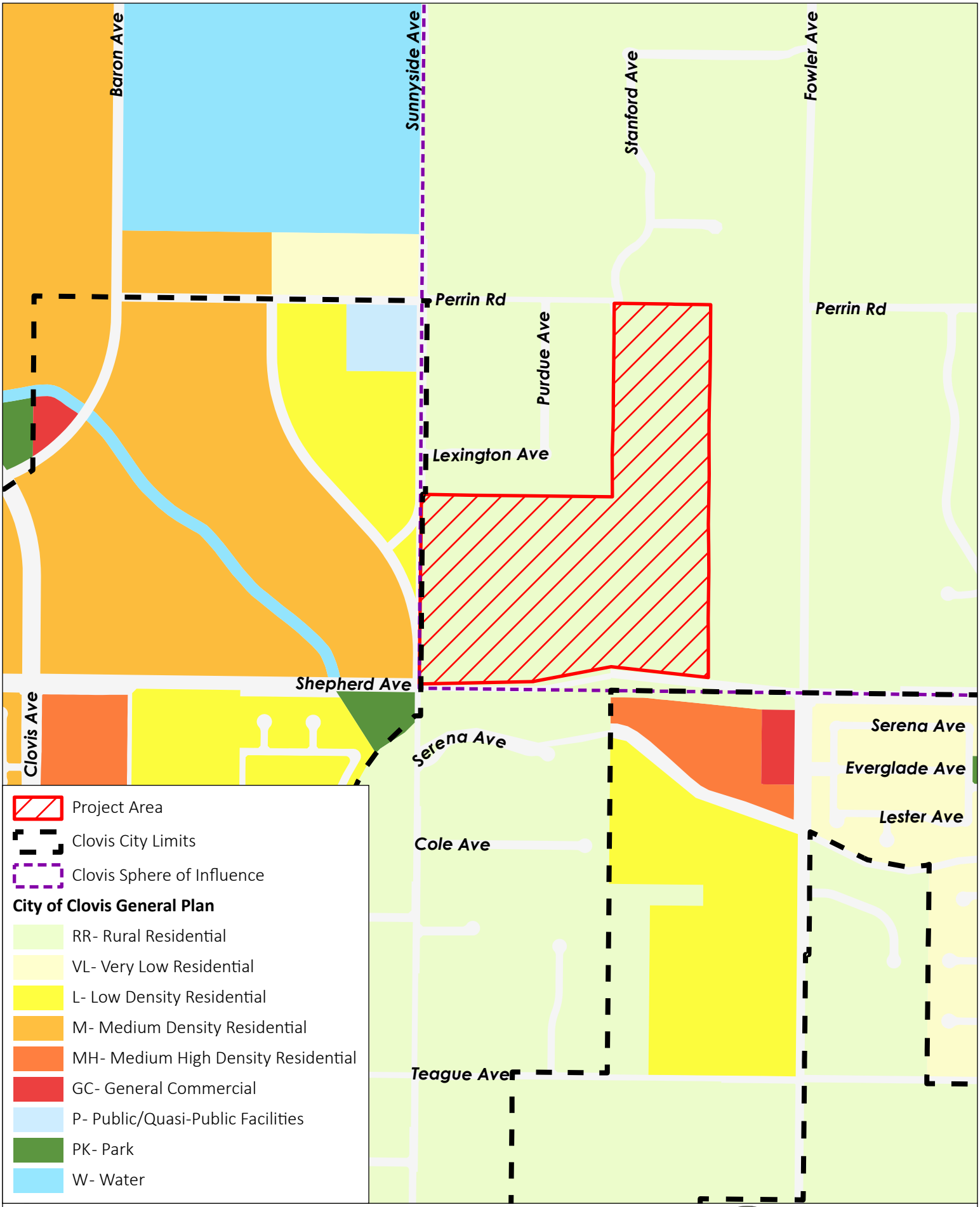


Figure 3-1: Land Use Plan in Project Area

Water Supply Assessment

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4 Overview of Water Supplies

CWC §10910(c)(2) allows reliance on the City's UWMP to determine overall water supply reliability if the Project's planned water demand was included in the UWMP. The Project demand was included in the City's UWMP calculations and, while, the overall demand of this area was not included in the WMP, the calculations and analysis from the UWMP are utilized as a current baseline for the City's supply and demand comparison. The Project's demands are over and above the WMP demands, as discussed in **Section 3** and later in this WSA. The overall additional demand is relatively small in comparison to the City's total demands but will still require planning on the City's part to account for it in the future build-out of the City's GP. This WSA relies, in large part, on the UWMP.

§10910(d) requires that a WSA identify any existing water supply entitlements, water rights, or water service contracts relevant to the identified water supply for the proposed project, including any such existing entitlements, rights, or contracts held by the public water system or city or county preparing the WSA. These descriptions appear in detail in Chapter 6 of the UWMP and are summarized below.

4.1 Surface Water

The City's surface water supply is provided through agreements with Fresno Irrigation District (FID), which allows the City to receive a share of FID's Kings River and Friant Central Valley Project (CVP) entitlements. Garfield Water District (GWD) and International Water District (IWD) are located within the City's General Plan boundaries. As the districts' service areas are urbanized over time, surface supplies available to the two districts will be added to the City's surface water supply. As those supplies are added to the City's water supply portfolio, they will be available throughout the City's service area as part of the general water supply. Currently, all surface water available to the City comes from the FID contract. The boundaries of each of the districts are shown on **Figure 4-1**.

4.1.1 Kings River

FID obtains much of its surface water from the Kings River. FID is a member of the Kings River Water Association, which holds water rights licenses for all the Kings River and storage rights licenses on Kings River reservoirs. FID is entitled to water based upon a prorated monthly schedule determined by the natural flow of the Kings River as it would occur without reservoir storage above the historic Piedra gauging station. FID is entitled to water from the Kings River at all flows, but the percentage is higher at relatively low Kings River flows. If the snowmelt is slow, the District receives a greater entitlement. FID's average gross annual entitlement is 452,541 acre-feet (AF). Within the last fifty years, the smallest entitlement received was 158,109 AF, which occurred in 2015.

The City's allocation from the Kings River is proportional to the total acreage of the City's included area to the total FID area receiving water; the total amounts available to the City are discussed in greater detail in **Section 6**.

4.1.2 Central Valley Project Water Allocation: Friant Division

The water obtained from the CVP comes from the diversion and storage of water from the San Joaquin River behind Friant Dam. The total available water on the San Joaquin River has been estimated at 2,200,000 AF. Of that, 800,000 AF have been designated as Class I supply (Bureau of Reclamation, 2005). Class I supply is considered to be dependable in most years with shortages only in very dry years. Class II water is in excess of Class I and is therefore much less dependable. FID has a contract with the United States Bureau of Reclamation for 75,000 AF of Class II water from this source (Bureau of Reclamation, 2005). The agreement between the City and FID requires the District to make available to the City the proportional share of all surface water available to the District although it does not allow the City to directly receive FID's CVP supplies. Therefore, FID is required to make a like amount of Kings River (or any other surface) water available to the City for its proportional share of Class II CVP supplies. FID's Class II contract has received an average 13,577 AFY with the actual number ranging from zero to the full 75,000 AF depending upon the nature of each water year over that period. **Table 4-1** lists the projected surface water volume through 2040.

4.1.3 Garfield Water District

GWD is located north of the City with a portion of the district in the City's SOI. The GWD holds a Class 1 CVP contract for 3,500 AFY. With half of GWD within the City's SOI, an estimated 1,750 AFY is expected to be added to the City's supply upon development. As noted in the UWMP, the first portion of GWD supplies is not anticipated to be available to the City until 2025, with the total 1,750 AFY not accounted for in the supply totals until 2040.

4.1.4 International Water District

IWD is located east of the City's SOI within the general plan's boundary. The IWD holds a Class 1 CVP contract for 1,200 AFY. The City's General Plan designates a portion of the District's area as industrial and residential use. At build-out it is estimated that the entire 1,200 AFY supply will be added to the City's supply. As noted in the UWMP, the first portion of GWD supplies is not anticipated to be available to the City until 2030, with the total 1,200 AFY not accounted for in the supply totals until 2040.

4.2 Supply from Storage

Since 2004, the City has been storing water in the aquifer to create a stable source of supply over the years. The City has been working with FID to recharge surface water, using the City's contracted shares of capacity in FID's Waldron Banking Facility and Boswell Groundwater Banking Facility, to build up credit in those facilities which allows for annual water withdrawals, on an as-needed or as-requested basis. The surface water banked includes portions of FID's Kings and CVP supplies and may in the future also include other surface water supplies that FID is able to secure on the spot market. Recharged water is purchased under separate agreements with FID and is not included in the surface water totals in the previous section, so this is truly a separate and additional water supply. This process is fully explained in the UWMP.

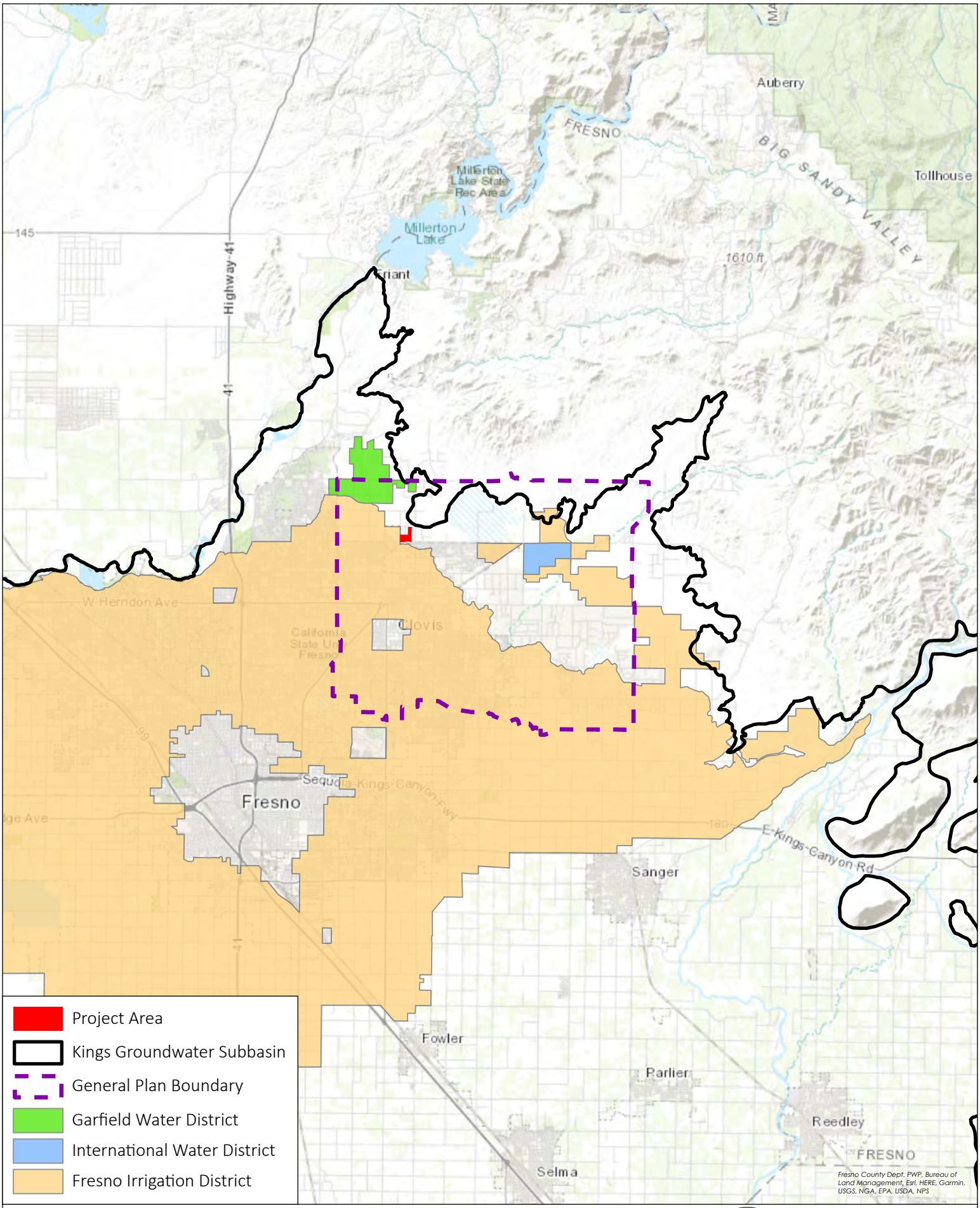


Figure 4-1: Irrigation and Water Districts

Water Supply Assessment

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Two banking facilities, the Waldron Banking Facility (Waldron) and Boswell Groundwater Banking Facility (Boswell), have been constructed in central Fresno County. The City entered into an agreement with the FID to participate in the financing of the construction of a dedicated water banking facility called the Waldron Banking Facilities. The City is entitled to receive up to ninety percent (9,000 AF) of the annual yield. The City and FID have entered into a similar agreement regarding the Boswell Groundwater Banking Facility whereby the City will have access up to 4,500 AFY of additional surface water supplies. The recharged water will be "banked" for future recovery during dry periods or to accommodate planned growth.

The City has created a recharge plan accounting for historic variations in surface water supplies that will allow it to withdraw an annual 13,500 AF, the maximum withdrawal allowed under the City's agreements with FID. This is considered a firm supply. The 13,500 AF maximum annual withdrawal is built into the water supply projections in the UWMP for each year over the planning horizon.

4.3 Groundwater

The City is located within the Kings Groundwater sub-basin, a part of the Tulare Lake Hydrogeologic Basin as described in the Department of Water Resources Bulletin 118 (Department of Water Resources, 2003). The groundwater basin is in overdraft and has been for many years. However, it has not been adjudicated.

Chapter 6 of the UWMP discusses a sustainable groundwater yield for the service area and concludes the sustainable yield to be 9,400 AFY, as discussed in greater detail in the WMP. While the North Kings Groundwater Sustainability Plan (NKGSP) has been written and adopted, it does not yet include a firmer approximation of sustainable yield, although development of one is anticipated. The sustainable yield from the UWMP and WMP has been used for this assessment.

4.4 Recycled Water

Most of the City's wastewater flow is treated at the Regional Water Reclamation Facility, located southwest of the City of Fresno on Jensen Avenue. In 2009, the City of Clovis completed a new Water Reclamation Facility (WRF). In 2020, the WRF produced approximately 2,496 AFY. Of that total, 28 percent was recycled for mostly landscape and agricultural irrigation, with the remainder being discharged to FID's Fancher Creek for agricultural irrigation.

Ultimately the WRF will be expanded to be able to treat 8.4 MGD, or 9,400 AF per year, and will make a substantial contribution to the City's overall water resources. According to the 2020 UWMP, recycled water is used for irrigation of public and private landscape within the service area. Areas receiving or planned to receive recycled water include the Freeway 168 corridor between Shepherd and Sierra Avenues, the existing Clovis Community Medical Center campus, and multiple City parks and landscape areas.

Landscape irrigation will continue to be the main use of recycled water in the future. All public landscape areas within three-quarters of a mile of the distribution system are considered potential recycled water use areas. Clovis Unified School District is evaluating the use of recycled water for its

landscape areas. Caltrans has expanded their use of recycled water along State Route 168 from Armstrong Avenue west to Sierra Avenue. Concurrent with the Project's development, the City will expand its use of recycled water and broaden its range of beneficial uses to potentially include irrigating the public landscape space to be developed with the Project.

To affect that increase in use, the City now requires all new development of public landscape near recycled water transmission lines to use recycled water. Additional actions include extending the recycled water distribution system to discharge at groundwater recharge facilities and reducing the cost of recycled water. The UWMP indicates planned use of recycled water supply will be 9,400 AFY by 2040 (UWMP Table 6-13). With a planned[6] recycled water transmission main in Shepherd Avenue, it is possible this Project may use recycled water for landscape irrigation, but the City will make final determination of that at a later date.

4.5 Exchanges

Water exchanges, transfers, and water banking allow purveyors to manage demand and supply variability by ensuring water will be available for the near future. The majority of the City's wastewater is treated at the RWRF. Under an agreement with FID, the City of Fresno receives 0.92 AF of Kings River surface water in exchange for each two AF of reclaimed water produced by the RWRF (46 percent exchange). Clovis is in discussions with the City of Fresno and FID on documenting its pro-rata share of RWRF effluent and the most efficient recover and beneficial use of that effluent. This will require a new effluent exchange agreement with FID, and potentially the City Fresno, to appropriately allocate Clovis' pro-rata share of the treated water. This water is limited by agreement to being used for groundwater recharge activities.

4.6 Water Supply Summary

The five sources discussed above make up the City's water resources. These are tabulated overall for 2025 and for each subsequent 5-year period through 2040 in **Table 4-1**.

The City's overall water resources are projected to increase from 50,739 AF per year in 2025 to 74,650 AF per year in 2040. Nearly all this increase will come from increasing surface water resources from 18,039 AF per year in 2020 to 39,400 AF per year in 2040. The mix of water supplies the City plans to use to meet these demands is changing over time and, while the surface water supplies will be the primary source, a mixture of groundwater and supply from storage will be used to meet demands.

Table 4-1. Water Supplies – Normal Year (UWMP Tables 6-12 and 6-13)

Water Supply	Projected Water Supply (AF)			
	2025	2030	2035	2040
Groundwater [1]	11,429	10,753	10,076	9,400
Surface Water [2]	22,160	27,584	32,508	39,400

[6] As noted in the City's 2018 Recycled Water Master Plan

Supply from Storage (Waldron and Boswell facilities)	13,500	13,500	13,500	13,500
Recycled Water	3,100	5,500	6,300	9,400
Transfers (GWD and IWD)	550	1,600	2,650	2,950
Total	50,739	58,937	65,034	74,650

Notes:

[1] Reasonably available volume shows a steady reduction in reliance on groundwater supply, as planned, to the sustainable yield volume in 2040; discussed in greater detail in the UWMP.

[2] Surface water quantities shown in greater detail in the UWMP.

5 Normal Year Water Operations

This section evaluates the ability of the City to meet the overall water demands during normal water years. A normal year is a year, or averaged range of years, that most closely represents the average water supply available to the City. In this case, the normal year reflects the overall water supply summary discussed in **Section 4**.

This Chapter relies on information taken from Sections 6 and 7 of the UWMP. **Table 5-1** compares the City's water demands and compares them with the normal year water supplies (see **Table 4-1**) for the 5-year increments the Project is anticipated to be constructed, and through 2040, as shown in the UWMP. As shown, total supplies would exceed total demands. Adequate supplies are available to serve the City and its water customers in normal rainfall years such as those discussed in this section. The excess water supply is more than adequate to meet the estimated Project water demands.

Table 5-1. Comparison of Normal Year Supplies and Demands

Condition	Water Supply (AFY)			
	2025	2030	2035	2040
Water Demand	39,737	42,824	46,422	52,598
Water Supply	50,739	58,937	65,034	74,650
Excess/Shortage	11,002	16,113	18,612	22,052

6 Single-Dry and Multiple-Dry Year Water Supplies

This section evaluates the availability of City water supplies during single-dry and multiple-dry water years, based on Project buildout in 2030. Numerous factors will work to change the relative quantities of water the City receives from its several water sources. Since each of these has a different reliability in dry years, the overall water supply reliability will change over time. The following sections discuss how this will occur.

During a single-dry year, surface water allotments are anticipated to be reduced by as much as 66 percent for Kings River surface water supplies, and CVP Class II supplies are eliminated completely in dry years. In the future, as the City becomes more reliant on surface water supplies, the impact of surface water reductions in dry years will be more significant.

A multiple-dry year period represents the lowest average supply available to the Project for a consecutive five-year period. This analysis is referred to as a "multi-dry" condition in the UWMP. The WSA analysis is based on the five consecutive driest years of record for the Project's surface water supplies, which were water years 2011/12 through 2015/16.

6.1 Water Year Effects on Water Sources

6.1.1 Kings River Surface Water

Both the single-dry and multiple-dry analyses are most affected by the variations in Kings River entitlement in dry years. FID's entitlement does not vary directly in proportion to overall annual runoff; rather it favors FID versus all the other Kings River diverters. When river flows are low due to slow runoff, low annual precipitation or both, FID's share of the daily river flow increases.

The effect of this is that FID's entitlement, as a percentage of its average entitlement, is higher than the overall water year percentage flow, for virtually any below-average water year. As noted in the UWMP, the anticipated share of Kings River water is shown as 32,100 AFY (UWMP Table 6-4) in 2040 for an average water year. As discussed in the UWMP, the City has recently executed a contract with FID for development of a new firm water supply starting at 1,000 AFY in 2020 and increasing to a maximum of 7,000 AFY by 2045 and thereafter. This new supply will not have the variability of the existing supply based on water year type.

6.1.2 Friant CVP Surface Water

Over the period of 1986 through 2016, the average Class II allocation has been 38 percent of contracted amount. However, Class II supplies are particularly subject to the water year type. However, these supplies are relatively small and would not have significant impact on the total supply.

While Class I entitlements do not currently affect the City's FID supplies, they will affect the future-year GWD and IWD entitlements. Class I allocations in the five multiple-dry years were 0 percent of the contracted amount for all five years.

6.1.3 Supply from Storage

The contract for the Waldron facility allows annual withdrawals of up to approximately 9,000 AFY, while the Boswell Facility allows up 4,500 AFY. According to the UWMP, the combined withdrawal limit from the two facilities is 13,500 AFY. In any year where surface water deliveries are substantially limited, the City would want to use these resources to the limit.

A related matter is how contributions are made to supply storage. Whereas in normal years the City is making deposits to both facilities, in a drier year those contributions would be reduced or halted since the surface supplies necessary for the deposits would not be available. Since the deposits come from surface water resources not counted in the City's water balance, being acquired under separate FID agreements, the curtailment of deposits does not reduce the City's water demand.

6.1.4 Groundwater

As of the preparation of the 2020 UWMP, the City of Clovis obtains groundwater from more than 30 wells, located throughout the service area. The total well production is estimated at 37,290 gallons per minute.

According to the UWMP, the City aims to reduce its direct groundwater consumption whenever possible. Most the City's water demands will be met by a combination of surface water and supplies from storage, in water years when those two resources are sufficient to meet demands. In drier years, when surface water supplies are limited, the City will pump groundwater, potentially beyond the 9,400 AFY accounted for in a normal year, to make up the shortfall but not to an unsustainable level as discussed in the NKGSP. The City will also recharge surface waters when available to allow for additional groundwater pumping when needed.

Planning to make that objective possible is very important, as Chapter 6 of the UWMP states that the sustainable groundwater supply in the City service area is 9,400 AF per year, for normal, dry, and multi-dry years. For the time being, there is no restriction against pumping groundwater above the sustainable aquifer yield; however, the NKGSP indicates the City must sustainably use groundwater.

This WSA uses 9,400 AF per year as the sustainable groundwater pumping amount, as stated in the UWMP. Due to the very large size of the aquifer underlying the City, available groundwater is not quickly affected by the type of water year. Anticipating a mix of wet and dry years similar to what has been historically seen, this WSA does not reduce available groundwater in dry or multiple-dry years; however, the City will be prioritizing use of other supplies over groundwater when possible.

6.1.5 Recycled Water

Recycled water production, being tied directly to indoor water use, does not vary significantly with the water year type, and is not adjusted from normal for this analysis.

6.2 Changes in Water Source Reliability Over the Planning Horizon

In 2020, surface water made up 58 percent of the City's direct water supply. In 2030, the surface water supply is planned to be 53 percent of the total while the supply from storage will have increased to 18 percent in a normal year. Groundwater will remain an important component of the water supply in the near future.

This means the City's reliance on surface water supplies, either directly used or pumped from subsurface storage, will have increased to 71 percent of the total. While there is a margin of normal year supply available over planned demand over the entire planning horizon, some provision may have to be made for additional reliable storage to account for such a large portion of surface water being subject to water year variability. See the reliability analysis in Section 6.3 following.

6.3 Summary of Single-Dry and Multiple-Dry Year Reliability Over the Planning Horizon

Supply for dry years would be drawn from a combination of Kings River surface water, supply from storage, groundwater, and recycled water. As shown in the UWMP, it is anticipated that surface water supplies from the FID Firm Water Agreement would still be available during drought years. Other firm water supply sources are groundwater, banked water, and recycled water, all of which are considered resilient against drought compared to surface water supplies. Groundwater banking activities would decrease to accommodate the decreased surface water supplies while still being able to use previously banked groundwater supplies from the Waldron and Boswell facilities. Project demand was assumed to be constant across all water years.

The supplies that would be available during single-dry and multiple-dry years in 2030 (at assumed Project buildout) are summarized in **Table 6-1**. As shown, adequate supplies would be available to supply the City and along with the estimated Project demand of 255.8 AFY, under all studied conditions. Further, the total demand associated with the Project (255.8 AFY), accounts for 33.5% of the excess supply without conservation and 4.1% of excess supply with conservation in the most critical year analyzed – the Single Dry Year, while the difference between existing uses and proposed land use (69.4 AFY) accounts for 9.1% and 1.1% of the same year, respectively. The City has a Water Shortage Contingency Plan (WSCP) (Provost & Pritchard Consulting Group 2021) in place that could be partially or fully implemented if needed or mandated. The 'demand with conservation' values are reduced to reflect implementation of various stages of the WSCP, as discussed in the UWMP.

Table 6-1. Dry Year Supply and Demand Comparison in 2030 (UWMP Tables 7-2, 7-3, and 7-4)

Scenario	Single-Dry Year [1]	Multiple-Dry Year [2]				
		Year 1	Year 2	Year 3	Year 4	Year 5
Baseline demand	42,824	42,824	42,824	42,824	42,824	42,824
Demand with Conservation as shown in UWMP	37,359	39,422	36,962	33,969	30,474	40,757
Total Supply	43,587	54,607	52,576	48,310	43,586	57,992
Excess/<Deficit> in Supply	763	11,783	9,752	5,486	762	15,168
Excess/<Deficit> in Supply with Conservation	6,228	15,185	15,614	14,341	13,112	17,235

Note: Refer to the 2020 UWMP for details on how these values were calculated.

6.4 Climate-Based Reliability Factors

This WSA defers to the UWMP for consideration of the overall effects of climate change upon supply reliability. Climate change has been considered in the preparation of the UWMP.

7 Operational Reliability

The City's surface water entitlement does not accrue all at once during a given water year. Rather, the Kings River entitlement accrues daily throughout the year based on actual river runoff and the Kings River Water Association entitlement schedule. The daily nature of the Kings River supply is especially important early in the water year, which begins October 1. The very low river flows in October and November mean that supply is low, and the City must rely on other water supplies during those months. The relatively large supplies available from storage help mitigate the seasonal nature of the surface water supply, and these are further backed up by groundwater supplies equivalent to almost half the City's total annual demand.

The City has not had any issue with temporary water shortages to date. The City's WMP and UWMP indicates a need to increase their surface water and groundwater supplies to meet future demands and provides detail on how much of each supply is needed compared to the existing supplies. The WMP also includes a Capital Improvements Program identifying capital projects that are necessary to acquire and facilitate the movement of current and future water supplies throughout the City's system in a reliable manner. The City's adherence to their planning documents and consistent development of these water supplies and infrastructure is critical for the City's continued growth and development and will provide operational reliability into the future.

8 Conclusions

As summarized in **Table 8-1**, the City has adequate supplies to meet the needs of all the City's water customers including the Project, in normal water years, over the 20-year planning horizon. However, the water supply used for this Project will need to be replaced to support full buildout of the GP.

In the buildout year, if demand is as projected, the City will have sufficient water to meet dry year demands all dry year event types. Conservation measures, detailed in the Water Shortage Contingency Plan, have been developed that would mitigate possible shortfalls by reducing demand approximately 15 percent. Evidence from the 2013 to 2015 drought suggests that those results, and more, are achievable. Additionally, as the City has surplus water supplies in normal years, short-term additional groundwater extraction in the single-dry and multiple-dry years is also planned as part of their water portfolio.

As discussed in Section 7, the City has plans to continue to acquire water supplies and construct infrastructure to supply current and future water users. Therefore, we conclude the City of Clovis has adequate water supplies to meet the needs of the City in normal, dry, and multi-dry years given the previously discussed potential demand reductions and supply augmentations.

8.1 Conclusions Including Additional WSAs

Since the 2020 UWMP was adopted, three WSAs have been prepared for the City, including this one. It is important to understand the cumulative impact of the additional demands associated with WSAs over and beyond the demands analyzed in the 2020 UWMP.

The demands in **Table 8-1** include those demands noted in the UWMP and **Table 6-1** above, and the demands associated with the Project evaluated in this WSA, as discussed in **Section 2.2**. Similarly, the noted Excess/Deficit reflects the difference between these summated demands and the total supply noted in the UWMP and in **Table 5-1**, above. This approach accounts for the additional demands associated with the proposed land use type above the demands associated with the originally planned land use type. There is still an excess of supply in all conditions, even with the additional demand.

As noted above, additional groundwater supplies may not be necessary in the critical year or multiple year drought depending on operational decisions regarding conservation; however, the City's UWMP notes additional groundwater supplies would be available on a short-term basis during a drought condition.

Table 8-1. Summary of Project Water Supplies and Demands including WSAs

2020 UWMP Supply and Demand Comparison Results	Normal Year (2030)	Single-Dry Year	Multiple-Dry Year				
			Year 1	Year 2	Year 3	Year 4	Year 5
Excess/<Deficit> in Supply	16,113	763	11,783	9,752	5,486	763	15,168
Excess/<Deficit> in Supply with Conservation	--	6,228	15,185	15,614	14,341	13,112	17,235
Additional Demands Associated with WSAs prepared since 2020 UWMP							
Home Place Master Plan (Approved March 2021)	No Additional Demand Associated with WSA						
Tract 6205, SOI Expansion (Estimated Approval December 2022)	256	256	256	256	256	256	256
Tract 6343 (Approved December 2022)	79	79	79	79	79	79	79
Excess/<Deficit> in Supply including Additional Demands from Approved WSAs	15,779	429	11,449	9,418	5,152	428	14,834
Excess/<Deficit> in Supply with Conservation including Additional Demands Approved WSAs [1]	--	5,944	14,901	15,330	14,057	12,827	16,951

Notes:
[1] Calculation includes a reduction in the Additional Demands from Additional WSAs of 15 percent, as discussed above.

9 References

Provost & Pritchard Consulting Group (2021). *City of Clovis, 2020 Urban Water Management Plan Update.* Clovis.

Placeworks. (2014). *General Plan, City of Clovis.* Clovis.

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Appendix K

Water Infrastructure

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455 W Fir Avenue
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Tel: (559) 449-2700
Fax: (559) 449-2715
www.provostandpritchard.com

Memorandum

To:	Gene Abella, PE, City of Clovis
From:	Nick Jacobson, PE Heather Bashian PE (QAQC)
Subject:	Water Infrastructure Investigation SOI Expansion for Tentative Map 6205
Date:	February 2, 2023

Provost and Pritchard Consulting Group (Provost & Pritchard) has prepared this memorandum summarizing the findings of our investigation into the water system infrastructure required to serve a proposed single-family residential development located northeast of the intersection of Sunnyside and Shepherd Avenues.

Project Information

The Project would entail development of 603 single-family residential lots on approximately 77.5 gross acres. The Project is a proposed Medium High Density Residential (MHDR) development with associated neighborhood green space. The project site includes 77.5 gross acres bounded Shepherd Avenue to the south, Perrin Avenue to the north, and Sunnyside Avenue to the west. The project site encompasses three parcels: APNs 557-021-19 through 21. Located just outside the city limits and the SOI, the area north and east of the Project is primarily rural residential uses, the area directly west of the Project is planned for low and medium density residential and public/quasi-public facilities, and the area to the south is mainly rural residential with a small area of medium high density residential and neighborhood commercial just southeast of the Project.

It is understood the following new transmission main, not shown in the WMP, will be constructed with the Project:

- 12-inch main along Heirloom (Pryor) Avenue that connects through the Project from Sunnyside Avenue to Shepherd Avenue

There are several proposed transmission mains in the Project area, currently conditioned for construction with the Tract 6200 project and assumed to be operational for the purposes of this analysis, including:

- 16-inch transmission main in Shepherd Avenue between Sunnyside and Fowler Avenues
- 12-inch main in Marion Avenue from Perrin Road to Heirloom (Pryor) Avenue
- 12-inch main in Heirloom (Pryor) Avenue from Marion Avenue to Sunnyside Avenue

- 16-inch main in Baron Avenue from Clovis Avenue to Perrin Road
- 24-inch transmission main in Sunnyside Avenue from Shepherd Avenue to Pryor Avenue
- 24-inch transmission main in Perrin Road from Marion Avenue to Sunnyside Avenue
- 12-inch transmission main in Clovis Avenue from Shepherd Avenue to Baron Avenue

There are several proposed transmission mains in the Project area, currently conditioned for construction with the Tract 6343 project and assumed to be operational for the purposes of this analysis, including:

- 24-inch main in Behymer Avenue from the west limits of Tract 6343 to Baron Avenue
- 24-inch main in Baron Avenue from Behymer Avenue to Perrin Road

Collectively, these existing and planned facilities convey or will convey water from the surface water treatment plant to and around the Project area to meet demands. This portion of Clovis' potable water system is within the pressure zone called "Zone 2." Figure 1 shows the existing and proposed infrastructure in the area.

There are several other master planned water system improvements near the Project site that are not conditioned for construction with any project at this time but may be conditioned for construction on this Project, based on the analysis results below, including:

- 16-inch main in Sunnyside Avenue from Shepherd Avenue to Teague Avenue (P-3)
- 12-inch main in Sunnyside Avenue from Teague Avenue to Nees Avenue (P-4
- 12-inch main in Nees Avenue from Sunnyside Avenue east to Renn Avenue (P-7)

The entire Project is outside the Kings River service area for FID, which means the Project does not have access to water from the Kings River as its source of supply. The existing project site consists of a residential dwelling and associated pecan orchard. The proposed use will consist of a new 603-unit single family residential development on 77.5 gross acres

Assumptions

The following assumptions apply to this investigation:

- The City requires a minimum of two points of connection to the existing water system.
- Developer is responsible for sizing all water mains and other water related infrastructure internal to the Project.
- The Clovis Fire Department (CFD) requires a minimum fire flow of 1,800 gallons per minute (gpm) and a minimum residual pressure of 35 psi, per CFD Standard #2.3.
- Tract 6205 will be modeled as medium high density residential; existing and proposed water system demands will be based on unit demands from the *Water Master Plan Update Phase III – Facilities Plan* (Provost & Pritchard, 2018).
- Existing infrastructure sizes based on GIS data from City (see Attachment A).
- Recycled water will not be applied to public landscaping surrounding the Project.

- Infrastructure conditioned on Tract 6200 will be constructed prior to development of Tract 6205 (See Figure 1)
- Infrastructure conditioned for Tract 6200 and 6343 as described above (shown in Figure 1-7 as future) will be existing when Tract 6205 is constructed.
- T-9 Tank and Pump Station at intersection of Perrin Road and Sunnyside Avenue is not assumed to be constructed or operational for the purposes of the analysis contained herein.
- The analysis will reflect the demands associated with existing developments in the area based on actual land use; undeveloped areas are modeled utilizing land use designations specified in the General Plan. Proposed demands will be modeled using the above referenced land use designations rather than that shown in the General Plan.
- The analysis assumed the transmission grid main infrastructure shown as existing in Figure 1 as well as the 24-inch transmission mains in Sunnyside Avenue between Pryor and Perrin Roads and in Perrin Road between Marion and Sunnyside Avenues has been constructed and is operational or is under construction and is assumed to be operational for the purposes of this modeling effort.
- The system is operating with all valves open.
- System velocities should not exceed 10 feet per second (fps).
- Model demands for scenarios where the SWTP is not operational have been reduced and are representative of typical City demands during November each year when the SWTP is taken offline for canal maintenance.

This investigation will include analysis of whether the existing (or soon to be existing) water system, as described above and shown on the attached Figure 1, will be sufficient to provide up to maximum day demand and also meet Maximum Day Demand plus Fire Flow (MDD+FF) demands per the WMP requirements both with and without the City's Surface Water Treatment Plant (SWTP) in operation.

Water Demand

Potable water demands for the Project were estimated using land use based unit water demand factors from the WMP. Table LU-2 in the Land Use Element of the City General Plan (GP) states that medium high density residential has an allowable density ranging from 7.1 – 15.0 du/ac. The proposed use will consist of a new 603-unit single family residential development on approximately 72.40 net acres (77.5 gross acres) (based on the submitted tentative map dated 4/22/21), which equates to a dwelling unit density of approximately 8.32 du/ac, consistent with medium high density residential land use. A separate water supply assessment (WSA) was prepared by Provost & Pritchard in December 2022. The WSA estimated water demands for the Project. For consistency, the demand estimates stated in the WSA were used for this analysis. For specifics surrounding Project water demands refer to the WSA.

Infrastructure

The Project is comprised of three (3) parcels of mostly undeveloped land located to the northeast of the intersection of Sunnyside and Shepherd Avenues. Because of the limited existing backbone infrastructure in the area, this development will depend on the construction of infrastructure conditioned for Tracts 6200 and 6343, as described above. The other transmission mains near the Project are understood to be existing, as shown on Figure 1.

Water Supply

Urbanization within Clovis occurs both inside and outside the Kings River service area for Fresno Irrigation District (FID), therefore not all lands have access to this water source. Since the entirety of the Project is outside the FID service area, water from the Kings River is not available to offset the anticipated annual demand of 255.8 acre-feet; therefore, the Project will need to pay for supplies, as shown below. For additional details on water supply for the Project, refer to the WSA (Provost & Pritchard, December 2022) prepared for the Project.

Evaluation

The City has requested an investigation, utilizing the current City hydraulic model, to determine whether the proposed infrastructure in the vicinity of the Project (Figure 1) will provide adequate service under several scenarios including:

- MDD with the SWTP in operation (Figure 2)
- MDD without the City SWTP in operation (Figure 3)
- MDD+FF with the City SWTP in operation (Figure 4)
- MDD+FF without the City SWTP in operation (Figure 5)
- MDD+FF without either the City SWTP or the 16-Inch main in Shepherd between Sunnyside and Fowler (Figure 6)
- MDD+FF without the City SWTP, without the 16-Inch main in Shepherd between Sunnyside and Fowler, and with 12-inch and 16-inch transmission mains in Sunnyside and Needs Avenues, south of Shepherd as shown in Figure 12.4-1 of the WMP, identified as Capital Improvement Plan (CIP) projects P-3, P-4, and P-7 (Figure 7)

As shown on Figure 1, infrastructure associated with Tract 6205, was modeled with 8-inch mains internal to the Project. Also, the results of this evaluation rely on the infrastructure that has been conditioned on Tracts 6200 and 6343 and as described above being constructed and operational.

The scenarios discussed below are based on the assumptions noted above, including fire flow requirements and reduced demands associated with fall/winter times of use.

Maximum Day Demand Analyses

With an Operational SWTP

The hydraulic model analysis results with the SWTP operational indicates no pressure deficiencies internal to the Project (see Figure 2). Minimum pressures in Tract 6205 during the MDD scenario are all above 40 psi. System pressures for the remainder of the system are generally above 35 psi.

Without an Operational SWTP

The hydraulic model analysis results with the SWTP not operational indicates no pressure deficiencies (less than 40 psi for new development) in Tract 6205 (see Figure 3).

The model results did show a portion of the system with minimum pressures below 35 psi in the Harlan Ranch neighborhood. The WMP states that minimum pressure for existing development should be above 35 psi. Minimum pressures in Harlan Ranch dropped to approximately 26 psi during the scenario without the SWTP operational. The area where pressures dropped below 26 psi is generally east of Sanders Avenue. Pressures below 35 psi have been observed in Harlan Ranch prior to this evaluation. The model results show that the addition of Tract 6205 causes the pressures to drop in the Harlan Rach area by about 0.5 psi when compared to system results prior to the addition of Tract 6205. The deficiencies identified in the model only last for a short duration during the morning hour from 6:00 AM until about 7:00 AM.

Maximum Day Demand Plus Fire Flow

With an Operational SWTP

The MDD+FF hydraulic model analysis results show available hydrant pressures during MDD+FF internal to the Project range from approximately 35 psi to nearly 52 psi (see Figure 4). One location showed a deficiency (1,566 gpm at 35 psi) in this scenario and that was due to a dead end 8-inch main where the flow velocity exceeds 10 fps.

Without an Operational SWTP

Hydraulic model analysis results show available pressures during the scenario internal to the Project range from approximately 35 psi to nearly 54 psi (See Figure 5). One location (same location as above) showed a deficiency (less than 1,566 gpm at 35 psi) in this scenario and that was due to a dead end 8-inch main where the flow velocity is over 10 fps.

Available pressures are higher under this scenario, than the scenario where the SWTP is operational because this analysis takes place during a lower demand period described previously. Should the SWTP go offline during a typically high demand period like summer, the analysis would yield different results with potential for pressure drops below 20 psi.

Without an Operational SWTP or the 16-inch Main in Shepherd Avenue

Hydraulic model analysis results show available pressures during the scenario internal to the Project range from approximately 35 psi to nearly 47 psi (See Figure 6). Several locations in this scenario showed deficiencies during fire flow conditions. 3 locations showed deficiencies due to flow velocities exceeding 10 fps (1,422 gpm at 47 psi, 1,493 gpm at 41 psi, and 1,566 gpm at 35 psi). One of these velocity exceedances is due to a dead end main. The other two are associated with the looped portions of Tract 6205 and are locations where the configuration of the distribution mains within Tract 6205 create flow velocities that exceed 10 fps during fire flow events. The remaining 30 deficiencies identified in this scenario are attributable to the system lacking the infrastructure to adequately convey fire flow due to the simulated loss of the SWTP and the main in Shepherd between Fowler and Sunnyside Avenues being offline. Available hydrant flows and pressures for the remaining 30 deficiencies identified in this scenario range from 1,494 gpm to 1,793 gpm at 35 psi.

As with the other scenarios where the SWTP is offline during a lower demand period, should the SWTP go offline during a typically high demand period like summer, the analysis would yield different results with potential for pressure drops below 20 psi.

Without an Operational SWTP or the 16-inch Main in Shepherd Offline, With CIPs P-3, P-4, P-7 in Sunnyside and Nees Avenues, South of Shepherd

Results show available pressures during the scenario internal to the Project range from approximately 35 psi to nearly 57 psi (See Figure 7). Three locations in this scenario showed deficiencies (1,425 gpm at 56 psi, 1,494 gpm at 51 psi, and 1,566 gpm at 45 psi) during fire flow conditions due to a dead end 8-inch main where the flow velocities exceed 10 fps.

As with the other scenarios where the SWTP is offline during a lower demand period, should the SWTP go offline during a typically high demand period like summer, the analysis would yield different results with potential for pressure drops below 20 psi.

Conclusion

Operational SWTP

The modeling analysis indicates that the Project and associated existing or proposed but assumed to be operational infrastructure, as described above, should be able to receive adequate flow and pressure during an MDD scenario and during an MDD+FF scenario with the SWTP operational (with the exception of the single location identified during MDD+FF scenario as shown in Figure 4).

Non-Operational SWTP

With the SWTP not in operation, the analysis shows that the system should be able to deliver adequate flow and pressure for normal operating scenarios for a system demand representative

of typical City demands in November, with noted pressure drops in the system. With the SWTP offline, the results show that Tract 6205 does show added deficiencies during fire flow scenarios within the Project footprint. Some of these deficiencies are due to flow velocity exceedances, while some are due to inadequate available pressure to meet minimum fire flow requirements.

The Shepherd Avenue main (between Sunnyside and Fowler), is critical to providing adequate water supply to this area in Zone 2. Without this main, there is insufficient infrastructure to convey adequate supply for Tract 6205 for fire flow needs.
If the Shepherd Avenue main is not constructed or operational, constructing the CIP mains in Sunnyside from Shepherd to Nees (P-3 and P-4) and the Nees from Sunnyside to the existing main connection point near Renn Avenue (P-7) will alleviate most of the fire flow deficiencies shown in the analyses and provide a needed measure of system redundancy to this area of the system.

Recommendations

Based on information collected during this investigation and the City's adherence to recommendations from prior water supply planning efforts, to serve the Project within the parameters set by the City, infrastructure associated with Tract 6200 and 6343 should be operational, and either the main in Shepherd Avenue between Sunnyside and Fowler or the mains noted in the WMP as P-3, P-4, and P-7 should be constructed and operational. Failure to build these pieces of infrastructure may lead to the deficiencies as noted in the modeling summaries above.

Serving this Project should not negatively impact the City's ability to provide a supply and delivery of water to reasonably foreseeable users within the City assuming adherence to recommendations from prior water resources planning efforts. However, to understand the cumulative impacts to supplies and other major water infrastructure, the City should be tracking changes in demand as part of the development process in order to determine when projects with greater demand are offset by projects with demands lower than originally planned.

Respectfully,



Nicholas Jacobson

Enclosure:

Figure 1 – Potable Water Infrastructure
Figure 2 – Maximum Day Demand With Operational SWTP
Figure 3 – Maximum Day Demand without Operational SWTP
Figure 4 – Maximum Day Demand + Fire Flow With Operational SWTP
Figure 5 – Maximum Day Demand + Fire Flow Without Operational SWTP
Figure 6 – Maximum Day Demand Plus Fire Flow Without an Operational SWTP and 16-Inch Main in Shepherd
Figure 7 – Maximum Day Demand Plus Fire Flow with CIPs and Without an Operational SWTP

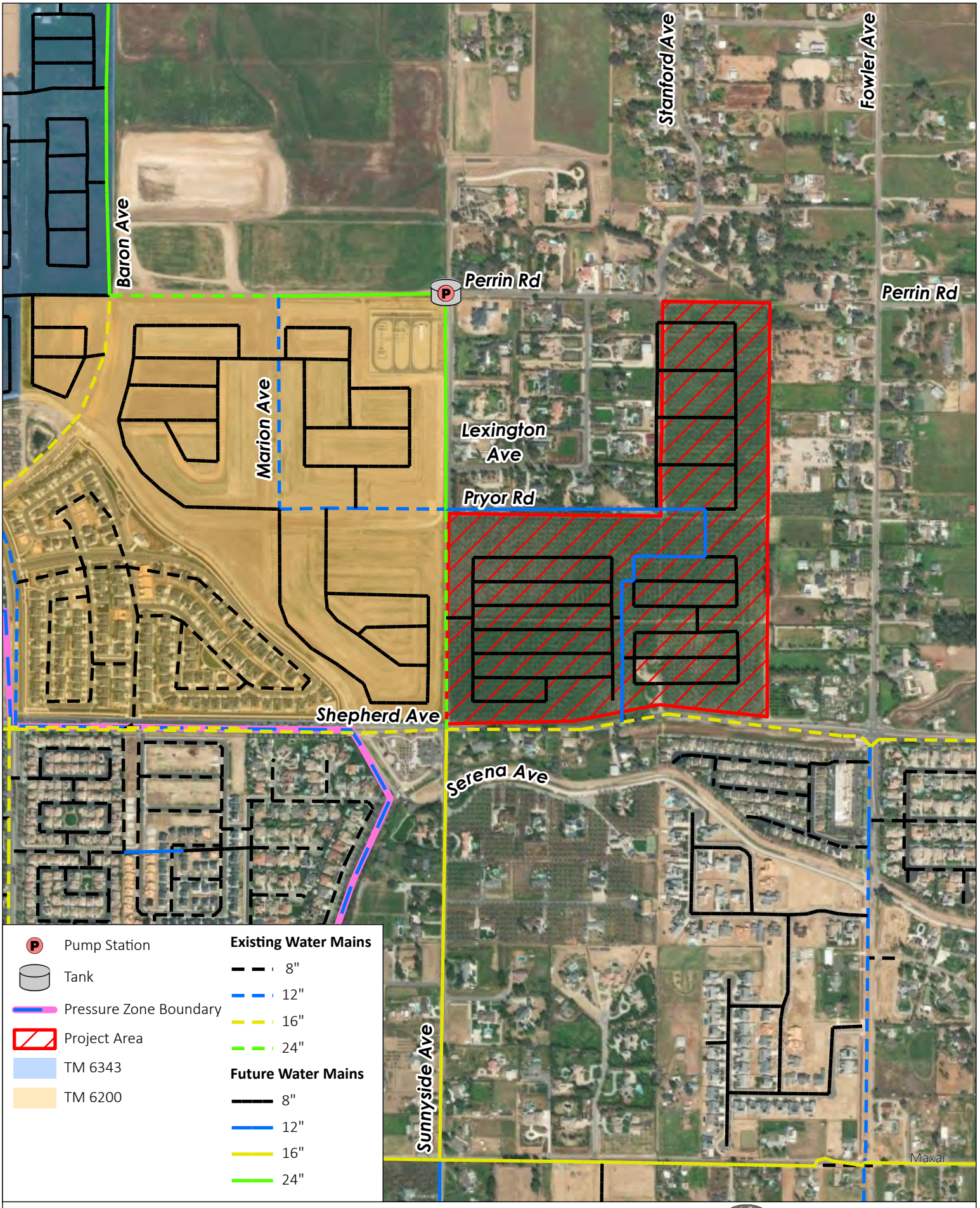


Figure 1: Potable Water Infrastructure

WSA Expansion

PROVOST& PRITCHARD

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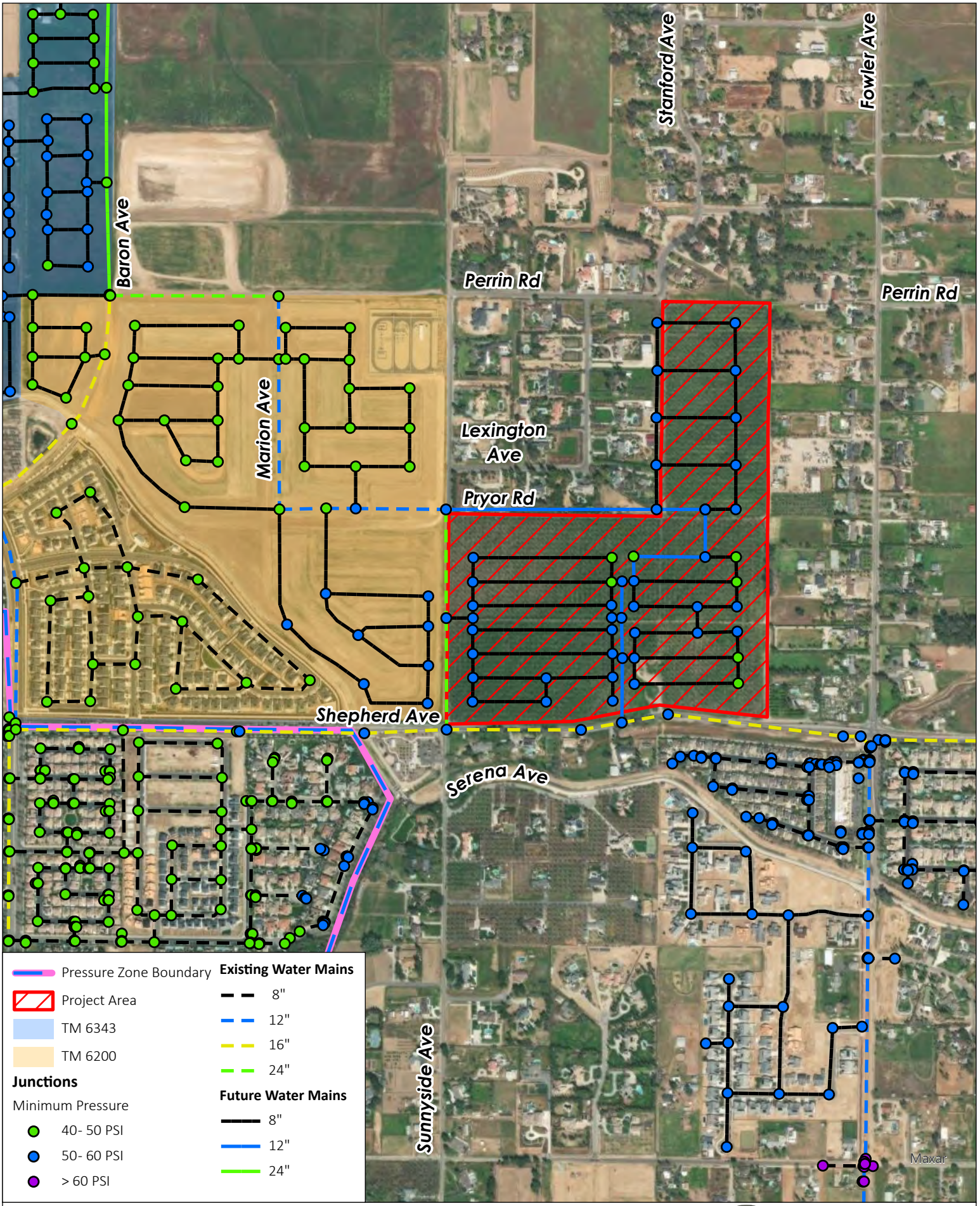


Figure 2: Maximum Day Demand with an Operational SWTP

WSA Expansion

PROVOST& PRITCHARD

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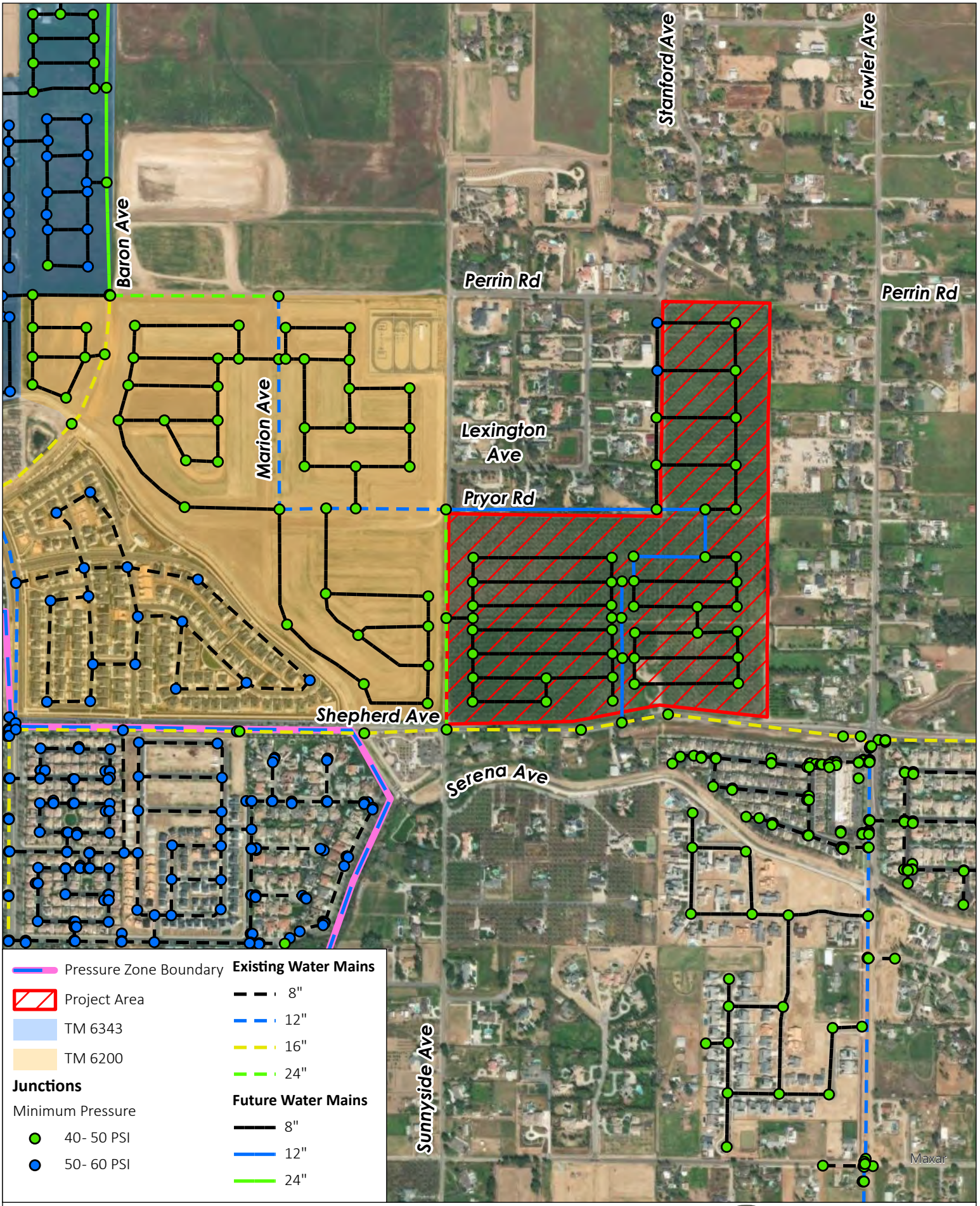


Figure 3: Maximum Day Demand without an Operational SWTP

WSA Expansion

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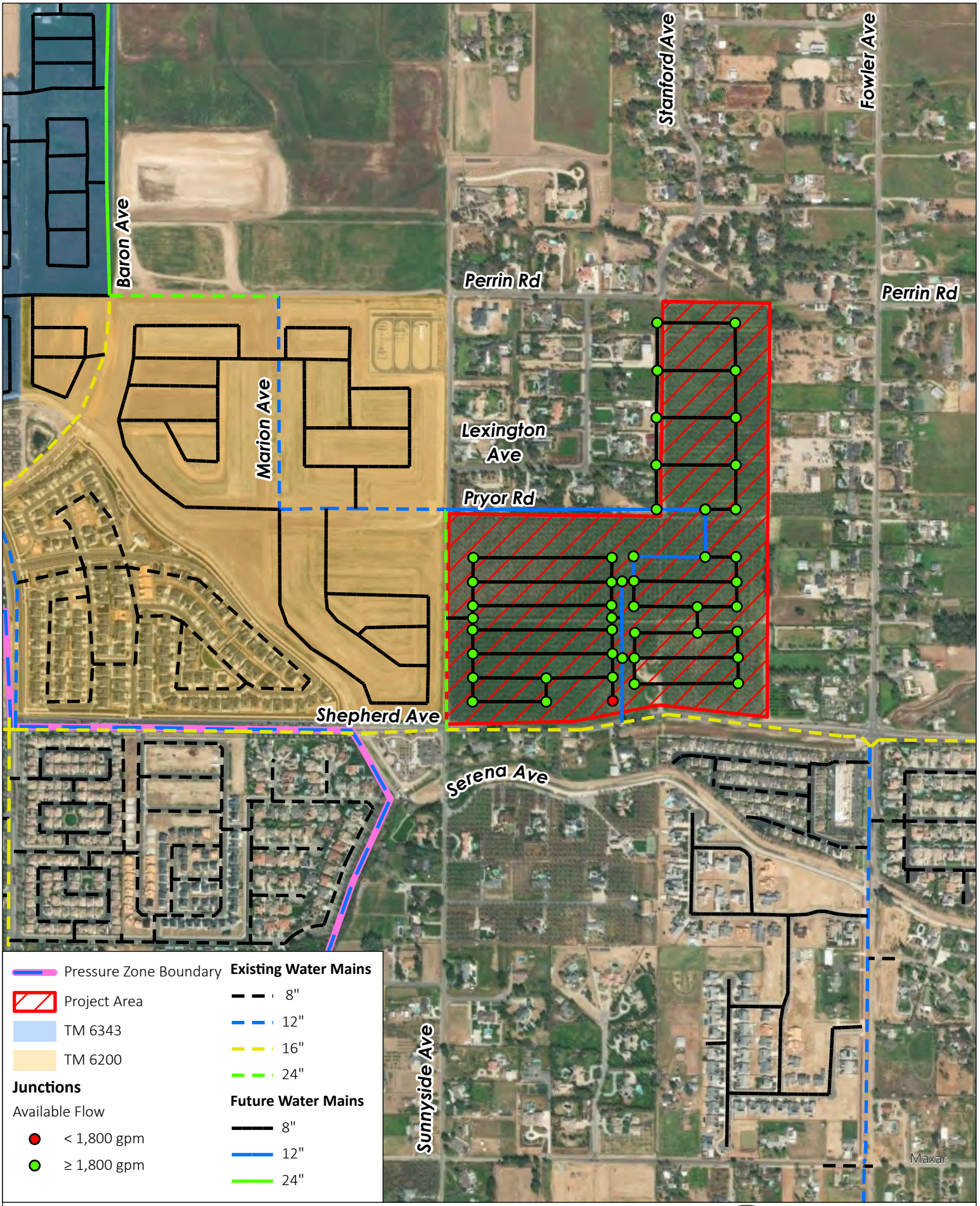


Figure 4: Maximum Day Demand Plus Fire Flow with an Operational SWTP

WSA Expansion

PROVOST& PRITCHARD

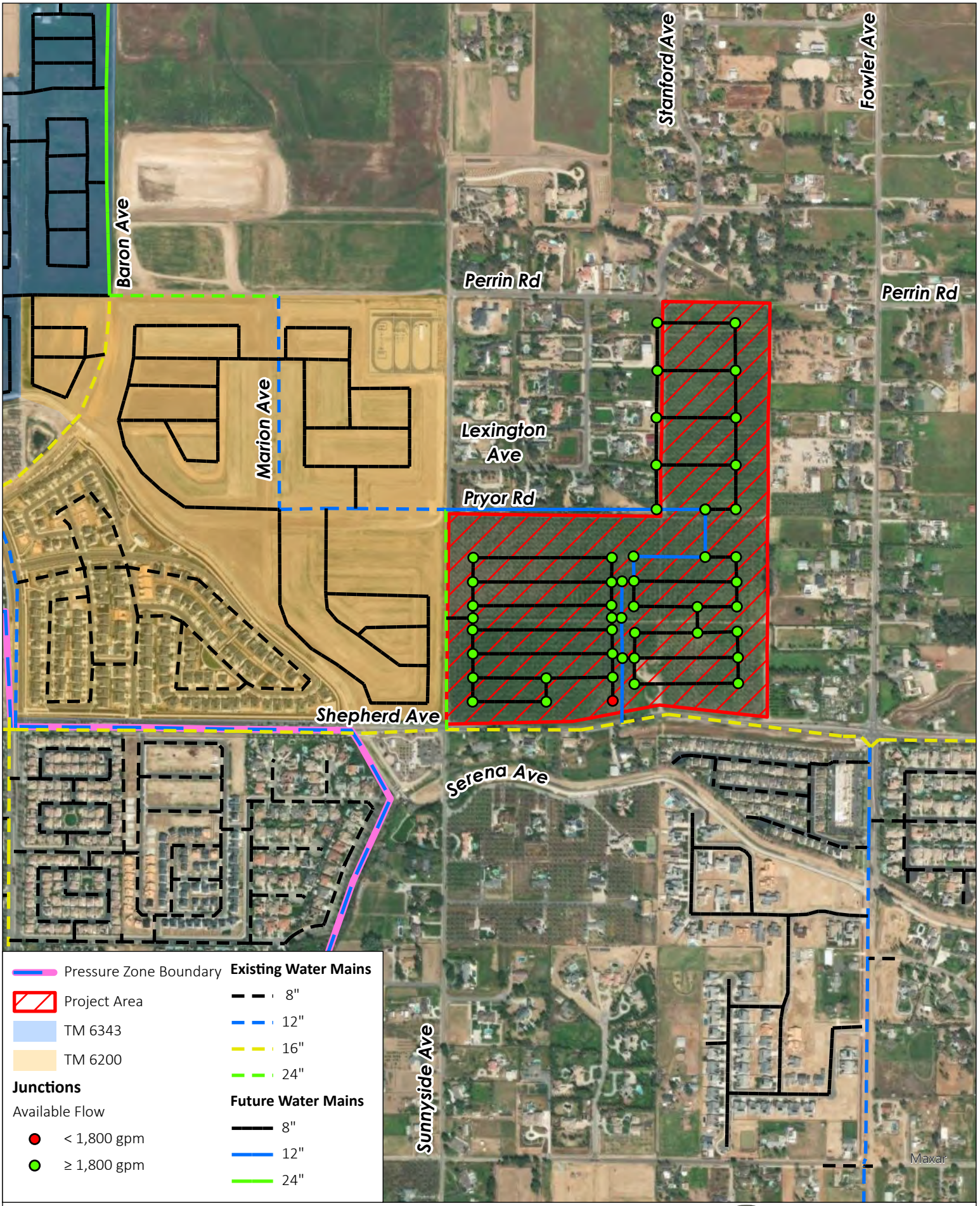


Figure 5: Maximum Day Demand Plus Fire Flow without an Operational SWTP

WSA Expansion

PROVOST& PRITCHARD

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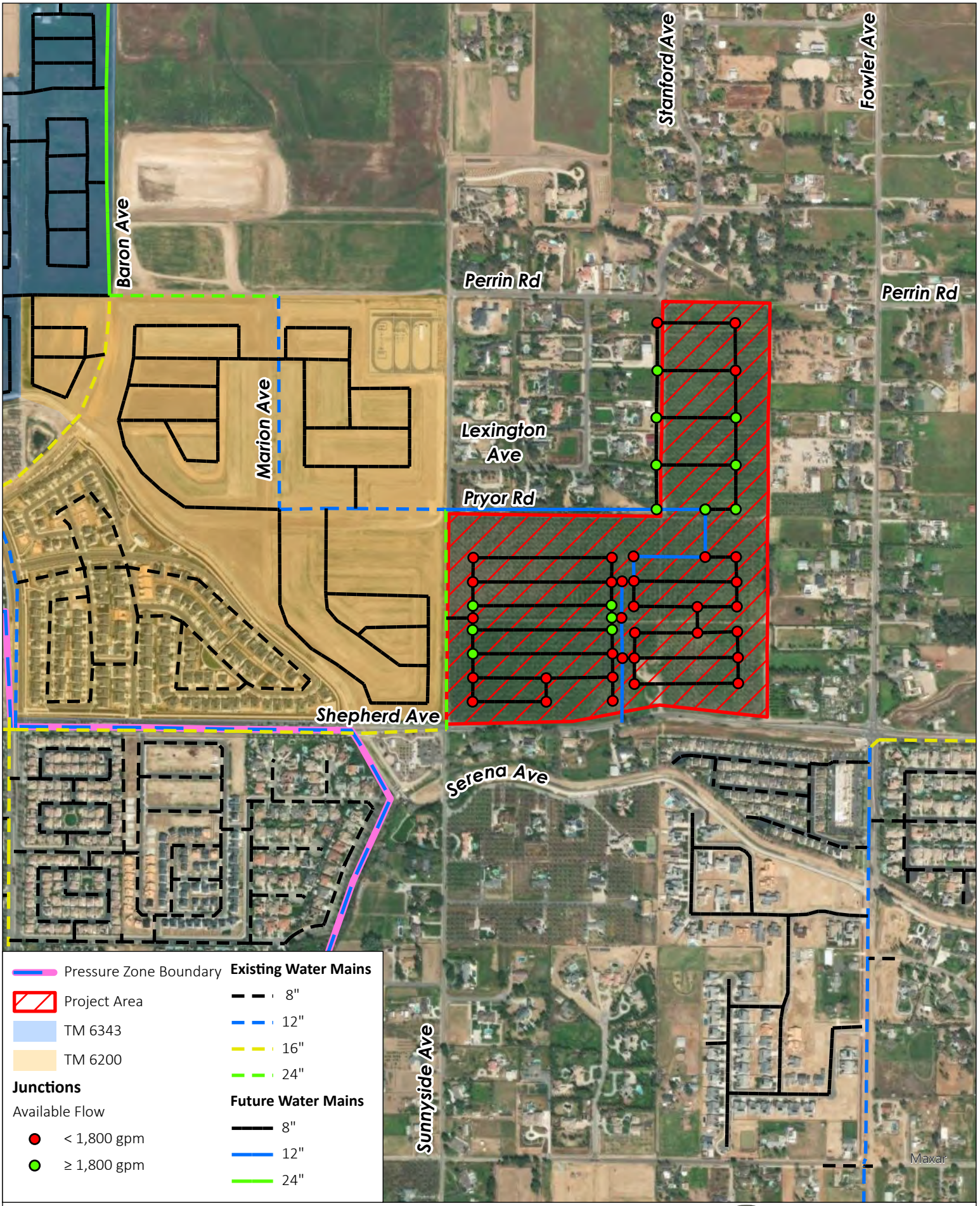


Fig 6: Maximum Day Demand Plus Fire Flow Without an Operational SWTP and 16-Inch Main in Shepherd

WSA Expansion

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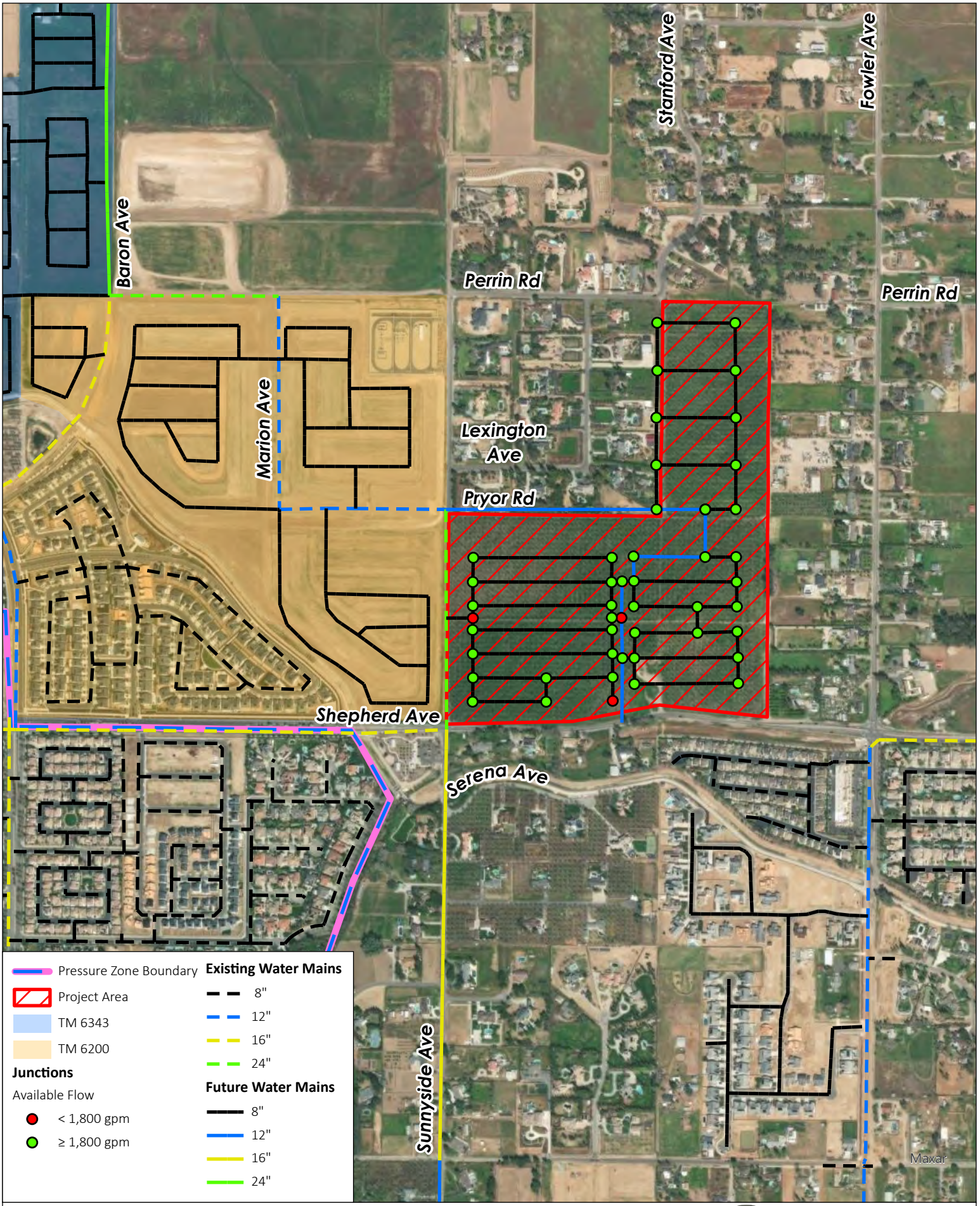


Figure 7: Maximum Day Demand Plus Fire Flow With CIPs and Without an Operational SWTP

WSA Expansion

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