TRAFFIC IMPACT ANALYSIS REPORT

San Luis West Solar Project

Fresno County, California

December 2024

Prepared for

Origis Holdings USA Subco, LLC
11455 El Camino Real # 160
San Diego, CA 92130

Prepared by



100 Nickerson Road
Marlborough, MA 01752

Table of Contents

1.0 INTRODUCTION 1

1.1 Project Description and Location 1

1.1.1 Construction Phase 2

1.1.2 Operation and Maintenance Phase 2

1.1.3 Decommissioning Phase 3

1.2 Study Area 3

1.3 Analysis Conditions 4

1.4 Analysis Methodology 5

1.4.1 Roadway Intersections & Segments 5

1.4.2 Vehicle Miles Traveled 6

2.0 EXISTING CONDITIONS 6

2.1 Study Area Roadways 6

2.2 Study Area Intersections 7

2.3 Transit System 8

2.4 Air Traffic 8

2.5 Rail Traffic 8

2.6 Pedestrian and Bicycle Accommodations 8

2.7 2024 Existing Traffic Volumes 8

2.8 2024 Existing Roadway Segment Operations 9

2.9 2024 Existing Intersection Operations 9

3.0 PROJECT TRIPS 11

3.1 Trip Generation 11

3.2 Trip Distribution and Assignment 13

4.0 2024 EXISTING PLUS PROJECT CONDITIONS 13

4.1 2024 Existing Plus Project Traffic Volumes 13

4.2 2024 Existing Plus Project Roadway Segment Operations 14

4.3 2024 Existing Plus Project Intersection Operations 14

5.0 2025 CUMULATIVE (WITHOUT PROJECT) CONDITIONS 17

5.1 2025 Cumulative Projects 17

5.2 2025 Cumulative (Without Project) Traffic Volumes 17

5.3 2025 Cumulative (Without Project) Roadway Segment Operations 17

5.4 2025 Cumulative (Without Project) Intersection Operations 18

6.0 2025 CUMULATIVE PLUS PROJECT CONDITIONS 20

6.1 2025 Cumulative Plus Project Traffic Volumes 20

6.2 2025 Cumulative Plus Project Roadway Segment Operations 20

6.3 2025 Cumulative Plus Project Intersection Operations 21

7.0 VEHICLE MILES TRAVELED 24

7.1 Construction VMT 24

7.2 Operations and Maintenance VMT 24

7.3 Decommissioning VMT 25

8.0 CEQA IMPACT ANALYSIS 25

9.0 MITIGATION MEASURES 27

9.1 Construction Traffic Management Plan 27

9.2 Auxiliary Lane Warrant Analysis 27

9.2.1 Left-Turn Lane Warrant 27

9.2.2 Right -Turn Lane Warrant 27

10.0 CONCLUSIONS 28

11.0 REFERENCES 28

List of Tables

Table 1. Levels of Service Criteria 6

Table 2. Existing Daily Traffic Volumes 9

Table 3. 2024 Existing Weekday Peak Hour Roadway Segment LOS[1] 9

Table 4. 2024 Existing Weekday Peak Hour Intersection LOS 10

Table 5. Trip Generation Estimates – By Phase 11

Table 6. Project Peak Construction Trip Generation Estimates 12

Table 7. 2024 Existing Plus Project Weekday Peak Hour Roadway Segment LOS 14

Table 8. 2024 Existing Plus Project Weekday Peak Hour Intersection LOS 15

Table 9. 2024 Existing Plus Project Weekday Peak Hour Intersection LOS 16

Table 10. 2025 Cumulative Background Projects Trip Generation Summary 17

Table 11. 2025 Cumulative (Without Project) Weekday Peak Hour Roadway Segment LOS 18

Table 12. 2025 Cumulative (Without Project) Weekday Peak Hour Intersection LOS 19

Table 13. 2025 Cumulative Plus Project Weekday Peak Hour Roadway Segment LOS 21

Table 14. 2025 Cumulative Plus Project Peak Hour Intersection LOS 22

Table 15. 2025 Cumulative Plus Project Peak Hour Intersection LOS 23

List of Figures

Figure 1. Project Site Locus
Figure 2. Project Site Layout
Figure 3. Study Area Intersections
Figure 4. 2024 Existing Morning Peak Hour Traffic Volumes
Figure 5. 2024 Existing Evening Peak Hour Traffic Volumes
Figure 6. Project Worker Trip Distribution Patterns
Figure 7. Project Truck Trip Distribution Patterns
Figure 8. 2025 Peak Construction Worker Weekday Morning Peak Hour Trip Generation
Figure 9. 2025 Peak Construction Worker Weekday Evening Peak Hour Trip Generation
Figure 10. 2025 Peak Construction Truck Weekday Morning Peak Hour Trip Generation
Figure 11. 2025 Peak Construction Truck Weekday Evening Peak Hour Trip Generation
Figure 12. 2025 Peak Construction Total Weekday Morning Peak Hour Trip Generation
Figure 13. 2025 Peak Construction Total Weekday Evening Peak Hour Trip Generation
Figure 14. Existing Plus Peak Construction Weekday Morning Peak Hour Traffic Volumes
Figure 15. Existing Plus Peak Construction Weekday Evening Peak Hour Traffic Volumes
Figure 16. 2025 Cumulative Project Location
Figure 17. 2025 Cumulative Project Weekday Morning Peak Hour Volumes
Figure 18. 2025 Cumulative Project Weekday Evening Peak Hour Volumes
Figure 19. 2025 Cumulative (Without Project) Weekday Morning Peak Hour Volumes
Figure 20. 2025 Cumulative (Without Project) Weekday Evening Peak Hour Volumes
Figure 21. 2025 Cumulative Plus Peak Construction Weekday Morning Peak Hour Traffic Volumes
Figure 22. 2025 Cumulative Plus Peak Construction Weekday Evening Peak Hour Traffic Volumes

List of Appendices

Appendix A. Traffic Count Data
Appendix B. Roadway Segment Capacity Analysis Worksheets
Appendix C. Intersection Capacity Analysis Worksheets
Appendix D. Project Trip Generation Summary
Appendix E. Project Trip Distribution Calculations
Appendix F. Vehicle Miles Traveled Analysis
Appendix G. Auxiliary Turn Lane Warrant Analysis

Acronyms and Abbreviations

ADT	average daily traffic
Applicant	San Luis West Solar, LLC
BESS	battery energy storage system
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CTMP	Construction Traffic Management Plan
FCOG	Fresno Council of Governments
gen-tie	generation tie line
HCM	Highway Capacity Manual
kV	kilovolt
LOS	level of service
mph	miles per hour
mW	megawatt
PG&E	Pacific Gas & Electric
Project	San Luis West Solar Project
PV	photovoltaic
SR	State Route
TIA	Traffic Impact Analysis
VMT	Vehicle Miles Traveled

1.0 INTRODUCTION

Tetra Tech was retained by San Luis West Solar, LLC (Applicant) to conduct a Traffic Impact Analysis (TIA) for the proposed San Luis West Solar Project (Project) in Fresno County, California. The purpose of this study is to document the findings and conclusions of the transportation analysis conducted to assess potential transportation impacts associated with construction and operation of the Project.

1.1 Project Description and Location

The Applicant proposes to construct and operate the Project which would consist of a 125-megawatt (mW) solar photovoltaic (PV) electric generation facility coupled with an estimated 30 mW battery energy storage system (BESS). The Project would be located on ten parcels totaling approximately 1,700 acres (Project Site) located between Interstate 5 (I-5) and the Governor Edmund G. Brown California Aqueduct (California Aqueduct) three miles south of Huron, California as shown in Figure 1. The existing Project Site consists of agricultural land and a network of agricultural farm roads on State Route (SR-269) and West Jayne Avenue.

Key components of the Project consist of solar PV modules (panels) and related appurtenances; collection and interconnection line systems, BESS components, Project substation, generation tie line (gen-tie line), access roads, fencing, lighting; and temporary laydown yards. The Project facility includes approximately 920 acres of solar panels and associated infrastructure, including the Project substation, BESS, operations and maintenance (O&M) building, and other associated equipment such as overhead and underground medium voltage collection lines. The interconnection would be via a newly constructed 230-kilovolt (kV) gen-tie line that would extend north from the Project Site Subarea A towards the Gates Substation owned and operated by Pacific Gas & Electric (PG&E) from an on-site collector substation. A portion of the Project 230-kV gen-tie would be co-located within an existing gen-tie corridor (controlled by the Applicant and/or its affiliates).

During construction of the proposed Project, water would be needed for normal construction-related uses, including (but not limited to) dust suppression, soil compaction, and grading. Dust-control water may be used for ingress and egress of onsite construction vehicle equipment traffic and other construction purposes.

Due to the large size of the Project site and for ease of description in this TIA, the Project site is divided into three Subareas (Subarea A, Subarea B, Subarea C) based on geography as shown in Figure 2 and described briefly below.

- **Subarea A** would include solar arrays and associated infrastructure (i.e., internal roads, medium voltage collection lines, substation, BESS and project O&M building) located on four parcels totaling approximately 800 acres. Two temporary Project laydown areas would be located in this Subarea. Subarea A was further divided into 6 areas for the purposes of trip assignment to study area intersections.
- **Subarea B** would include solar arrays and associated infrastructure (i.e., internal roads and medium voltage collection lines) on one parcel, consisting of approximately 295 acres.

- **Subarea C** would include solar arrays associated infrastructure (i.e., internal roads and medium voltage collection lines) on five parcels totaling approximately 675 acres of land. Subarea C was further divided into 2 areas for the purposes of trip assignment to study area intersections.

Vehicle access to the Project Site would primarily be provided by existing agricultural farm roadways located on West Jayne Avenue and SR-269 and six proposed new site access driveways on West Jayne Avenue. The six new site access driveways would be constructed to serve as access roads from the existing public roadway network to Project facilities. New access roads would be up to 25 feet wide and would be cleared and compacted for travel and access to the Project facilities. These site access roads would remain in place for ongoing operations and maintenance activities after construction is completed.

1.1.1 Construction Phase

The Project consists of three phases: construction, operations and maintenance, and decommissioning. The highest volume of site-related trips would occur during the peak construction phase of the Project. Therefore, trip generation estimates associated with the temporary peak construction phase workforce levels were used for this assessment.

Construction of the Project is expected to include site preparation, fencing installation, access corridor implementation, panel and inverter installation, electrical work, installation of the substation and transmission interconnection, inspections, and equipment deliveries. It is anticipated that the Project site could experience peak construction workforce levels of up to 300 construction workers at one time. Parking for construction personnel and materials storage would be provided within the Project Site boundaries. Construction would primarily occur during daylight hours, Monday through Friday between 7:00 a.m. and 6:00 p.m. as required to meet the construction schedule. Additional hours/days may be necessary to facilitate the schedule. Any construction work performed outside of the normal work schedule would be coordinated with the appropriate agencies and would conform to Fresno County Noise regulations. Construction of the Project would be temporary and is anticipated to occur over an approximate nine-month period. The peak construction activities used as the basis for this traffic study would occur over an even shorter duration of approximately three months. The remainder of the Project construction period is anticipated to generate fewer vehicle trips.

1.1.2 Operation and Maintenance Phase

Once constructed, the Project would be operated remotely, seven days per week and 365 days per year. The Project would be outfitted with a suite of sensors, monitoring equipment, and communications gear as part of the Project's supervisory control and data acquisition (SCADA) system. This allows the facility to be monitored in real time remotely by Origis Energy's remote operations center in Austin, Texas. The remote operators would be continually aware of plant output, voltage, and local weather conditions and would receive real-time alerts in the event of abnormal operating conditions, allowing the operators to dispatch technicians as needed.

On-site O&M activities would consist of responding to abnormal operating conditions, routine maintenance and repairs, periodic panel washing, and grounds maintenance (i.e., vegetation control).

These activities are anticipated to require infrequent site visits on the order of once to twice per month, consisting of a small ground crew. These routine O&M activities at the Project site are not anticipated to result in a measurable increase in vehicle traffic. The number of maintenance workers traveling to the site would be very low over the facility's life cycle (minimum of 35 years); therefore, impacts to local traffic are not expected.

1.1.3 Decommissioning Phase

Decommissioning occurs at the end of a facility's useful life and would occur in a similar fashion to construction, but simply in reverse. Worker trips during the Project's decommissioning phase are anticipated to be similar to or less than those experienced during the Project's construction phase. Therefore, transportation-related impacts resulting from decommissioning of the Project are expected to be similar to or less than those experienced during Project construction.

1.2 Study Area

The study area chosen for the transportation analysis includes key roadways and intersections in the Project site vicinity that would be most impacted by construction of the Project. The study area roadways and intersections are shown in Figure 3 and include the following locations:

The study area roadway segments include:

1. West Jayne Avenue west SR-269 (Lassen Ave)
2. West Jayne Avenue east SR-269 (Lassen Ave)
3. SR-269 south of West Jayne Avenue
4. SR-269 north of West Jayne Avenue

The study area intersections include:

1. West Jayne Avenue at I-5 Southbound Ramps
2. West Jayne Avenue/S. Butte Ave at I-5 Northbound Ramps
3. West Jayne Avenue at SR-269 (Lassen Ave)
4. SR-269 (Lassen Ave) at I-5 Northbound Ramps
5. SR-269 (Lassen Ave) at I-5 Southbound ramps
6. West Jayne Avenue at Existing Farm Road/Site Access 1
7. West Jayne Avenue at Proposed Site Access 2
8. West Jayne Avenue at Existing Farm Road/Site Access 3
9. West Jayne Avenue at Proposed Site Access 4
10. West Jayne Avenue at Existing Farm Road/Site Access 5
11. West Jayne Avenue at Proposed Site Access 6
12. West Jayne Avenue at Proposed Site Access 7
13. SR-269 (Lassen Ave) at Existing Site Farm Road/Access 8 (Firestone Ave)
14. SR-269 (Lassen Ave) at Existing Site Farm Road/ Access 9

15. SR-269 (Lassen Ave) at Existing Site Farm Road/ Access 10
16. SR-269 (Lassen Ave) at Existing Farm Road/Site Access 11 (W. Phelps Ave)
17. West Jayne Avenue at Existing Farm Road/Site Access 12
18. West Jayne Avenue at Proposed Site Access 13
19. West Jayne Avenue at Proposed Site Access 14
20. West Jayne Avenue at Existing Farm Road/Site Access 15 (S. Madera Ave)

1.3 Analysis Conditions

The combined critical peak demand periods of Project (Peak Construction) traffic and adjacent street traffic are anticipated to occur during the weekday morning (6:00 to 9:00 a.m.) and the weekday evening (4:00 to 7:00 p.m.) peak periods. The peak periods represent the highest cumulative total traffic for the Project and adjacent street system.

This TIA evaluates weekday morning and weekday evening peak hour traffic (the highest one hour of traffic during each peak period) at study area intersections and roadway segments. Four analysis conditions were evaluated and are briefly described below. It was assumed that all trips associated with the Project's peak construction activities would be distributed proportionally among the existing farm roads and proposed site access roads serving the Project's three subareas (Subarea A, Subarea B and Subarea C).

2024 Existing Conditions

The 2024 Existing conditions were developed based on recent traffic counts collected on Wednesday, September 4, 2024 and Thursday, September 5, 2024 and do not include traffic associated with the Project or other area development projects that are planned or approved (not yet constructed).

2024 Existing Plus Project Conditions

Existing Plus Project conditions consist of Project-related traffic during peak construction added to the 2024 Existing Conditions traffic volumes. Temporary Project-related traffic increases consist of peak construction-related traffic generated from Project Site Subareas A through C. This traffic was distributed and assigned to the roadway segments and intersections in the study area to reflect the Existing Plus Project conditions.

2025 Cumulative Conditions

The Cumulative conditions (representative of the year 2025) consist of traffic associated with other approved and pending projects within 6 miles of the study area added to the 2025 Existing Conditions traffic volumes.

2025 Cumulative Plus Project

The Cumulative Plus Project conditions consist of temporary Project-related traffic increases during peak construction added to the 2025 Cumulative Conditions traffic volumes.

1.4 Analysis Methodology

This TIA evaluates the quality of traffic flow at study area roadways and intersections for the given traffic demands. As a basis for this assessment, intersection and roadway segment capacity analyses were conducted for the study area roadways and intersections for the 2024 Existing, 2024 Existing Plus Project, 2025 Cumulative and 2025 Cumulative Plus Project conditions consistent with Fresno County guidelines.

Level of service (LOS) is commonly used as a qualitative description of roadway segments and intersection operations and is based on the capacity and volume of traffic using a roadway segment or intersection. Additionally, a Vehicle Miles Traveled (VMT) analysis was conducted to meet California Environmental Quality Act (CEQA) and California Department of Transportation (Caltrans) requirements for preparation of TIAs. A discussion of the evaluation criteria and a summary of roadway segment and intersection capacity analyses results are presented below.

1.4.1 Roadway Intersections & Segments

Highway Capacity Manual (HCM) methodologies were used to analyze traffic operations at study area roadway segments and intersections. All study intersections included in this analysis are currently unsignalized. The HCM analysis methodology describes the operation of a roadway or intersection using a range of LOS from LOS A (minimal delay) to LOS F (severely congested conditions), based on the corresponding control delay experienced per vehicle for unsignalized intersections.

At the unsignalized study intersections, the LOS was calculated using the HCM Methodology (TRB 2016). The Synchro 11 capacity analysis software was used to determine intersection LOS for all study scenarios. Synchro is consistent with the HCM 6th Edition methodology (TRB 2016). HCM methodology utilizes average control delay per vehicle for subject lane to determine LOS for intersections. For Roadway segments, the HCM 7th Edition methodology for LOS was calculated using the density of vehicles per mile and per lane of a given segment. Table 1 shows the LOS criteria for unsignalized intersections and roadway segments under the HCM methodology.

The Fresno County General Plan Transportation and Circulation Element (FGP) sets thresholds of LOS D or better for rural county roadways. (Policy TR-A.3)

Table 1. Levels of Service Criteria

Levels of Service	Unsignalized Intersection Control Delay[1/] (in seconds)	Roadway Segment Density[2/] (Vehicles/mile/lane)
A	< 10.0	≤2.0
B	>10.0 to < 15.0	>2.0 - 4.0
C	>15.0 to < 25.0	>4.0 - 8.0
D	>25.0 to < 35.0	>8.0 - 12.0
E	>35.0 to < 50.0	>12.0
F	> 50.0	Demand exceeds capacity

1/ TRB Highway Capacity Manual 6th Edition (2016)
2/ TRB Highway Capacity Manual 7th Edition (2022), Roadway segment LOS calculated for roadway segments with Posted Speed Limit > 50 miles per hour

1.4.2 Vehicle Miles Traveled

The California Legislature, through Senate Bill 743 Senate Bill 32, and Executive Order B-16-12, require projects, under CEQA, to consider the effects of a project on the surrounding transportation system, using VMT as an appropriate measure of impact. The specific goal is reduction of greenhouse gas emissions by reducing reliance on individual vehicles, improving mass transit, and reducing trip length via denser infill development.

2.0 EXISTING CONDITIONS

An effective evaluation of potential transportation impacts associated with the Project requires a thorough understanding of existing traffic conditions on roadways and intersections in the vicinity of the Project site. The existing conditions assessment consists of a desktop inventory of roadway and intersection geometries and traffic control devices; collection of daily and peak period traffic volumes; review of pedestrian, bicycle and transit accommodations; and analysis of existing traffic operations.

2.1 Study Area Roadways

The Project site is located within Fresno County, just south of Huron, California. Access to the Project site is provided by several regional travel routes that are owned and operated by Caltrans or Fresno County. Project-generated traffic would travel to and from the Project site via the following key study area roadways.

Interstate 5. Interstate 5 (I-5) is a four lane north-south freeway that runs from Mexico to Canada, traveling west of Bakersfield before continuing north along the western side of the Central Valley. Access to I-5 from the Project site is primarily provided via West Jayne Ave (approximately 1.75 mile from the Project site).

West Jayne Avenue. West Jayne Avenue is classified as a major collector roadway and is under local jurisdiction (Fresno County). Within the study area, West Jayne Avenue provides a single travel lane in each direction. West Jayne Avenue generally runs in an east-west direction. Land use along this roadway is primarily agricultural and renewable energy development. The regulatory speed limit along West Jayne Avenue in the study area is 55 miles per hour (mph). West Jayne Avenue provides a connection between I-5 and SR-269 within the study area.

Caltrans Route 269 (SR-269). SR-269 is classified as a rural minor arterial and is under Caltrans jurisdiction. Within the study area, SR-269 generally provides one travel lane in each direction. SR-269 intersects with West Jayne Avenue near the Project site. The regulatory speed limit along SR-269 in the study area is 55 mph. Land use along this roadway is primarily agricultural.

2.2 Study Area Intersections

The study area intersections chosen for detailed analysis are shown in Figure 3. The geometry and traffic control at each existing study intersection is documented in the capacity analysis worksheets provided in Appendix E and detailed for key intersections below.

West Jayne Avenue at I-5 Southbound Ramps. The I-5 southbound off-ramp approaches West Jayne Avenue from the north and the I-5 southbound on-ramp departs to the south to form a four-way, unsignalized intersection. The West Jayne Avenue eastbound and westbound approaches each consist of a single general-purpose lane. The southbound off-ramp approach consists of a single general-purpose lane and is under STOP control. There are currently no sidewalks or crosswalks at the intersection. Agricultural and limited commercial land uses are located west of the intersection.

West Jayne Avenue/S. Butte Avenue at I-5 Northbound Ramps. The I-5 northbound off-ramp approaches West Jayne Avenue from the south and S. Butte Avenue from the north to form a four-way, unsignalized intersection. The West Jayne Avenue eastbound and westbound approaches each consist of a shared through/right lane and a left turn lane. The I-5 northbound off-ramp and S. Butte Avenue southbound approaches each consist of a single general-purpose lane under STOP control. The south leg of the intersection has a single travel lane serving as the on-ramp to I-5 northbound. A double-yellow centerline separates I-5 northbound off-ramp and on- ramp traffic as they approach and depart the intersection with West Jayne Avenue. There are currently no sidewalks or crosswalks at the intersection. Agricultural and limited commercial land uses are located east of the intersection.

West Jayne Avenue at SR-269. West Jayne Avenue approaches SR-269/Lassen Ave from the east and west to form a four-way, unsignalized intersection. All approaches to the intersection consist of a single general-purpose travel and are under STOP control. Agricultural land uses surround the intersection.

SR-269 at I-5 Northbound Ramps. The I-5 northbound off-ramp approaches SR-269 from the east to form a four-way, unsignalized intersection. The SR-269 northbound and southbound approaches each consist of a single general-purpose lane. The I-5 northbound off-ramp approach consists of a single general-purpose lane and is under STOP control. The north leg of the intersection serves as the I-5 northbound on-ramp. There are currently no sidewalks or crosswalks at the intersection. Agricultural land uses are located north of the intersection.

SR-269 at I-5 Southbound Ramps. The I-5 southbound off-ramp approaches SR-269 from the west to form a four-way, unsignalized intersection. The SR-269 northbound and southbound approaches each consist of a single general-purpose lane. The southbound off-ramp approach consists of a single general-purpose lane and is under STOP control. The south leg of the intersection serves as the I-5 southbound on-ramp. There are currently no sidewalks or crosswalks at the intersection. Limited commercial and agricultural land uses are located south of the intersection.

2.3 Transit System

Fresno County Rural Transit Agency (FCRTA) provides passenger bus service between and within the rural communities of Fresno County. FCRTA offers fixed transit routes and Dial-A-Ride services in 18 cities, towns, and unincorporated communities. In addition, the FCRTA offers the Coalinga Inter-city Transit route which operates a once daily inbound trip from Coalinga to Fresno in the morning and a once daily outbound trip from Fresno to Coalinga in the evening. Currently, the Coalinga Inter-city Transit travels through the study area via West Jayne Avenue and SR-269 but no transit stops are located within the study area. Therefore, the Project is not anticipated to impact the area transit system.

2.4 Air Traffic

There are no public or military airports within a 10-mile radius of the Project Site. Therefore, the Project is not anticipated to impact area airports or result in safety hazards for people residing or working the area.

2.5 Rail Traffic

The Project site is approximately four miles south of the San Joaquin Valley Railroad short line that runs between Huron and Hanford. Therefore, the Project is not anticipated to impact area railways.

2.6 Pedestrian and Bicycle Accommodations

The Project Site is located in a rural environmental with no dedicated pedestrian and bicycle accommodations. All workers associated with the construction of the Project would arrive via passenger car or pick-up truck. Therefore, dedicated pedestrian and bicycle accommodations are not warranted to support the Project.

2.7 2024 Existing Traffic Volumes

Existing traffic volumes were developed based on recent intersection turning movement counts collected at study area intersections on Wednesday, September 4, 2024 and Thursday, September 5, 2024. Additionally, 24-hour automatic traffic recorder counts were collected on study area roadways on Wednesday, September 4, 2024. The raw traffic count data are provided in Appendix A.

2024 Existing weekday morning and evening peak hour volumes are shown on Figures 4 and 5, respectively. The existing average daily traffic (ADT) volumes for key roadways in the immediate vicinity of the Project site are provided in Table 2.

Table 2. Existing Daily Traffic Volumes[1]

NO.	Segment	Average Daily Traffic (ADT)			Heavy Vehicle %		
		NB/EB	SB/WB	Combined	NB/EB	SB/WB	Combined
1	West Jayne Ave east of I-5	1,889	1,760	3,649	15%	18%	16%
2	SR-269 south of West Jayne Ave	1,507	1,456	2,963	19%	21%	20%

1/ Based on automatic traffic recorder counts collected on Wednesday, September 4, 2024.

2.8 2024 Existing Roadway Segment Operations

A peak hour roadway segment LOS analysis was prepared for existing conditions using the roadway segment LOS methodologies discussed in Section 1. Table 3 shows results of the 2024 Existing conditions LOS analysis for study area roadway segments. As shown in Table 3, all study area roadway segments are currently operating well below capacity at LOS A operations. Detailed HCS worksheets are included in Appendix B.

Table 3. 2024 Existing Weekday Peak Hour Roadway Segment LOS[1]

No.	Roadway Segment	AM Peak Hour				PM Peak Hour			
		Direction 1 (NB/EB)		Direction 2 (SB/WB)		Direction 1 (NB/EB)		Direction 2 (SB/WB)	
		VEH DEN[2]	LOS[3]	VEH DEN	LOS	VEH DEN	LOS	VEH DEN	LOS
1	West Jayne Avenue (West of SR-269)	0.2	A	1.8	A	1.3	A	0.3	A
2	West Jayne Avenue (East of SR-269)	0.2	A	1.2	A	0.6	A	0.2	A
3	SR-269 (North of West Jayne Avenue)	0.5	A	1.2	A	1.4	A	0.9	A
4	SR-269 (South of West Jayne Avenue)	0.3	A	0.6	A	0.5	A	0.5	A

1/ Transportation Research Board, Highway Capacity Manual 7th Edition Methodology
2/ Vehicle Density
3/ Level of Service

2.9 2024 Existing Intersection Operations

An intersection LOS analysis was prepared for 2024 Existing conditions using HCM methodology via the Synchro LOS software discussed in Section 1. Table 4 shows results of the 2024 Existing Conditions intersection LOS analysis which indicate that all study area intersections are currently operating below capacity at LOS C or better during the weekday morning and evening commuter peak hours. Detailed LOS worksheets are included in Appendix C.

Table 4. 2024 Existing Weekday Peak Hour Intersection LOS

No.	Intersection & Movement[1]		AM Peak Hour				PM Peak Hour			
			V/C[2]	Delay[3]	LOS[4]	95th Q[5] (feet)	V/C	Delay	LOS	95th Q (feet)
1	Interstate 5 Southbound Ramps @ West Jayne Avenue	WB Left	0.01	7.5	A	0.0	0.01	8.0	A	0.0
		WB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		SB	0.12	14.0	B	10.0	0.08	12.0	B	5.0
2	Interstate 5 Northbound Ramps @ West Jayne Avenue	NB	0.25	17.3	C	25.0	0.16	16.4	C	15.0
		EB	0.03	8.4	A	2.5	0.05	7.8	A	5.0
		WB	0.00	8.5	A	0.0	0.01	8.4	A	0.0
		SB	0.11	11.0	B	7.5	0.12	11.6	B	10.0
3	SR-269 @ West Jayne Avenue	NB	0.15	9.4	A	12.5	0.20	9.2	A	17.5
		EB	0.14	9.9	A	12.5	0.34	10.8	B	37.5
		WB	0.33	10.3	B	35.0	0.10	8.5	A	7.5
		SB	0.34	11.0	B	37.5	0.27	10.0	A	27.5
4	Interstate 5 Northbound Ramps @ SR-269	NB Left	0.05	8.0	A	5.0	0.07	8.0	A	5.0
		NB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		WB	0.10	11.3	B	7.5	0.18	13.2	B	15.0
5	Interstate 5 Southbound Ramps @ SR-269	EB	0.07	10.0	B	5.0	0.09	10.4	B	7.5
		SB Left	0.01	8.0	A	0.0	0.02	8.4	A	2.5
		SB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0
6	West Jayne Avenue at Unnamed Farm Road/Site Access 1	NB	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		WB Left	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		WB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0
8	West Jayne Avenue at Subarea C Site Trinity Ave/Site Access 3	NB	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		EB Left	0.00	7.9	A	0.0	0.00	0.0	A	0.0
		EB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		WB Left	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		WB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		SB	0.00	10.0	B	0.0	0.00	8.9	A	0.0
10	West Jayne Avenue at Unnamed Farm Road/Site Access 5	NB	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		WB Left	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		WB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0
13	Lassen Ave (SR-269) at Firestone Ave/ Site Access 8	NB Left	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		NB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		EB	0.00	0.0	A	0.0	0.00	0.0	A	0.0
14	Lassen Ave (SR-269) at Unnamed Farm Road/Site Access 9	NB Left	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		EB	0.00	0.0	A	0.0	0.00	0.0	A	0.0
15	Lassen Ave (SR-269) at Unnamed Farm Road/Site Access 10	NB	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		EB	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		WB	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		SB	0.00	0.0	A	0.0	0.00	0.0	A	0.0

No.	Intersection & Movement[1/]		AM Peak Hour				PM Peak Hour			
			V/C[2/]	Delay[3/]	LOS[4/]	95th Q[5/] (feet)	V/C	Delay	LOS	95th Q (feet)
16	Lassen Ave (SR-269) at W. Phelps Ave/ Site Access 11	NB Left	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		EB	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		WB	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		SB Left	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		SB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0
17	West Jayne Avenue at Unnamed Farm Road/Site Access 12	EB Left	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		SB	0.00	0.0	A	0.0	0.00	0.0	A	0.0
20	West Jayne Avenue at S. Madera Ave/Site Access 15	EB Left	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		EB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		SB	0.00	0.0	A	0.0	0.00	0.0	A	0.0

Tetra Tech Inc. Based on HCM 6th Edition Methodology
1/ EB = eastbound; NB = northbound; SB = southbound; WB = westbound
2/ Volume to Capacity Ratio
3/ Delay in seconds per vehicle
4/ Level of Service
5/ Vehicle queues measures in feet

3.0 PROJECT TRIPS

This section documents the estimated trip generation, distribution, and assignment of vehicle trips generated by the Project. As a conservative measure, only traffic associated with the peak construction phase of the Project was analyzed.

3.1 Trip Generation

The Project would consist of three phases: construction, operations and maintenance, and decommissioning. The highest volume of Project-related trips would occur during the peak construction phase. Therefore, to provide a conservative estimate of Project Impacts, trip generation for the peak construction phase workforce levels was used for this assessment based on construction operations information provided by the Applicant.

Project Construction. Construction of the Project is expected to include site preparation, panel installation, inspections, and equipment deliveries and last approximately nine months. Table 5 provides a summary of construction trip generation estimates by phase.

Table 5. Trip Generation Estimates – By Phase

Construction Phase[1/]	Duration (weeks)	Construction Workforce	Average Daily Worker Trips[2/]	Average Daily Vendor Deliveries	Average Daily Haul Deliveries	Average Daily Heavy Vehicle Trips[3/]
Site Preparation and Grading:	8	40	74	25	30	110
Solar Arrays and Inverters Installation	12	200	370	25	12	74
Electrical Work	8	60	112	4	2	12
Substation Installation	8	60	112	20	20	80

Construction Phase[1/]	Duration (weeks)	Construction Workforce	Average Daily Worker Trips[2/]	Average Daily Vendor Deliveries	Average Daily Haul Deliveries	Average Daily Heavy Vehicle Trips[3/]
Transmission Interconnection	4	20	38	4	20	48

1/ Construction Phasing, Duration, and Workforce Levels provided by San Luis Solar, LLC (Applicant).
2/ Assumes one inbound and one outbound trip per vehicle per day. Accounts for 15% of workforce carpooling with a VOR of 2.0
3/ Assumes one inbound and one outbound trip per heavy vehicle per day

It is anticipated that the Site Preparation & Grading phase, the Solar Array and Inverter Installation phase, and the Electrical Work phase would occur concurrently followed by the Substation Installation phase and Transmission Interconnection phase. Therefore, the maximum (peak) number of construction workforce levels at the site at any one time would be 300 construction workers (40 workers for Site Preparation and Grading, 200 workers for Solar Arrays and Inverters Installation and 60 workers for Electrical Work). The final two construction phases, Substation Installation and Transmission Interconnection, would experience significantly fewer construction workforce levels (60 workers and 20 workers, respectively). Construction would primarily occur during daylight hours, Monday through Friday, between 7:00 a.m. and 6:00 p.m.; however, some work may occur on Saturday and Sunday, as required, to meet the construction schedule and/or to promote the health and safety of workers. Due to the remote location of the Project site, workers would be encouraged to carpool. Therefore, a carpool factor of 15 percent has been applied to the number of worker trips.

During peak construction, it is anticipated that up to 98 off-site delivery trucks (trucks delivering materials from off-site locations), would be needed. For analysis purposes, it was assumed that each truck would generate two trips per day to and from the Project site (one exiting trip and one entering trip). Approximately 30 percent of delivery truck traffic to and from the Project site is anticipated to occur during the weekday morning and evening peak hours.

A summary of the temporary increase in traffic associated with the Project's peak construction activities is shown in Table 6. The Project's peak construction phase is anticipated to occur over an approximate three-month period during the Project's nine-month construction duration. Supporting trip generation assumptions and calculations are provided in Appendix D.

Table 6. Project Peak Construction Trip Generation Estimates

Vehicle Type	Daily Quantity	Daily Trips[1/]	Morning Peak Hour		Evening Peak Hour	
			Inbound	Outbound	Inbound	Outbound
Workers	300	556	278	0	0	278
Vendor Trucks	54	108	16	16	16	16
Haul Trucks	44	88	13	13	13	13
	Total Trips	**752**	**307**	**29**	**29**	**307**

1/ A carpool factor of 15 percent was applied to worker trips.

Operations & Maintenance and Decommissioning. Trip generation during the Project's O&M life cycle (minimum of 35 years) is considerably smaller than the construction related trip generation. On a typical day, no workers would be visiting the site. A conservative estimate of trip generation for operations would assume four workers would visit the site from the city of Fresno every other week, a maximum of 26 times per year during operations. This rate would be typical throughout the

operational life of the Project. There would likely be occasional larger repair or maintenance operations such as panel washing, but these would be infrequent and of short duration. Given the short duration and infrequency of the repairs, these occurrences would add so few trips that it is not a meaningful inclusion in the analysis.

3.2 Trip Distribution and Assignment

It is anticipated that the construction workforce would commute to the Project site from local communities and report to the designated construction staging yards prior to the beginning of each workday. For the purpose of this study, it was assumed that all trips associated with the Project's peak construction activities would be distributed among the three Subareas (A through C) proportionally.

It was assumed that the construction workforce would be drawn from within an approximately forty five-minute drive to the Project site. Construction staff not drawn from the local labor pool are anticipated to stay in hotels in Coalinga, Lemoore, Hanford, or other local communities. Project construction worker trip distribution patterns were estimated using United States Census population data and routes determined based on existing travel times during peak commuting periods. Regional Project trip distribution patterns for construction workforce trips are shown on Figure 6. The anticipated truck trip distribution patterns were provided by the Applicant and are shown on Figure 7.

Regional trip distribution patterns for the Project's construction workforce and truck trips were then applied to the trip generation estimates summarized in Table 6. The Project trips were then assigned proportionally to each of the three Project subareas (A through C) based on the PV solar panel acreage serving each Project site access way to obtain the Project-generated turning movements at the study area roadways and intersections during the Project's peak construction phase. A detailed breakdown of the trip generation and distribution by subarea is provided in Appendix D and Appendix E, respectively.

The resulting Project peak construction worker peak hour trip assignments are shown in Figures 8 and 9 for the weekday morning and weekday evening peak hours, respectively. Project peak construction truck peak hour trip assignments are shown in Figures 10 and 11 for the weekday morning and weekday evening peak hours, respectively. The total Project peak hour trip assignments (construction workforce trips plus truck trips) during the temporary peak construction activities (approximately three months of the anticipated nine-month construction period) are shown in Figures 12 and 13 for the weekday morning and weekday evening peak hours, respectively.

4.0 2024 EXISTING PLUS PROJECT CONDITIONS

This section documents potential impacts on study area intersections and roadway segments related to the Project's peak construction phase under Existing Plus Project (peak construction) conditions.

4.1 2024 Existing Plus Project Traffic Volumes

Project trip assignments shown in Figures 12 and 13 were added to the existing traffic volumes shown in Figures 4 and 5 to estimate the Existing Plus Project traffic volumes. Figures 14 and 15 shows the 2024 Existing Plus Project weekday morning and weekday evening peak hour traffic volumes, respectively, that were used to evaluate Existing Plus Project roadway and intersection operations.

4.2 2024 Existing Plus Project Roadway Segment Operations

A peak hour roadway segment LOS analysis was conducted for study area roadways to evaluate the 2024 Existing Plus Project using the HCM methodology described in Section 1. Table 7 provides a summary of the results for the Existing Plus Project LOS analysis and provides a comparison to the existing (Without Project) conditions for average daily traffic volumes.

Table 7. 2024 Existing Plus Project Weekday Peak Hour Roadway Segment LOS

No.	Roadway Segment	AM Peak Hour				PM Peak Hour			
		Direction 1 (NB/EB)		Direction 2 (SB/WB)		Direction 1 (NB/EB)		Direction 2 (SB/WB)	
		VEH DEN[1]	LOS[2]	VEH DEN	LOS	VEH DEN	LOS	VEH DEN	LOS
1	West Jayne Avenue (West of SR-269)	0.5	A	2.7	B	2.1	B	0.7	A
2	West Jayne Avenue (East of SR-269)	0.5	A	2	B	1.2	A	0.4	A
3	SR-269 (North of West Jayne Avenue)	0.8	A	1.7	A	1.9	A	1.2	A
4	SR-269 (South of West Jayne Avenue)	0.5	A	0.8	A	0.8	A	0.7	A

1/ Transportation Research Board, Highway Capacity Manual 7th Edition Methodology
2/ Vehicle Density
3/ Level of Service

Based on the appropriate significance criteria, study area roadway segments are anticipated to operate well below capacity at LOS B or better operations which falls within the Fresno County desired LOS criteria for rural areas (LOS D or better operations). Detailed HCS worksheets are included in Appendix B.

4.3 2024 Existing Plus Project Intersection Operations

An intersection operations analysis was conducted to evaluate the 2024 Existing Plus Project weekday morning and evening peak hour conditions. Intersection operations were calculated using the LOS methodology described in Section 1. Tables 8 and 9 provide summaries of results for the 2024 Existing Plus Project LOS analysis for the weekday morning and weekday evening peak hours, respectively. Tables 8 and 9 provide comparisons to the 2024 Existing (Without Project) conditions for the weekday peak hours using HCM methodology for study intersections.

As shown in Tables 8 and 9, study area intersections are anticipated to operate below capacity at LOS C or better for the 2024 Existing Plus Project weekday commuter peak hour conditions which falls within the Fresno County desired LOS criteria for rural areas (LOS D or better operations). Detailed LOS worksheets are included in Appendix C.

Table 8. 2024 Existing Plus Project Weekday Peak Hour Intersection LOS

No.	Intersection & Movement[1/]		Existing Conditions								Existing Plus Project Conditions							
			AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour			
			V/C[2/]	Delay[3/]	LOS[4]	95th Q[5] (feet)	V/C	Delay	LOS	95th Q (feet)	V/C	Delay	LOS	95th Q[4] (feet)	V/C	Delay	LOS	95th Q (FT)
1	Interstate 5 Southbound Ramps @ West Jayne Avenue	WB Left	0.01	7.5	A	0.0	0.01	8.0	A	0.0	0.01	7.6	A	0.0	0.01	8.0	A	0.0
		WB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		SB	0.12	14.0	B	10.0	0.08	12.0	B	5.0	0.19	16.2	C	17.5	0.13	14.4	B	12.5
2	Interstate 5 Northbound Ramps @ West Jayne Avenue	NB	0.25	17.3	C	25.0	0.16	16.4	C	15.0	0.31	21.8	C	32.5	0.20	19.8	C	17.5
		EB	0.03	8.4	A	2.5	0.05	7.8	A	5.0	0.04	8.6	A	2.5	0.05	8.0	A	5.0
		WB	0.00	8.5	A	0.0	0.01	8.4	A	0.0	0.02	8.9	A	2.5	0.03	8.8	A	2.5
		SB	0.11	11.0	B	7.5	0.12	11.6	B	10.0	0.12	11.8	B	10.0	0.14	12.7	B	12.5
3	SR-269 @ West Jayne Avenue	NB	0.15	9.4	A	12.5	0.20	9.2	A	17.5	0.23	11.0	B	22.5	0.32	12.4	B	32.5
		EB	0.14	9.9	A	12.5	0.34	10.8	B	37.5	0.25	11.4	B	25.0	0.51	14.5	B	72.5
		WB	0.33	10.3	B	35.0	0.10	8.5	A	7.5	0.49	14.0	B	67.5	0.21	10.6	B	20.0
		SB	0.34	11.0	B	37.5	0.27	10.0	A	27.5	0.45	13.5	B	60.0	0.38	12.6	B	45.0
4	Interstate 5 Northbound Ramps @ SR-269	NB Left	0.05	8.0	A	5.0	0.07	8.0	A	5.0	0.05	8.0	A	5.0	0.07	8.1	A	5.0
		NB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		WB	0.10	11.3	B	7.5	0.18	13.2	B	15.0	0.13	11.4	B	10.0	0.21	13.6	B	20.0
5	Interstate 5 Northbound Ramps @ SR-269	EB	0.07	10.0	B	5.0	0.09	10.4	B	7.5	0.07	10.0	B	5.0	0.10	10.6	B	7.5
		SB Left	0.01	8.0	A	0.0	0.02	8.4	A	2.5	0.02	8.4	A	2.5	0.04	8.5	A	2.5
		SB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0
6	West Jayne Avenue at Unnamed Farm Road/Site Access 1	NB	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.01	15.2	C	0.0	0.04	10.8	B	2.5
		WB Left	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.02	7.6	A	0.0	0.00	0.0	A	0.0
		WB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0
7	West Jayne Avenue at Site Access 2	NB	*Intersection does not exist in Existing Conditions.*				*Intersection does not exist in Existing Conditions.*				0.00	14.5	B	0.0	0.01	12.5	B	0.0
		WB Left									0.00	0.0	A	0.0	0.00	0.0	A	0.0
8	West Jayne Avenue at Subarea C Site Trinity Ave/Site Access 3	NB	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.01	9.9	A	0.0
		EB Left	0.00	7.9	A	0.0	0.00	0.0	A	0.0	0.00	8.0	A	0.0	0.00	0.0	A	0.0
		EB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		WB Left	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.01	7.5	A	0.0	0.00	0.0	A	0.0
		WB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		SB	0.00	10.0	B	0.0	0.00	8.9	A	0.0	0.00	10.2	B	0.0	0.00	9.3	A	0.0
9	West Jayne Avenue at Site Access 4	NB	*Intersection does not exist in Existing Conditions.*				*Intersection does not exist in Existing Conditions.*				0.01	15.1	C	0.0	0.03	10.8	B	2.5
		WB Left									0.01	7.6	A	0.0	0.00	0.0	A	0.0
		WB Through									0.00	0.0	A	0.0	0.00	0.0	A	0.0
10	West Jayne Avenue at Unnamed Farm Road/Site Access 5	NB	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.01	12.8	B	0.0	0.04	11.1	B	2.5
		WB Left	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.01	7.6	A	0.0	0.00	9.2	A	0.0
		WB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0

Tetra Tech Inc. Based on HCM 6th Edition Methodology
1/ EB = eastbound; NB = northbound; SB = southbound; WB = westbound
2/ Volume to Capacity Ratio
3/ Delay in seconds per vehicle
4/ Level of Service
5/ Vehicle queues measures in feet.

Table 9. 2024 Existing Plus Project Weekday Peak Hour Intersection LOS

No.	Intersection & Movement[1/]		Existing Conditions								Existing Plus Project Conditions							
			AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour			
			V/C[2/]	Delay[3/]	LOS[4]	95th Q[5] (feet)	V/C	Delay	LOS	95th Q (feet)	V/C	Delay	LOS	95th Q[4] (feet)	V/C	Delay	LOS	95th Q (FT)
11	West Jayne Avenue at Site Access 6	NB	*Intersection does not exist in Existing Conditions.*				*Intersection does not exist in Existing Conditions.*				0.00	14.7	B	0.0	0.01	12.3	B	0.0
		WB Left									0.00	0.0	A	0.0	0.00	0.0	A	0.0
12	West Jayne Avenue at Site Access 7	NB	*Intersection does not exist in Existing Conditions.*				*Intersection does not exist in Existing Conditions.*				0.00	10.2	B	0.0	0.02	10.2	B	2.5
		WB Left									0.01	7.6	A	0.0	0.00	9.3	A	0.0
		WB Through									0.00	0.0	A	0.0	0.00	0.0	A	0.0
13	Lassen Ave (SR-269) at Firestone Ave/ Site Access 8	NB Left	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.01	8.0	A	0.0	0.00	8.7	A	0.0
		NB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		EB	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.01	10.4	B	0.0	0.03	10.2	B	2.5
14	Lassen Ave (SR-269) at Unnamed Farm Road/Site Access 9	NB Left	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		EB	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.02	10.5	B	0.0
15	Lassen Ave (SR-269) at Unnamed Farm Road/Site Access 10	NB	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		EB	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		WB	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.02	14.3	B	2.5	0.08	13.5	B	7.5
		SB	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0
16	Lassen Ave (SR-269) at W. Phelps Ave/ Site Access 11	NB Left	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		EB	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		WB	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	10.1	B	0.0	0.03	10.0	B	2.5
		SB Left	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.02	7.6	A	0.0	0.00	9.2	A	0.0
		SB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0
17	West Jayne Avenue at Unnamed Farm Road/Site Access 12	EB Left	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		SB	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	14.0	B	0.0	0.08	11.1	B	7.5
18	West Jayne Avenue at Site Access 13	NB	*Intersection does not exist in Existing Conditions.*				*Intersection does not exist in Existing Conditions.*				0.01	14.9	B	0.0	0.05	10.7	B	2.5
		WB Left									0.01	7.5	A	0.0	0.00	0.0	A	0.0
		WB Through									0.00	0.0	A	0.0	0.00	0.0	A	0.0
19	West Jayne Avenue at Site Access 14	NB	*Intersection does not exist in Existing Conditions.*				*Intersection does not exist in Existing Conditions.*				0.01	13.2	B	0.0	0.05	10.8	B	2.5
		WB Left									0.01	7.5	A	0.0	0.00	9.2	A	0.0
		WB Through									0.00	0.0	A	0.0	0.00	0.0	A	0.0
20	West Jayne Avenue at S. Madera Ave/Site Access 15	EB Left	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.02	8.5	A	2.5	0.00	8.4	A	0.0
		EB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		SB	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.01	12.6	B	0.0	0.05	10.0	B	5.0

Tetra Tech Inc. Based on HCM 6th Edition Methodology
1/ EB = eastbound; NB = northbound; SB = southbound; WB = westbound
2/ Volume to Capacity Ratio
3/ Delay in seconds per vehicle
4/ Level of Service
5/ Vehicle queues measures in feet

5.0 2025 CUMULATIVE (WITHOUT PROJECT) CONDITIONS

This section presents the results of a cumulative condition analysis that was conducted for a short-term, one-year horizon period where traffic associated with other approved and pending projects in the study area is added to the 2024 Existing traffic volumes. The Project is anticipated to be under construction in 2025 so the design year chosen for analysis purposes is 2025.

5.1 2025 Cumulative Projects

A list of cumulative projects within a 6-mile radius of the Project site was obtained from the Fresno County Planning and Natural Resources Database. Based on review of the Project characteristics, status, and locations of cumulative projects, the following project was identified that would likely add traffic to the study area roadway segments and intersections in the design year 2025.

- Key Energy Storage Project

The location of this project is shown in Figure 16. The anticipated traffic volumes associated with Key Energy Storage Project were obtained from its traffic study[1] and are shown in Figures 17 and 18 for the weekday morning and weekday evening peak hours, respectively.

5.2 2025 Cumulative (Without Project) Traffic Volumes

Traffic associated with the cumulative background project included for analysis was based on traffic studies prepared by others. Table 10 provides a summary of the daily and peak hour trip generation estimates for the Key Energy Storage Project.

Table 10. 2025 Cumulative Background Projects Trip Generation Summary

Key Energy Storage Project[1]	Daily Trips	Morning Peak Hour			Evening Peak Hour		
		In	Out	Total	In	Out	Total
Worker Trips	300	44	16	60	23	39	62
Truck Trips[2]	240	9	6	15	3	6	9
Total Trip Generation	**540**	**53**	**22**	**75**	**26**	**45**	**72**

1/ Trip Generation – Distribution Memorandum; VRPA Technologies, Inc. (2022)
2/ Passenger Car Equivalent of 3.0 applied to truck trips.

The trips associated with the Key Energy Storage Project shown in Figures 17 and 18 were then added to the 2024 Existing Conditions traffic volumes at study area roadways and intersections. Resulting weekday morning and evening peak hour traffic volumes for the 2025 Cumulative (Without Project) conditions are presented in Figures 19 and 20 for the weekday morning and weekday evening peak hours, respectively.

5.3 2025 Cumulative (Without Project) Roadway Segment Operations

A peak hour roadway segment LOS analysis was conducted for the study area to evaluate the 2025 Cumulative (Without Project) conditions. Study area roadway segments were analyzed using the

[1] *Key Energy Storage Project, Trip Generation – Distribution Memorandum,* prepared by VRPA Technologies, Inc.; Dated October 28, 2022.

methodology described in Section 1. Table 11 presents the results of the analysis with 2025 Cumulative (Without Project) traffic volumes added to 2024 Existing conditions traffic volumes.

Table 11. 2025 Cumulative (Without Project) Weekday Peak Hour Roadway Segment LOS

No.	Roadway Segment	AM Peak Hour				PM Peak Hour			
		Direction 1 (NB/EB)		Direction 2 (SB/WB)		Direction 1 (NB/EB)		Direction 2 (SB/WB)	
		VEH DEN[1]	LOS[2]	VEH DEN	LOS	VEH DEN	LOS	VEH DEN	LOS
1	West Jayne Avenue (West of SR-269)	0.2	A	1.9	A	1.3	A	0.4	A
2	West Jayne Avenue (East of SR-269)	0.2	A	1.3	A	0.6	A	0.2	A
3	SR-269 (North of West Jayne Avenue)	0.5	A	1.3	A	1.4	A	0.9	A
4	SR-269 (South of West Jayne Avenue)	0.3	A	0.6	A	0.5	A	0.5	A

1/ Vehicle Density
2/ Level of Service
Note: Transportation Research Board, Highway Capacity Manual 7th Edition Methodology

As shown in Table 11, the study area roadway segments are anticipated to operate well below capacity at LOS A under 2025 Cumulative (Without Project) conditions. Detailed HCS worksheets are included in Appendix B.

5.4 2025 Cumulative (Without Project) Intersection Operations

An intersection operations analysis was conducted for the study area to evaluate 2025 Cumulative (Without Project) weekday morning and evening peak hour conditions. Intersection operations were calculated using the LOS methodology described in Section 1. Table 12 presents the results of the analysis. As shown in Table 12, study area intersections are anticipated to operate below capacity at LOS C or better during both of the weekday commuter peak hours. Detailed LOS worksheets are included in Appendix C.

Table 12. 2025 Cumulative (Without Project) Weekday Peak Hour Intersection LOS

No.	Intersection & Movement[1/]		AM Peak Hour				PM Peak Hour			
			V/C[2/]	Delay[3/]	LOS[4/]	95th Q[5/] (feet)	V/C	Delay	LOS	95th Q (feet)
1	Interstate 5 Southbound Ramps @ West Jayne Avenue	WB Left	0.01	7.5	A	0.0	0.03	8.0	A	2.5
		WB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		SB	0.19	15.5	C	17.5	0.11	13.6	B	10.0
2	Interstate 5 Northbound Ramps @ West Jayne Avenue	NB	0.31	18.3	C	32.5	0.20	17.3	C	17.5
		EB	0.03	8.5	A	2.5	0.05	7.8	A	5.0
		WB	0.01	8.7	A	0.0	0.03	8.6	A	2.5
		SB	0.12	11.7	B	10.0	0.13	12.0	B	10.0
3	SR-269 @ West Jayne Avenue	NB	0.15	9.5	A	12.5	0.20	9.3	A	17.5
		EB	0.15	9.9	A	12.5	0.36	11.0	B	40.0
		WB	0.33	10.4	B	35.0	0.10	8.5	A	7.5
		SB	0.35	11.1	B	37.5	0.28	10.1	B	27.5
4	Interstate 5 Northbound Ramps @ SR-269	NB Left	0.05	8.0	A	5.0	0.07	8.0	A	5.0
		NB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		WB	0.10	11.3	B	7.5	0.18	13.2	B	15.0
5	Interstate 5 Southbound Ramps @ SR-269	EB	0.07	10.0	B	5.0	0.09	10.4	B	7.5
		SB Left	0.01	8.0	A	0.0	0.02	8.4	A	2.5
		SB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0
6	West Jayne Avenue at Unnamed Farm Road/Site Access 1	NB	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		WB Left	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		WB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0
8	West Jayne Avenue at Subarea C Site Trinity Ave/Site Access 3	NB	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		EB Left	0.00	7.9	A	0.0	0.00	0.0	A	0.0
		EB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		WB Left	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		WB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		SB	0.00	10.0	B	0.0	0.00	8.9	A	0.0
10	West Jayne Avenue at Unnamed Farm Road/Site Access 5	NB	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		WB Left	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		WB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0
13	Lassen Ave (SR-269) at Firestone Ave/ Site Access 8	NB Left	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		NB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		EB	0.00	0.0	A	0.0	0.00	0.0	A	0.0
14	Lassen Ave (SR-269) at Unnamed Farm Road/Site Access 9	NB Left	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		EB	0.00	0.0	A	0.0	0.00	0.0	A	0.0
15	Lassen Ave (SR-269) at Unnamed Farm Road/Site Access 10	NB	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		EB	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		WB	0.00	0.0	A	0.0	0.00	0.0	A	0.0

No.	Intersection & Movement[1/]		AM Peak Hour				PM Peak Hour			
			V/C[2/]	Delay[3/]	LOS[4/]	95th Q[5/] (feet)	V/C	Delay	LOS	95th Q (feet)
		SB	0.00	0.0	A	0.0	0.00	0.0	A	0.0
16	Lassen Ave (SR-269) at W. Phelps Ave/ Site Access 11	NB Left	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		EB	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		WB	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		SB Left	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		SB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0
17	West Jayne Avenue at Unnamed Farm Road/Site Access 12	EB Left	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		SB	0.00	0.0	A	0.0	0.00	0.0	A	0.0
20	West Jayne Avenue at S. Madera Ave/Site Access 15	EB Left	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		EB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		SB	0.00	0.0	A	0.0	0.00	0.0	A	0.0

Tetra Tech Inc. Based on HCM 6th Edition Methodology
1/ EB = eastbound; NB = northbound; SB = southbound; WB = westbound
2/ Volume to Capacity Ratio
3/ Delay in seconds per vehicle
4/ Level of Service
5/ Vehicle queues measures in feet

6.0 2025 CUMULATIVE PLUS PROJECT CONDITIONS

This section documents impacts on study area intersections and roadway segments related to construction-related Project traffic under 2025 Cumulative Plus Project (peak construction) conditions.

6.1 2025 Cumulative Plus Project Traffic Volumes

The 2025 Cumulative Plus Project conditions consist of the temporary Project-related (peak construction) traffic added to the 2025 Cumulative (Without Project) Conditions traffic volumes. Project trips shown in Figures 12 and 13 for peak construction activities were added to the 2025 Cumulative (Without Project) condition traffic volumes shown in Figures 19 and 20. The resulting 2025 Cumulative Plus Project traffic volumes are shown in Figure 21 and 22 for the weekday morning and weekday evening peak hours, respectively.

6.2 2025 Cumulative Plus Project Roadway Segment Operations

A peak hour roadway segment LOS analysis was conducted for the study area to evaluate the 2025 Cumulative Plus Project conditions. Study area roadway segments were analyzed using the methodology described in Section 1. Table 13 presents the results of the analysis with 2025 Cumulative Plus Project traffic volumes.

As shown in Table 13, study area roadway segments are anticipated to operate at well below capacity at LOS B or better under 2025 Cumulative Plus Project conditions which falls within the Fresno County desired LOS criteria for rural areas (LOS D or better operations). Detailed HCS worksheets are included in Appendix B.

Table 13. 2025 Cumulative Plus Project Weekday Peak Hour Roadway Segment LOS

No.	Roadway Segment	AM Peak Hour				PM Peak Hour			
		Direction 1 (NB/EB)		Direction 2 (SB/WB)		Direction 1 (NB/EB)		Direction 2 (SB/WB)	
		VEH DEN[1]	LOS[2]	VEH DEN	LOS	VEH DEN	LOS	VEH DEN	LOS
1	West Jayne Avenue (West of SR-269)	0.6	A	2.8	B	2.2	B	0.7	A
2	West Jayne Avenue (East of SR-269)	0.5	A	2	B	1.2	A	0.5	A
3	SR-269 (North of West Jayne Avenue)	0.8	A	1.8	A	2	A	1.3	A
4	SR-269 (South of West Jayne Avenue)	0.5	A	0.8	A	0.8	A	0.7	A

1/ Average Daily Traffic
2/ Level of Service

6.3 2025 Cumulative Plus Project Intersection Operations

Tabled 14 and 15 summarize the 2025 Cumulative Plus Project LOS analysis results for the weekday morning and weekday evening peak hours. Tables 14 and 15 also provide comparisons to the 2025 Cumulative (Without Project) conditions for the weekday peak hours. As shown in Tables 14 and 15, study area intersections are anticipated to operate below capacity at LOS C or better during both peak hours which falls within the Fresno County desired LOS criteria for rural areas (LOS D or better operations). Detailed LOS worksheets are included in Appendix C.

Table 14. 2025 Cumulative Plus Project Peak Hour Intersection LOS

No.	Intersection & Movement[1]		Cumulative Conditions								Cumulative Plus Project Conditions							
			AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour			
			V/C[2]	Delay[3]	LOS[4]	95th Q[5] (feet)	V/C	Delay	LOS	95th Q (feet)	V/C	Delay	LOS	95th Q[4] (feet)	V/C	Delay	LOS	95th Q (FT)
1	Interstate 5 Southbound Ramps @ West Jayne Avenue	WB Left	0.01	7.5	A	0.0	0.03	8.0	A	2.5	0.01	7.7	A	0.0	0.03	8.0	A	2.5
		WB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		SB	0.19	15.5	C	17.5	0.11	13.6	B	10.0	0.27	18.7	C	27.5	0.18	16.0	C	15.0
2	Interstate 5 Northbound Ramps @ West Jayne Avenue	NB	0.31	18.3	C	32.5	0.20	17.3	C	17.5	0.38	23.3	C	42.5	0.25	21.5	C	25.0
		EB	0.03	8.5	A	2.5	0.05	7.8	A	5.0	0.04	8.7	A	2.5	0.05	8.0	A	5.0
		WB	0.01	8.7	A	0.0	0.03	8.6	A	2.5	0.04	9.1	A	2.5	0.05	8.9	A	5.0
		SB	0.12	11.7	B	10.0	0.13	12.0	B	10.0	0.13	12.3	B	10.0	0.15	13.5	B	12.5
3	SR-269 @ West Jayne Avenue	NB	0.15	9.5	A	12.5	0.20	9.3	A	17.5	0.23	11.2	B	22.5	0.32	12.6	B	35.0
		EB	0.15	9.9	A	12.5	0.36	11.0	B	40.0	0.25	11.5	B	25.0	0.52	14.9	B	75.0
		WB	0.33	10.4	B	35.0	0.10	8.5	A	7.5	0.50	14.2	B	70.0	0.22	10.7	B	20.0
		SB	0.35	11.1	B	37.5	0.28	10.1	B	27.5	0.46	13.7	B	62.5	0.39	12.8	B	45.0
4	Interstate 5 Northbound Ramps @ SR-269	NB Left	0.05	8.0	A	5.0	0.07	8.0	A	5.0	0.05	8.0	A	5.0	0.07	8.1	A	5.0
		NB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		WB	0.10	11.3	B	7.5	0.18	13.2	B	15.0	0.13	11.4	B	10.0	0.21	13.6	B	20.0
5	Interstate 5 Northbound Ramps @ SR-269	EB	0.07	10.0	B	5.0	0.09	10.4	B	7.5	0.07	10.0	B	5.0	0.10	10.6	B	7.5
		SB Left	0.01	8.0	A	0.0	0.02	8.4	A	2.5	0.02	8.4	A	2.5	0.04	8.5	A	2.5
		SB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0
6	West Jayne Avenue at Unnamed Farm Road/Site Access 1	NB	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.01	15.8	C	0.0	0.04	10.9	B	2.5
		WB Left	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.02	7.6	A	0.0	0.00	0.0	A	0.0
		WB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0
7	West Jayne Avenue at Site Access 2	NB	*Intersection does not exist in Cumulative Conditions.*				*Intersection does not exist in Cumulative Conditions.*				0.00	14.7	B	0.0	0.01	12.6	B	0.0
		WB Left									0.00	0.0	A	0.0	0.00	0.0	A	0.0
8	West Jayne Avenue at Subarea C Site Trinity Ave/Site Access 3	NB	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.01	9.9	A	0.0
		EB Left	0.00	7.9	A	0.0	0.00	0.0	A	0.0	0.00	8.0	A	0.0	0.00	0.0	A	0.0
		EB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		WB Left	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.01	7.5	A	0.0	0.00	0.0	A	0.0
		WB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		SB	0.00	10.0	B	0.0	0.00	8.9	A	0.0	0.00	10.3	B	0.0	0.00	9.3	A	0.0
9	West Jayne Avenue at Site Access 4	NB	*Intersection does not exist in Cumulative Conditions.*				*Intersection does not exist in Cumulative Conditions.*				0.01	15.4	C	0.0	0.03	10.9	B	2.5
		WB Left									0.01	7.6	A	0.0	0.00	0.0	A	0.0
		WB Through									0.00	0.0	A	0.0	0.00	0.0	A	0.0
10	West Jayne Avenue at Unnamed Farm Road/Site Access 5	NB	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.01	12.9	B	0.0	0.04	11.2	B	2.5
		WB Left	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.01	7.6	A	0.0	0.00	9.3	A	0.0
		WB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0

Tetra Tech Inc. Based on HCM 6th Edition Methodology
1/ EB = eastbound; NB = northbound; SB = southbound; WB = westbound
2/ Volume to Capacity Ratio
3/ Delay in seconds per vehicle
4/ Level of Service
5/ Vehicle queues measures in feet

Table 15. 2025 Cumulative Plus Project Peak Hour Intersection LOS

No.	Intersection & Movement[1/]		Cumulative Conditions								Cumulative Plus Project Conditions							
			AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour			
			V/C[2/]	Delay[3/]	LOS[4]	95th Q[5] (feet)	V/C	Delay	LOS	95th Q (feet)	V/C	Delay	LOS	95th Q[4] (feet)	V/C	Delay	LOS	95th Q (FT)
11	West Jayne Avenue at Site Access 6	NB	*Intersection does not exist in Cumulative Conditions.*				*Intersection does not exist in Cumulative Conditions.*				0.00	14.9	B	0.0	0.01	12.4	B	0.0
		WB Left									0.00	0.0	A	0.0	0.00	0.0	A	0.0
12	West Jayne Avenue at Site Access 7	NB	*Intersection does not exist in Cumulative Conditions.*				*Intersection does not exist in Cumulative Conditions.*				0.00	10.2	B	0.0	0.02	10.3	B	2.5
		WB Left									0.01	7.6	A	0.0	0.00	9.3	A	0.0
		WB Through									0.00	0.0	A	0.0	0.00	0.0	A	0.0
13	Lassen Ave (SR-269) at Firestone Ave/ Site Access 8	NB Left	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.01	8.0	A	0.0	0.00	8.7	A	0.0
		NB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		EB	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.01	10.4	B	0.0	0.03	10.2	B	2.5
14	Lassen Ave (SR-269) at Unnamed Farm Road/Site Access 9	NB Left	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		EB	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.02	10.5	B	2.5
15	Lassen Ave (SR-269) at Unnamed Farm Road/Site Access 10	NB	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		EB	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		WB	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.02	14.4	B	2.5	0.08	13.6	B	7.5
		SB	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0
16	Lassen Ave (SR-269) at W. Phelps Ave/ Site Access 11	NB Left	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		EB	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		WB	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	10.1	B	0.0	0.03	10.0	B	2.5
		SB Left	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.02	7.6	A	0.0	0.00	9.2	A	0.0
		SB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0
17	West Jayne Avenue at Unnamed Farm Road/Site Access 12	EB Left	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		SB	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	14.0	B	0.0	0.08	11.2	B	7.5
18	West Jayne Avenue at Site Access 13	NB	*Intersection does not exist in Cumulative Conditions.*				*Intersection does not exist in Cumulative Conditions.*				0.01	14.9	B	0.0	0.05	10.8	B	2.5
		WB Left									0.01	7.5	A	0.0	0.00	0.0	A	0.0
		WB Through									0.00	0.0	A	0.0	0.00	0.0	A	0.0
19	West Jayne Avenue at Site Access 14	NB	*Intersection does not exist in Cumulative Conditions.*				*Intersection does not exist in Cumulative Conditions.*				0.01	13.3	B	0.0	0.05	10.8	B	2.5
		WB Left									0.01	7.5	A	0.0	0.00	9.2	A	0.0
		WB Through									0.00	0.0	A	0.0	0.00	0.0	A	0.0
20	West Jayne Avenue at S. Madera Ave/Site Access 15	EB Left	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.02	8.5	A	2.5	0.00	8.4	A	0.0
		EB Through	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.00	0.0	A	0.0
		SB	0.00	0.0	A	0.0	0.00	0.0	A	0.0	0.01	12.7	B	0.0	0.05	10.1	B	5.0

Tetra Tech Inc. Based on HCM 6th Edition Methodology
1/ EB = eastbound; NB = northbound; SB = southbound; WB = westbound
2/ Volume to Capacity Ratio
3/ Delay in seconds per vehicle
4/ Level of Service
5/ Vehicle queues measures in feet

7.0 VEHICLE MILES TRAVELED

Caltrans no longer uses LOS as a measurement of traffic impacts. Senate Bill 743 allowed for new ways to measure traffic impacts on State Highways, and since July 1, 2020, VMT is the standard used to determine traffic impacts on State Highways and must be used in any CEQA document after July 1, 2020. The following VMT impact analysis relative to the Project is provided pursuant to CEQA Guidelines Appendix F.

There is no established threshold of significance for VMT for non-office, residential, or retail use projects in Fresno County. For purposes of this study, the Fresno Council of Governments (FCOG) CEQA VMT Threshold Guidance (2022) was used which states that projects that generate or attract fewer than 500 trips per day generally may be assumed to cause a less-than-significant transportation impact. Once constructed, the operation and maintenance of the Project is expected to generate negligible traffic on a typical day. Occasionally (once or twice per month), site visits by a small ground crew would be necessary to respond to abnormal operating conditions, conduct routine maintenance and repairs, panel washing and grounds maintenance. Therefore, based on this guidance, the Project is expected to result in a less-than-significant impact to VMT during the operations and maintenance phase. However, a qualitative analysis of the construction related VMT is appropriate given that the construction-related trips and traffic volume are temporary and would cease after construction is completed.

7.1 Construction VMT

The calculation of VMT of any project is the number of project-generated trips multiplied by the travel length of each trip. Project-generated daily VMT was estimated separately for each project trip type, based on Project-specific data for average construction activity for the duration of the construction effort provided by the Applicant.

Average daily construction activity by phase was used for the VMT analysis to provide a more accurate analysis of the total Project impacts to the regional roadway system. Average daily construction workforce and trucking activity by phase can be found in Appendix F.

Additionally, the origins of employee commuting trips, i.e., where employees reside, has been researched and estimated by Tetra Tech using United States Census Population Data. Project-generated trips have been reduced by a factor of 15 percent for carpooling. The weighted average one-way commuting trip length is 22.75 miles. Appendix F identifies communities that are sources of employees, their commuting trip length, VMT by Phase, as well as total Project VMT. Total Passenger Vehicle VMT over the duration of the Project is estimated to be 793,469. Total Heavy Vehicle VMT over the duration of the Project's construction (approximately nine months) is estimated to be 1,393,382. Therefore, the total Project construction VMT (passenger vehicles plus heavy vehicles) is 2,187,301.

7.2 Operations and Maintenance VMT

O&M VMT is considerably smaller than the construction VMT. As mentioned previously, on a typical day, no workers would be visiting the site. A conservative estimate of the VMT for operations would assume four workers would visit the site from the City of Fresno every other week, a maximum of

11,024 VMT per year during operations. This rate would be typical throughout the operational life of the Project. There would likely be occasional larger repair or maintenance operations such as panel washing, but these would be infrequent and of short duration. Given the short duration and infrequency of the repairs, these occurrences would add so few VMT that it is not a meaningful inclusion in the analysis. Over the estimated 35-year Project facility life cycle, the total VMT for operations is likely less than 385,840 miles. Given that the daily Project generated trips would be fewer than the 500 average daily trips FCOG threshold. Operational trips are presumed to cause a less than significant transportation impact.

7.3 Decommissioning VMT

Decommissioning would generate trips and vehicle miles traveled similar to that of construction. For that reason, additional quantitative analysis for decommissioning wasn't included for this analysis.

8.0 CEQA IMPACT ANALYSIS

Since no quantitative threshold has been identified, the significance of the additional miles traveled due to the Project has been evaluated based on the three guidance criteria from Appendix G of the CEQA Guidelines and also compared to the COG's RTP/SCS goals. Based on the following CEQA criteria and COG's goals of reduced GHGs, the Project would have a less than significant impact on VMT.

IMPACT 1: Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

This Project would not conflict with any program, plan, ordinance, or policy regarding these modes of transportation. The Project is in a rural area that has no existing transit stops within a half mile, and there are no bike lanes or pedestrian facilities present. Because the Project does not include the construction or modification of existing roadways, it is anticipated to have a less than significant impact.

Impact: Less than significant.

Mitigation: None required.

IMPACT 2: Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

VMT

The Project would represent an increase in VMT during the nine-month construction period compared with the existing agricultural cultivation uses at the Project location. Once construction is completed, no permanent O&M staff would be located at the Project site.

On intermittent occasions, additional workers may be required for repairs or replacement of equipment or other specialized maintenance. However, due to the self-operating nature of the facility, such actions would likely occur infrequently. The irregular visits would result in four workers every other week, below any threshold of measurable or adverse effect.

Trip generation for decommissioning is assumed to be substantially less than Project construction but more than operational trips.

As per FCOG (2022) guidance, Projects that generate fewer than 500 trips per day generally may be assumed to cause a less than significant transportation impact. This guidance is for permanent development and not for short-duration construction impacts. For these reasons, the Project as a whole would result in less than significant sustained impacts related to VMT.

Impact: Less than significant.

Mitigation: None required.

Diversity of Land Use

Diversity of land use is a much more difficult criteria to quantify for a comparative analysis. According to CEQA (2018), "State law concerning the development of multimodal transportation networks and diversity of land uses requires planning for and prioritizing increases in complete streets and infill development but does not mandate a particular depth of implementation that could translate into a particular threshold of significance."

The Project would diversify land use by changing the current use from minimally developed cropland and an orchard to renewable energy production. Of the cropland in the Project parcels, only two percent of that cropland is classified as Prime Farmland without irrigation being required. While the Project would increase the VMT from minimally developed to developed conditions, nearly all of the VMT are added during a relatively short construction time window. The expected facility maintenance would generate infrequent and light traffic during operations, and it is anticipated that eventually maintenance visits would be reduced to once or twice a month or less and not impact peak hour traffic. At the end of the project's life, decommissioning would generate trips and miles traveled very similar to construction. Development of the Project would therefore support California's statutory energy goals—reduction of GHGs through development of a source of solar energy and a diversity of land uses.

Impact: Less than significant.

Mitigation: None required.

IMPACT 3: Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No geometric design features would be constructed or modified as part of this Project. The roadways utilized by the Project have been deemed adequate for the conveyance of materials, equipment, and workers. Therefore, the Project would have a less than significant impact.

Impact: Less than significant.

Mitigation: None required.

IMPACT 4: Would the Project result in inadequate emergency access?

The Project would not hinder emergency access to the Project site or to other roadways in or around the Project vicinity. Therefore, the Project would have a less than significant impact.

Impact: Less than significant.

Mitigation: None required.

9.0 MITIGATION MEASURES

Although the Project is expected to have minimal impact to study area roadways and intersections, the following mitigation measures have been considered to improve the safety of the construction workforce and all other road users.

9.1 Construction Traffic Management Plan

As part of the Project, a Construction Traffic Management Plan (CTMP) will be prepared to minimize potential Project-related traffic impacts. West Jayne Ave and SR-269 are high-speed roadways that would serve as the primary access to the Project site. If requested by Caltrans or Fresno County Public Works staff, temporary construction zone speed restrictions may be implemented along West Jayne Ave and SR-269 to encourage motorists to slow down through the study area. The CTMP may include variable message boards and additional signage along West Jayne Ave and SR-269 alerting motorists of the increased turning activity in the vicinity of the site driveways and access roads and to watch for slow moving traffic.

The CTMP would also include Travel Demand Management measures to encourage non-single occupancy vehicle trips and minimize reliance on single-occupant vehicles and reduce single occupancy vehicle trips to and from the Project site.

9.2 Auxiliary Lane Warrant Analysis

Tetra Tech conducted an auxiliary lane warrant analysis to determine if separate turn lanes on West Jayne Ave and SR-269 at the proposed Project site access points would be required to accommodate the Project based on methodologies found in the 2001 Transportation Research Board NCHRP Report 457 (TRB, 2001). It is anticipated that the majority of inbound Project-related trips would occur during the morning peak hour. Therefore, only the morning peak hour was analyzed. The auxiliary lane warrant analysis worksheets for the projected 2025 Cumulative plus Project Weekday Morning Peak Hour are provided in the Appendix G of this report. A brief discussion of the left-turn lane and right-turn lane warrant analysis is provided below.

9.2.1 Left-Turn Lane Warrant

The left-turn lane warrant analysis indicates that the projected left-turn traffic demand at the existing and proposed access points fall below the volume threshold to meet the left-turn lane warrant, through the projected 2025 Cumulative plus Project Weekday Morning Peak Hour. Consequently, no left-turn treatments are proposed.

9.2.2 Right -Turn Lane Warrant

The right-turn lane warrant analysis indicates that the projected right-turn movements at all existing and proposed Project site access points would fall below the traffic volumes threshold for a right-turn

lane for the projected 2025 Cumulative plus Project weekday morning peak hour traffic conditions. Based on this analysis, no right-turn lanes are proposed at any of the Project site access points.

10.0 CONCLUSIONS

Tetra Tech has reviewed the potential transportation impacts associated with the construction, operation and maintenance, and decommissioning of the proposed San Luis West Solar Project to be located in Fresno County, California. Based on the analysis presented in this report, we conclude that the Project will have a less than significant impact for the transportation-related CEQA criteria. Furthermore, all the study area roadways and intersections are anticipated to operate within the County's threshold of LOS D or better operations on rural County-owned roadways with or without the Project.

It is anticipated that the Project will be constructed in multiple phases over a period of approximately nine months. The detailed analyses included in this study are conservatively based on the temporary traffic increases associated with the peak construction activities of the Project, which is expected over an approximate three-month period. The study evaluates traffic operations at key roadways and intersections during the weekday morning and weekday evening commuter peak hours, when the temporary traffic increases associated with peak construction activities would be greatest. The analysis indicates that all of the study area roadways and intersections currently operate with little or no delay and will continue to operate at acceptable LOS C or better under the 2025 Cumulative Plus Project weekday commuter peak hour conditions.

Access to the Project site parcels would be provided via four existing farm roads on SR-269 (Lassen Avenue), five existing farm roads on West Jayne Avenue and six new site driveways proposed on West Jayne Avenue which in turn provide access to the regional roadway system. The Applicant will coordinate with Caltrans and Fresno County on the final design of the site access driveways per the state and county guidelines through the site access permit process. As part of this effort, the Applicant would develop a Construction Traffic Management Plan to reduce single occupancy vehicle use and ensure that safe and efficient access to the site will be provided during the Project's construction period.

11.0 REFERENCES

Caltrans (California Department of Transportation). 2024. Traffic Census Program. Available online at: https://dot.ca.gov/programs/traffic-operations/census (accessed May 2024).

Governor's Office of Planning and Research. 2018. *Technical Advisory on Evaluating Transportation Impacts in CEQA.*

Fresno COG (Fresno Council of Governments). 2024. Traffic Count (TCDS). Available online at: https://Fresnocog.public.ms2soft.com/tcds/tsearch.asp?loc=Fresnocog&mod=TCDS (accessed June 2024).

Fresno COG (Fresno County Council of Governments). 2024. Vehicle Miles Traveled (VMT) Thresholds. Available online at: https://www.fresnocog.org/project/vmt-analysis/ (accessed November 2024).

Fresno County Planning and Natural Resources Department. 2024. Planning Overview. Available online at: https://Fresnoplanning.com/planning/notices-of-preparation/ (accessed May 2024).

Fresno County Department of Public Works and Planning. 2024. *General Plan*. Available online at: https://www.fresnocountyca.gov/Departments/Public-Works-and-Planning/divisions-of-public-works-and-planning/development-services-division/planning-and-land-use/general-plan-maps (accessed October, 2024).

TRB (Transportation Research Board). 2016. *Highway Capacity Manual, Sixth Edition*. National Academies Press.

TRB (Transportation Research Board). 2022. *Highway Capacity Manual, Seventh Edition*. National Academies Press.

TRB (Transportation Research Board) National Cooperative Highway Research Program (NCHRP). 2001. *Report 457: Engineering Study Guide for Evaluating Intersection Improvements.* National Research Council.

FIGURES

Figure 1. Project Site Locus

Figure 2. Project Site Layout

Figure 3. Study Area Intersections

Figure 4. 2024 Existing Morning Peak Hour Traffic Volumes

Figure 5. 2024 Existing Evening Peak Hour Traffic Volumes

Figure 6. Project Worker Trip Distribution Patterns

Figure 7. Project Truck Trip Distribution Patterns

Figure 8. 2025 Peak Construction Worker Weekday Morning Peak Hour Trip Generation

Figure 9. 2025 Peak Construction Worker Weekday Evening Peak Hour Trip Generation

Figure 10. 2025 Peak Construction Truck Weekday Morning Peak Hour Trip Generation

Figure 11. 2025 Peak Construction Truck Weekday Evening Peak Hour Trip Generation

Figure 12. 2025 Peak Construction Total Weekday Morning Peak Hour Trip Generation

Figure 13. 2025 Peak Construction Total Weekday Evening Peak Hour Trip Generation

Figure 14. Existing Plus Peak Construction Weekday Morning Peak Hour Traffic Volumes

Figure 15. Existing Plus Peak Construction Weekday Evening Peak Hour Traffic Volumes

Figure 16. 2025 Cumulative Project Location

Figure 17. 2025 Cumulative Project Weekday Morning Peak Hour Volumes

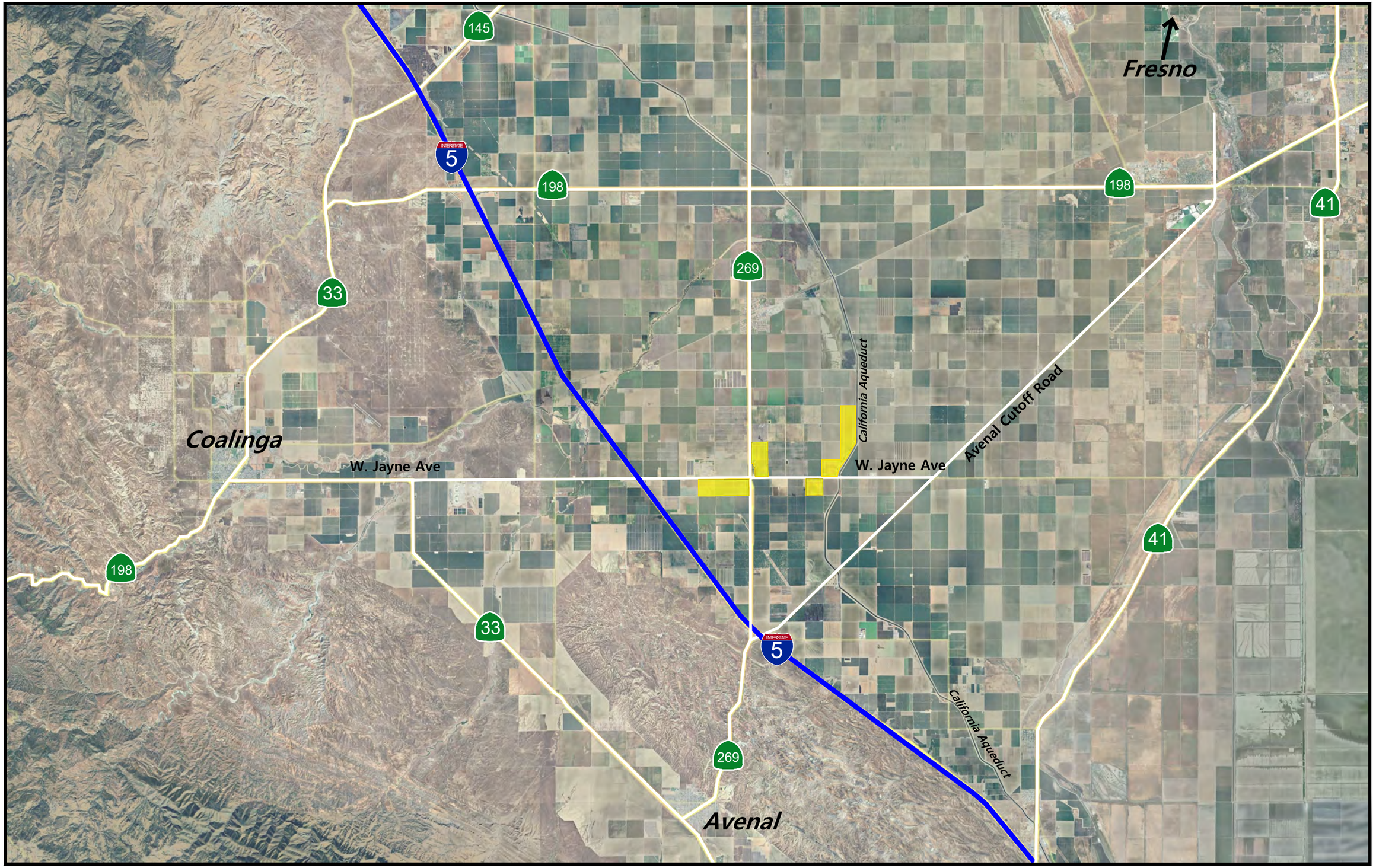
Figure 18. 2025 Cumulative Project Weekday Evening Peak Hour Volumes

Figure 19. 2025 Cumulative (Without Project) Weekday Morning Peak Hour Volumes

Figure 20. 2025 Cumulative (Without Project) Weekday Evening Peak Hour Volumes

Figure 21. 2025 Cumulative Plus Peak Construction Weekday Morning Peak Hour Traffic Volumes

Figure 22. 2025 Cumulative Plus Peak Construction Weekday Evening Peak Hour Traffic Volumes



TETRA TECH

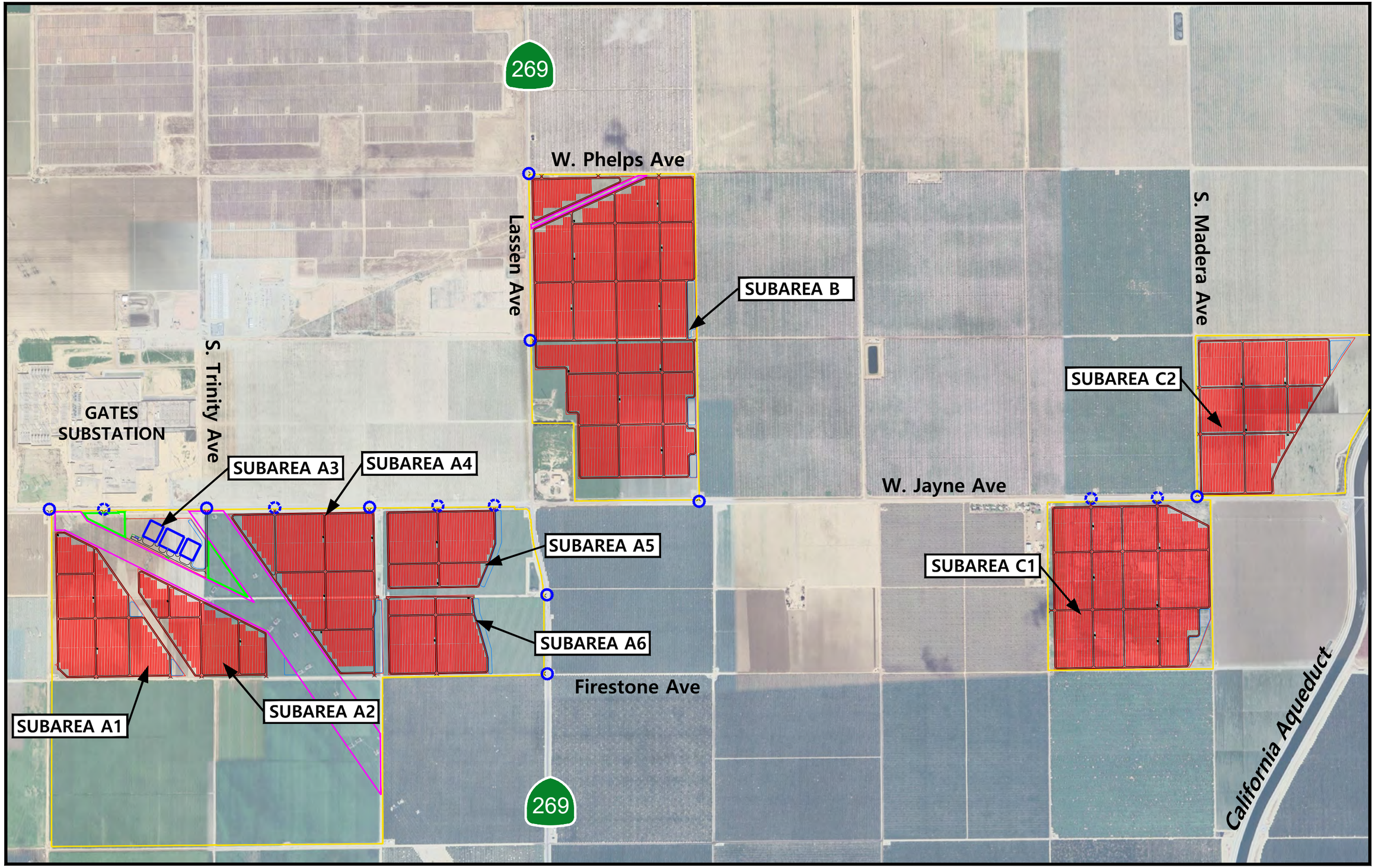
REGIONAL ROADWAYS
INTERSTATE HIGHWAYS

APPROXIMATE PROJECT AREA

Origis San Luis West Solar PV and Storage Project
Fresno County, CA

PROJECT SITE LOCUS

FIGURE
1



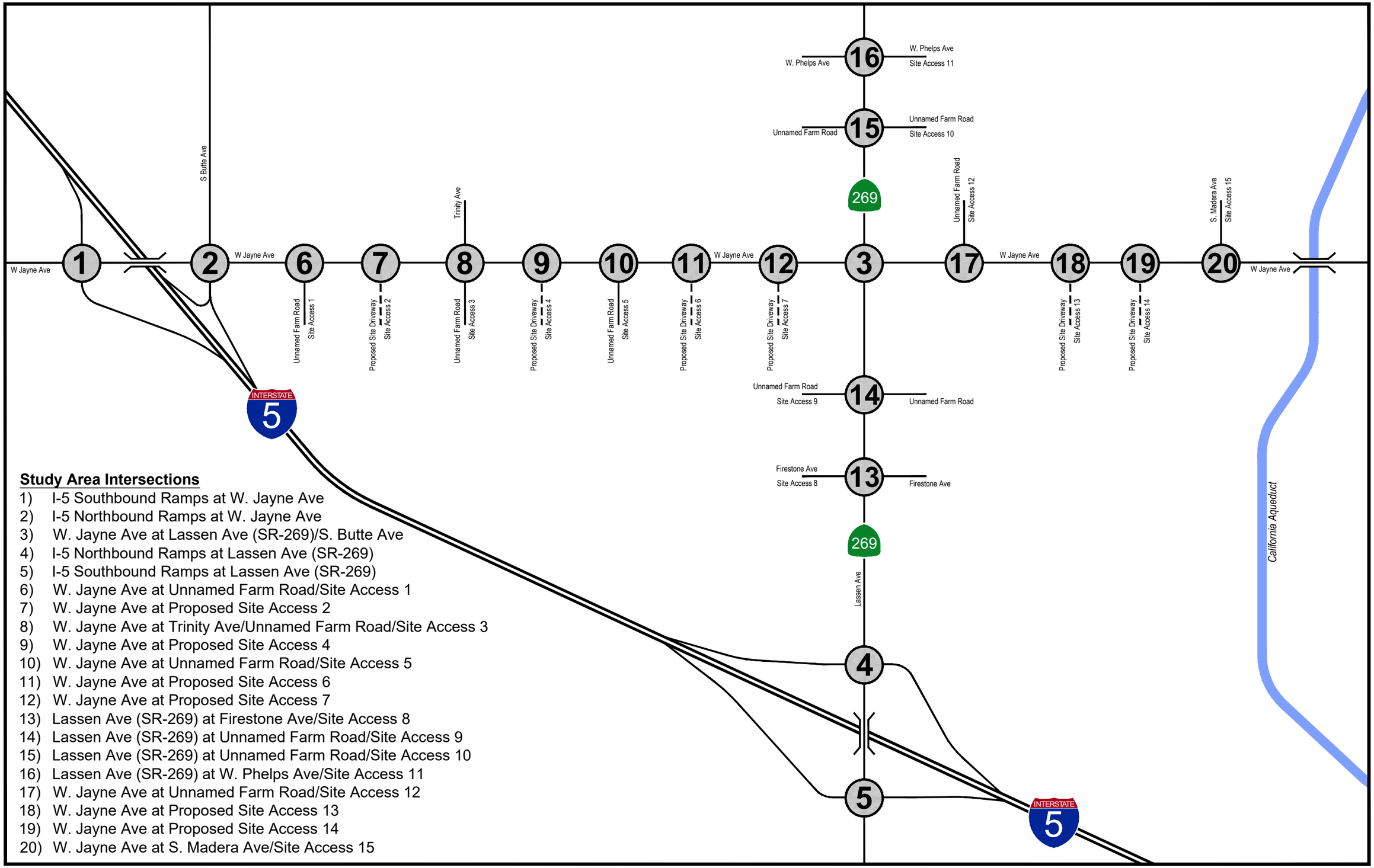
TETRA TECH

PROJECT AREA
APPROXIMATE PV PANEL AREA
APPROXIMATE BESS AREA
PROPOSED INTERNAL ROADWAYS
LAYDOWN YARDS
ONSITE EASEMENT AREAS
EXISTING FARM ROAD SITE ACCESS
PROPOSED SITE ACCESS

Origis San Luis West Solar PV and Storage Project
Fresno County, CA

PROJECT SITE LAYOUT

FIGURE
2



Study Area Intersections

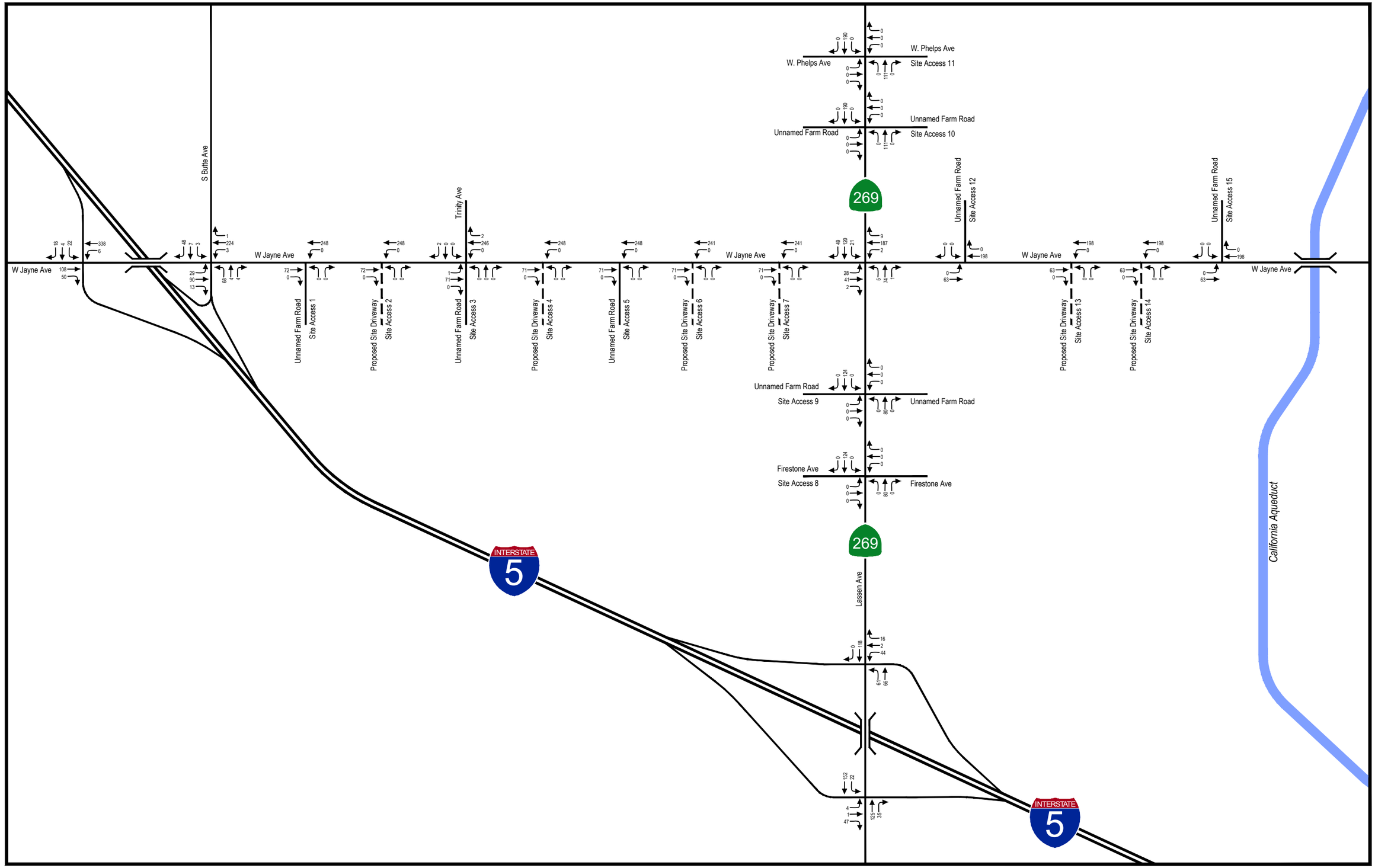
1) I-5 Southbound Ramps at W. Jayne Ave
2) I-5 Northbound Ramps at W. Jayne Ave
3) W. Jayne Ave at Lassen Ave (SR-269)/S. Butte Ave
4) I-5 Northbound Ramps at Lassen Ave (SR-269)
5) I-5 Southbound Ramps at Lassen Ave (SR-269)
6) W. Jayne Ave at Unnamed Farm Road/Site Access 1
7) W. Jayne Ave at Proposed Site Access 2
8) W. Jayne Ave at Trinity Ave/Unnamed Farm Road/Site Access 3
9) W. Jayne Ave at Proposed Site Access 4
10) W. Jayne Ave at Unnamed Farm Road/Site Access 5
11) W. Jayne Ave at Proposed Site Access 6
12) W. Jayne Ave at Proposed Site Access 7
13) Lassen Ave (SR-269) at Firestone Ave/Site Access 8
14) Lassen Ave (SR-269) at Unnamed Farm Road/Site Access 9
15) Lassen Ave (SR-269) at Unnamed Farm Road/Site Access 10
16) Lassen Ave (SR-269) at W. Phelps Ave/Site Access 11
17) W. Jayne Ave at Unnamed Farm Road/Site Access 12
18) W. Jayne Ave at Proposed Site Access 13
19) W. Jayne Ave at Proposed Site Access 14
20) W. Jayne Ave at S. Madera Ave/Site Access 15

TETRA TECH

Origis San Luis West Solar PV and Storage Project
Fresno County, CA

STUDY AREA INTERSECTIONS

FIGURE
3

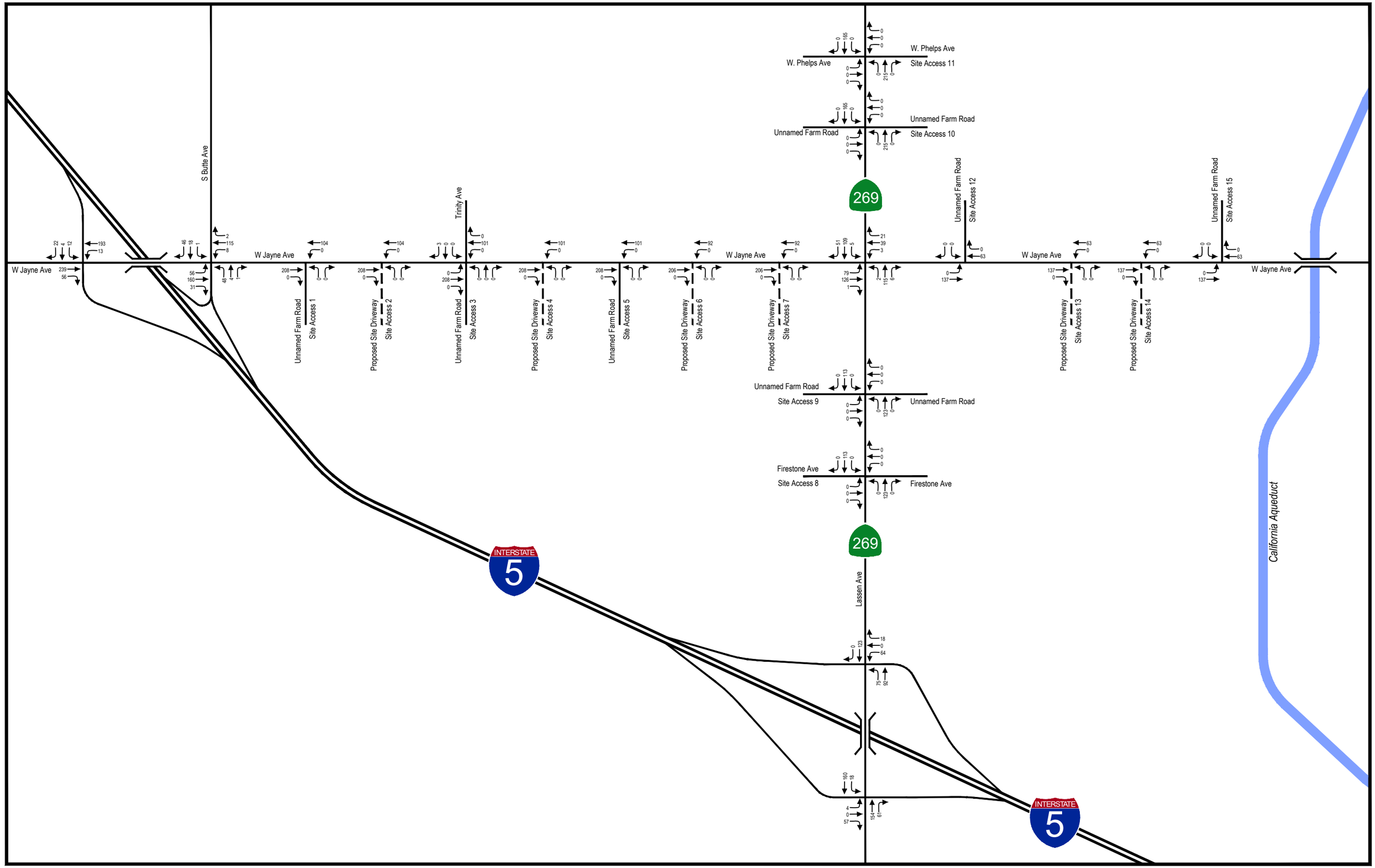


TETRA TECH

Origis San Luis West Solar PV and Storage Project
Fresno County, CA

2024 EXISTING WEEKDAY MORNING PEAK HOUR VOLUMES

FIGURE
4



\\tt.local\gfs\US\Volume2\Legacy\tts011fs1\Projects\67639\143-67639-25001\SupportDocs\Graphics\ORIGIS Traffic Study Figures 2024.11.26.dwg

TETRA TECH

Origis San Luis West Solar PV and Storage Project
Fresno County, CA

2024 EXISTING WEEKDAY EVENING PEAK HOUR VOLUMES

FIGURE
5



TETRA TECH

REGIONAL ROADWAYS
INTERSTATE HIGHWAYS
RAILROAD
APPROXIMATE PROJECT AREA

Origis San Luis West Solar PV and Storage Project
Fresno County, CA

PROJECT WORKER TRIP DISTRIBUTION PATTERNS

FIGURE
6



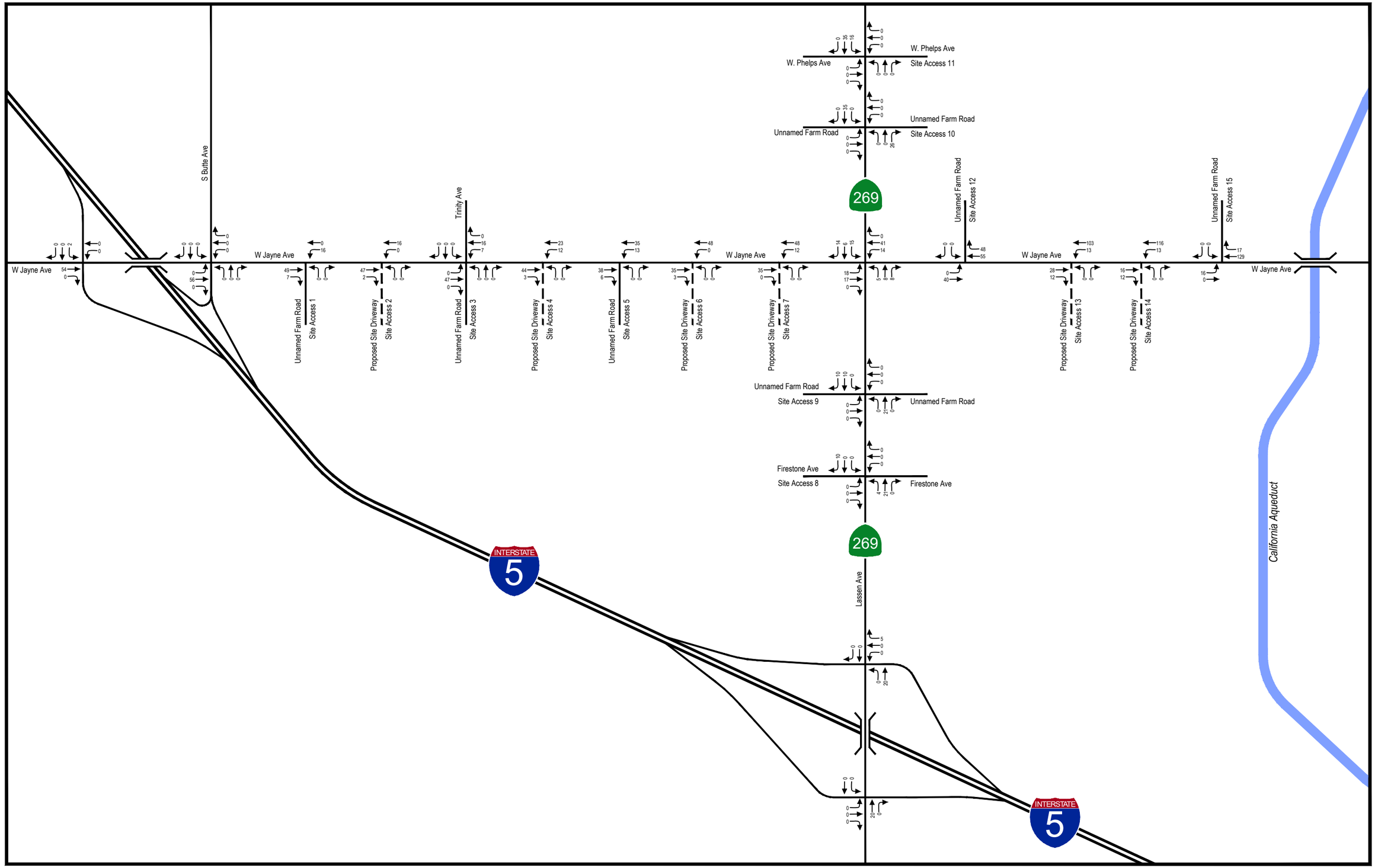
TETRA TECH

REGIONAL ROADWAYS
INTERSTATE HIGHWAYS
RAILROAD
APPROXIMATE PROJECT AREA

Origis San Luis West Solar PV and Storage Project
Fresno County, CA

PROJECT TRUCK TRIP DISTRIBUTION PATTERNS

FIGURE
7



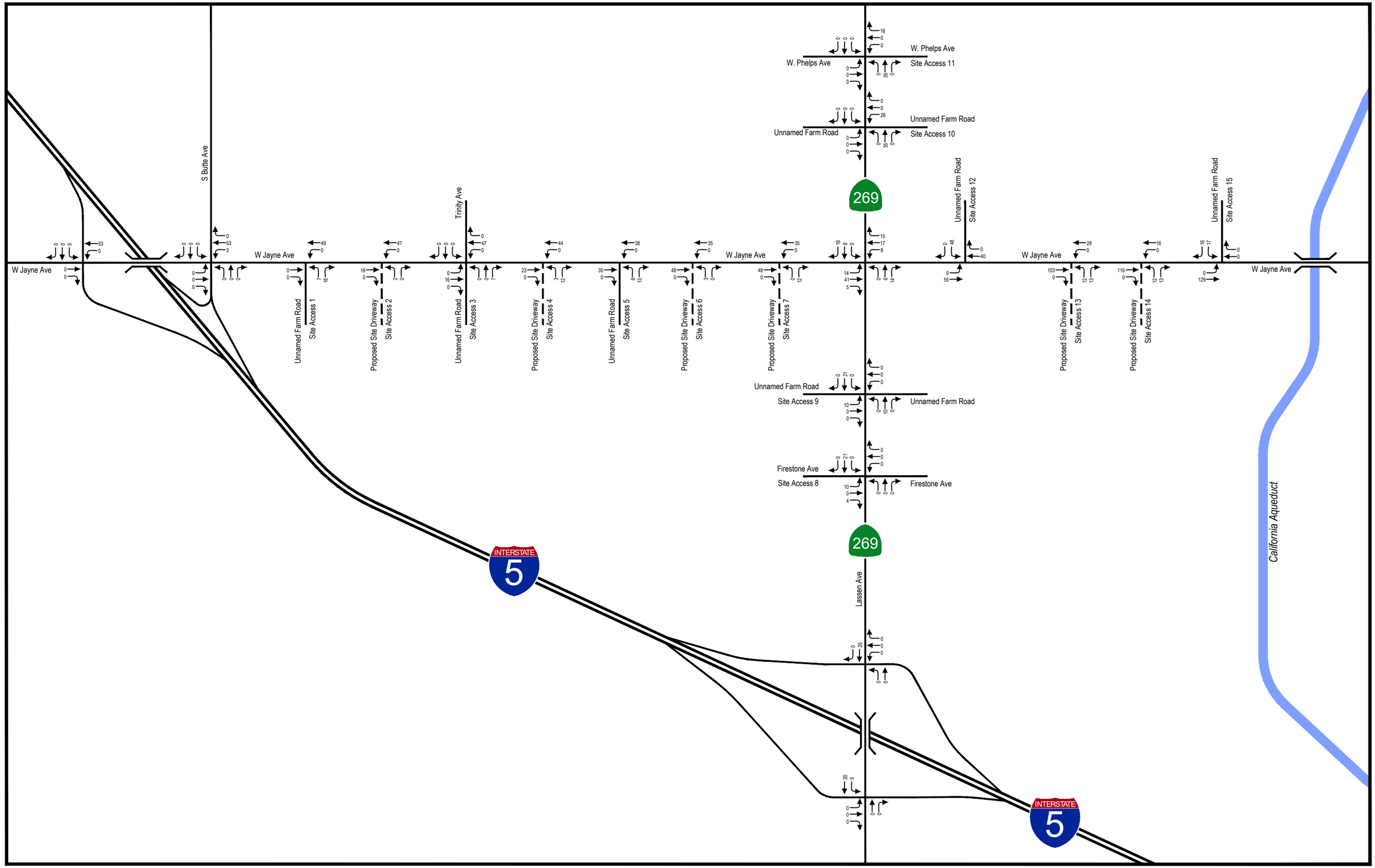
\\tt.local\gfs\US\Volume2\Legacy\tts011fs1\Projects\67639\143-67639-25001\SupportDocs\Graphics\ORIGIS Traffic Study Figures 2024.11.26.dwg

TETRA TECH

Origis San Luis West Solar PV and Storage Project
Fresno County, CA

FIGURE
8

2025 PEAK CONSTRUCTION WORKER WEEKDAY MORNING PEAK HOUR TRIP GENERATION



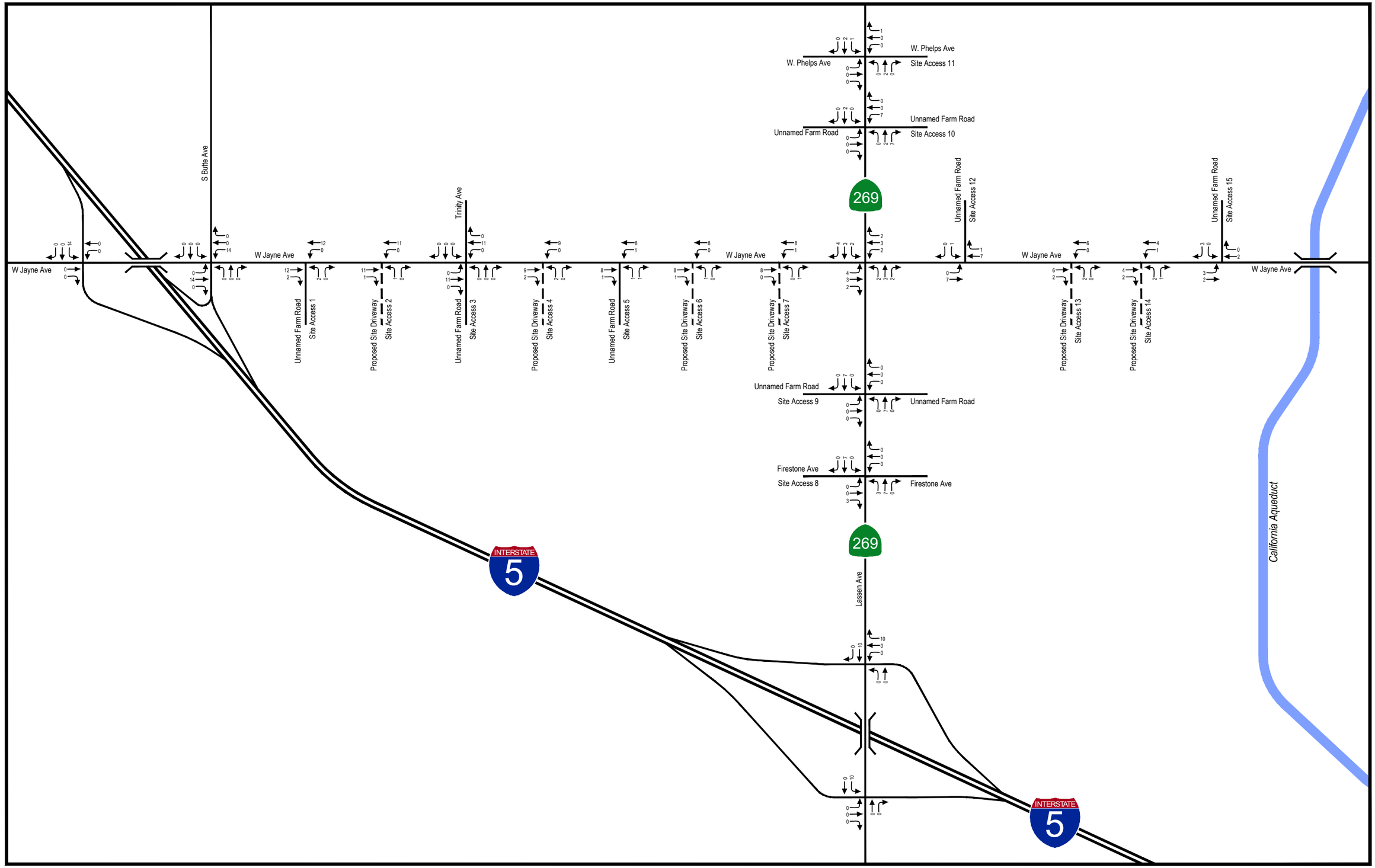
\\tt.local\gfs\US\Volume2\Legacy\tts011fs1\Projects\67639\143-67639-25001\SupportDocs\Graphics\ORIGIS Traffic Study Figures 2024.11.26.dwg

TETRA TECH

Origis San Luis West Solar PV and Storage Project
Fresno County, CA

FIGURE
9

2025 PEAK CONSTRUCTION WORKER WEEKDAY EVENING PEAK HOUR TRIP GENERATION



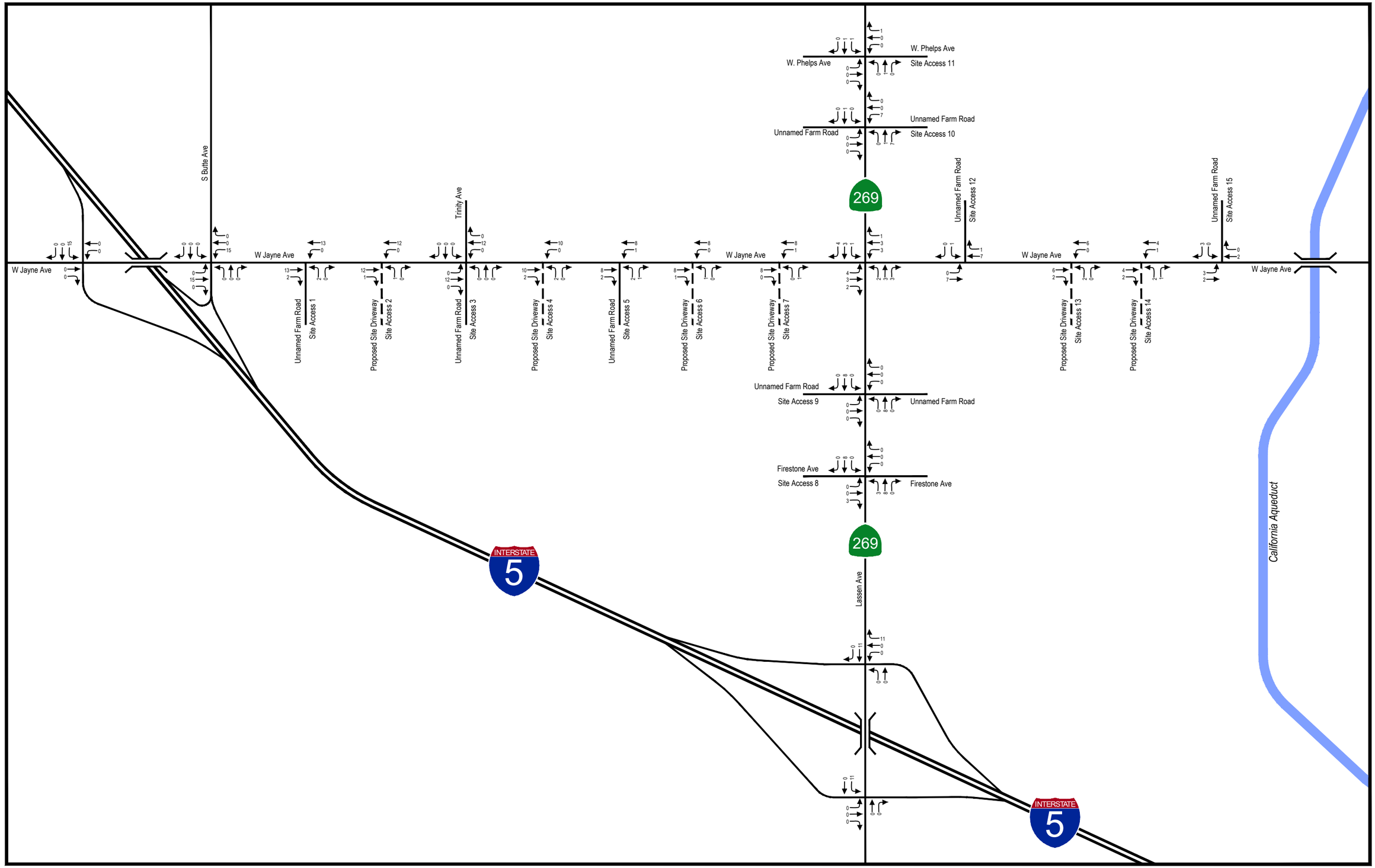
TETRA TECH

Origis San Luis West Solar PV and Storage Project
Fresno County, CA

FIGURE
10

2025 PEAK CONSTRUCTION TRUCK WEEKDAY MORNING PEAK HOUR TRIP GENERATION

\\tt.local\gfs\US\Volume2\Legacy\tts011fs1\Projects\67639\143-67639-25001\SupportDocs\Graphics\ORIGIS Traffic Study Figures 2024.11.26.dwg



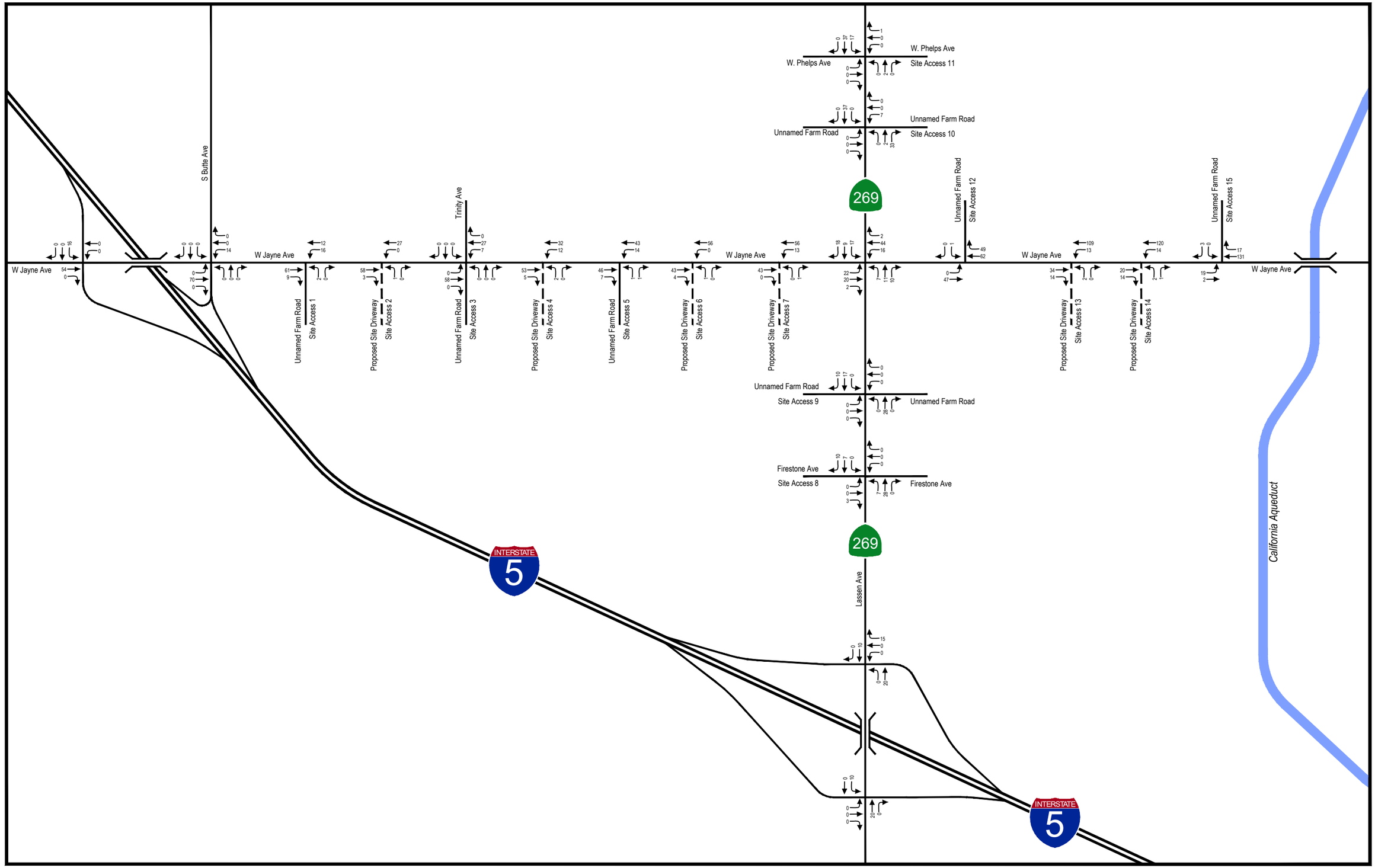
TETRA TECH

Origis San Luis West Solar PV and Storage Project
Fresno County, CA

FIGURE
11

2025 PEAK CONSTRUCTION TRUCK WEEKDAY EVENING PEAK HOUR TRIP GENERATION

\\tt.local\gfs\USVolume2\Legacy\tts011fs1\Projects\67639\143-67639-25001\SupportDocs\Graphics\ORIGIS Traffic Study Figures 2024.11.26.dwg



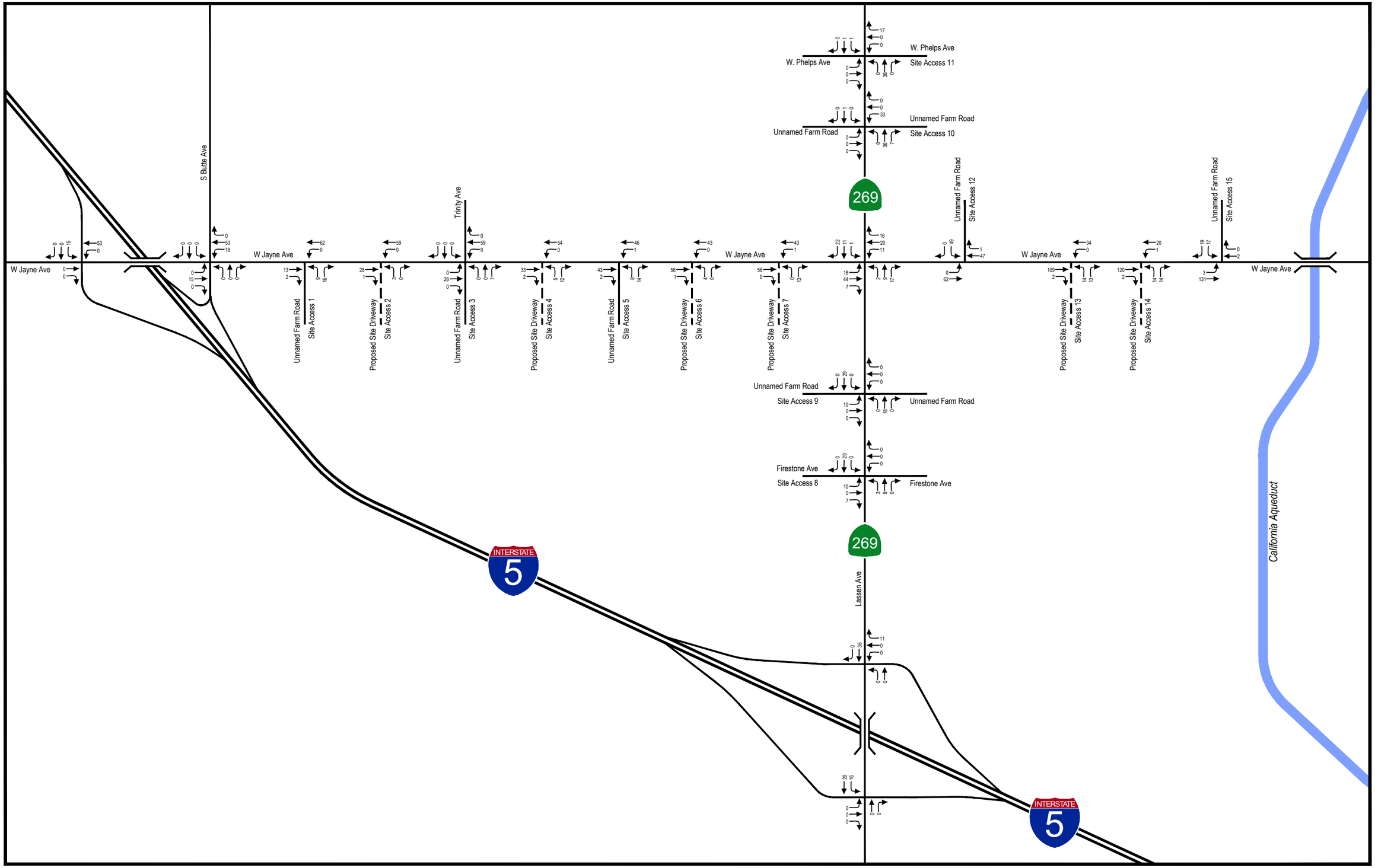
TETRA TECH

Origis San Luis West Solar PV and Storage Project
Fresno County, CA

FIGURE
12

2025 PEAK CONSTRUCTION TOTAL WEEKDAY MORNING PEAK HOUR TRIP GENERATION

\\ttl.local\gfs\USVolume2\Legacy\tts011fs1\Projects\67639\143-67639-25001\SupportDocs\Graphics\ORIGIS Traffic Study Figures 2024.11.26.dwg

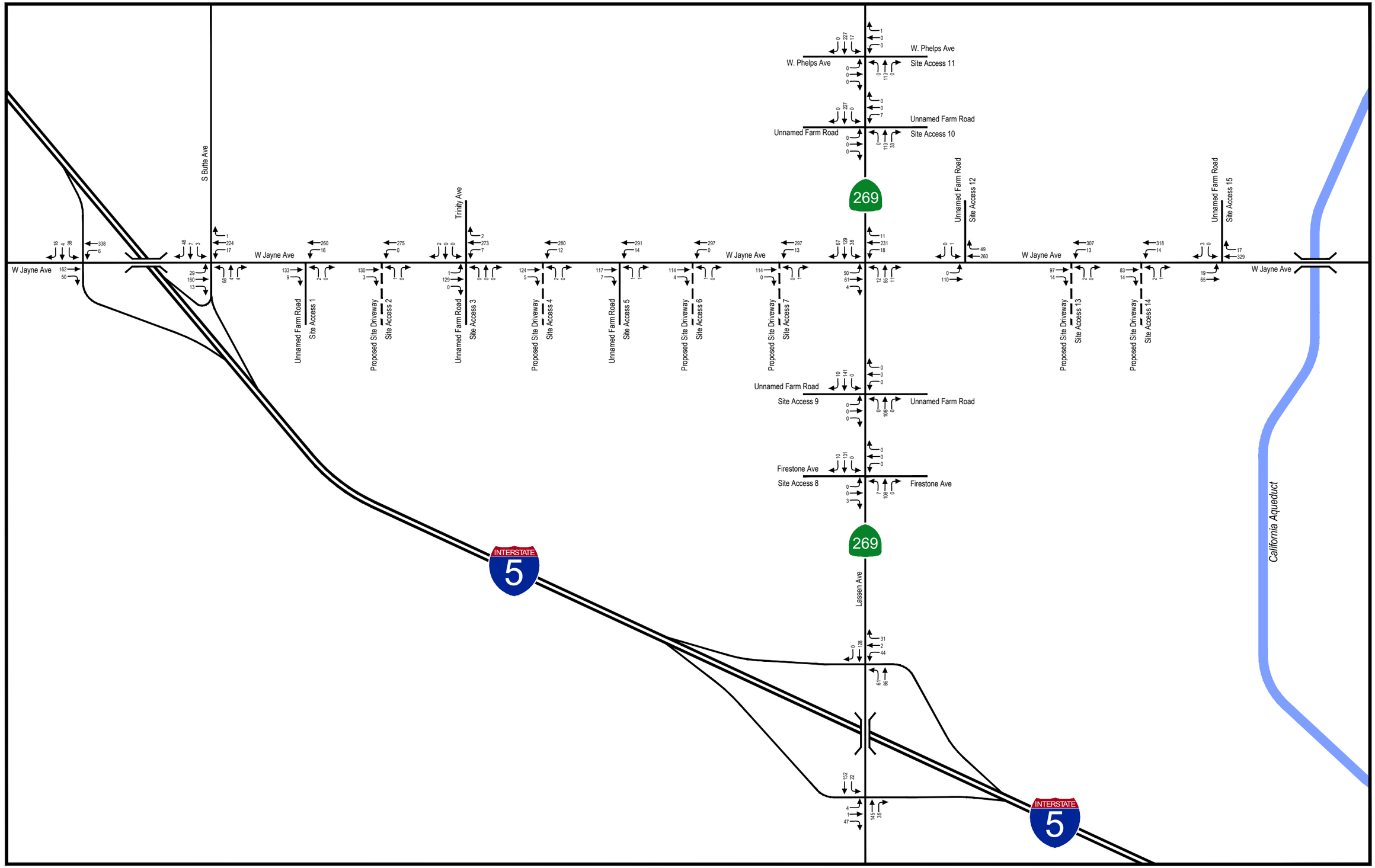


TETRA TECH

Origis San Luis West Solar PV and Storage Project
Fresno County, CA

FIGURE
13

2025 PEAK CONSTRUCTION TOTAL WEEKDAY EVENING PEAK HOUR TRIP GENERATION



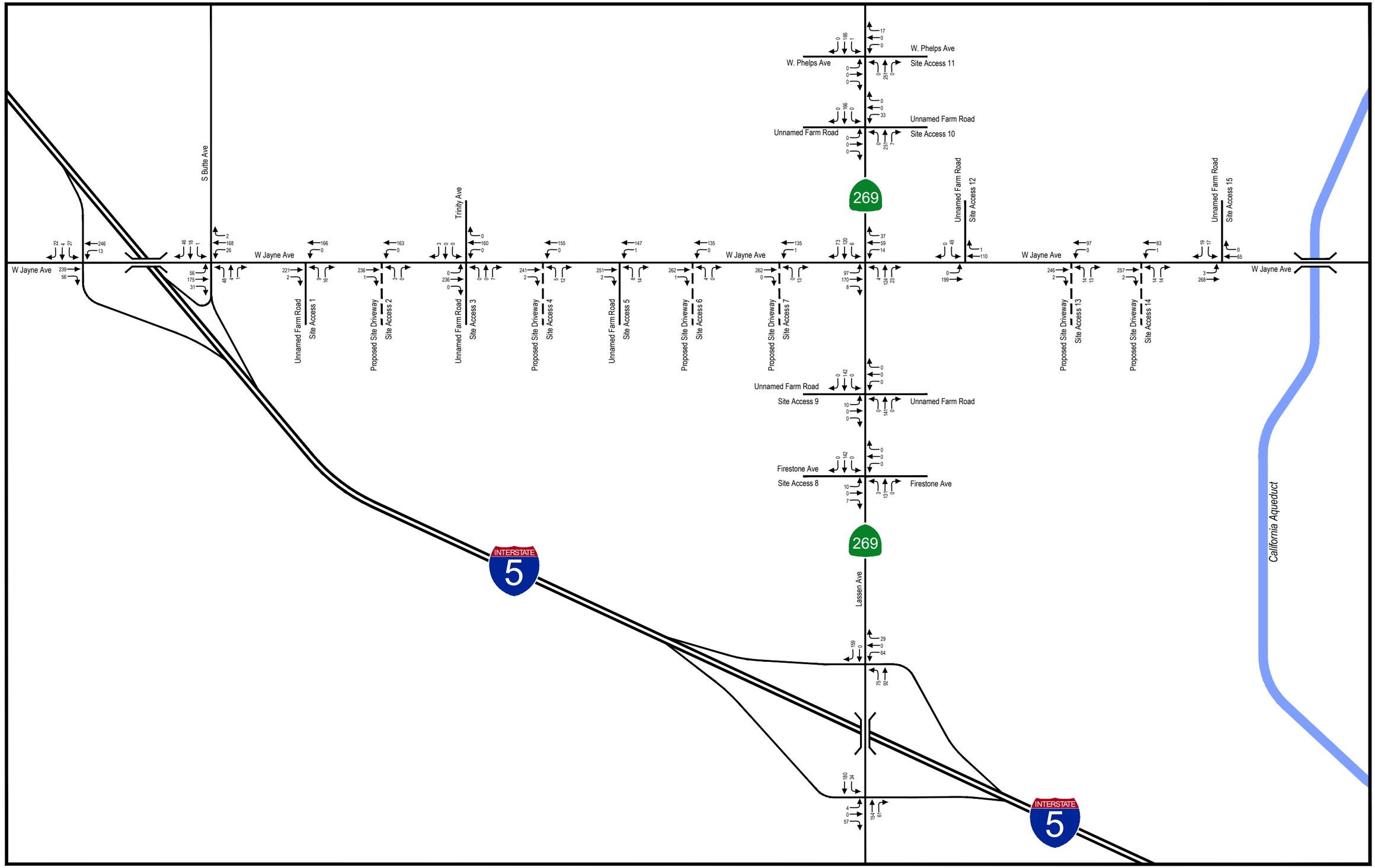
TETRA TECH

Origis San Luis West Solar PV and Storage Project
Fresno County, CA

FIGURE
14

EXISTING PLUS PEAK CONSTRUCTION WEEKDAY MORNING PEAK HOUR TRAFFIC VOLUMES

\\ttl.local\gfs\USVolume2\Legacy\tts011fs1\Projects\67639\143-67639-25001\SupportDocs\Graphics\ORIGIS Traffic Study Figures 2024.11.26.dwg



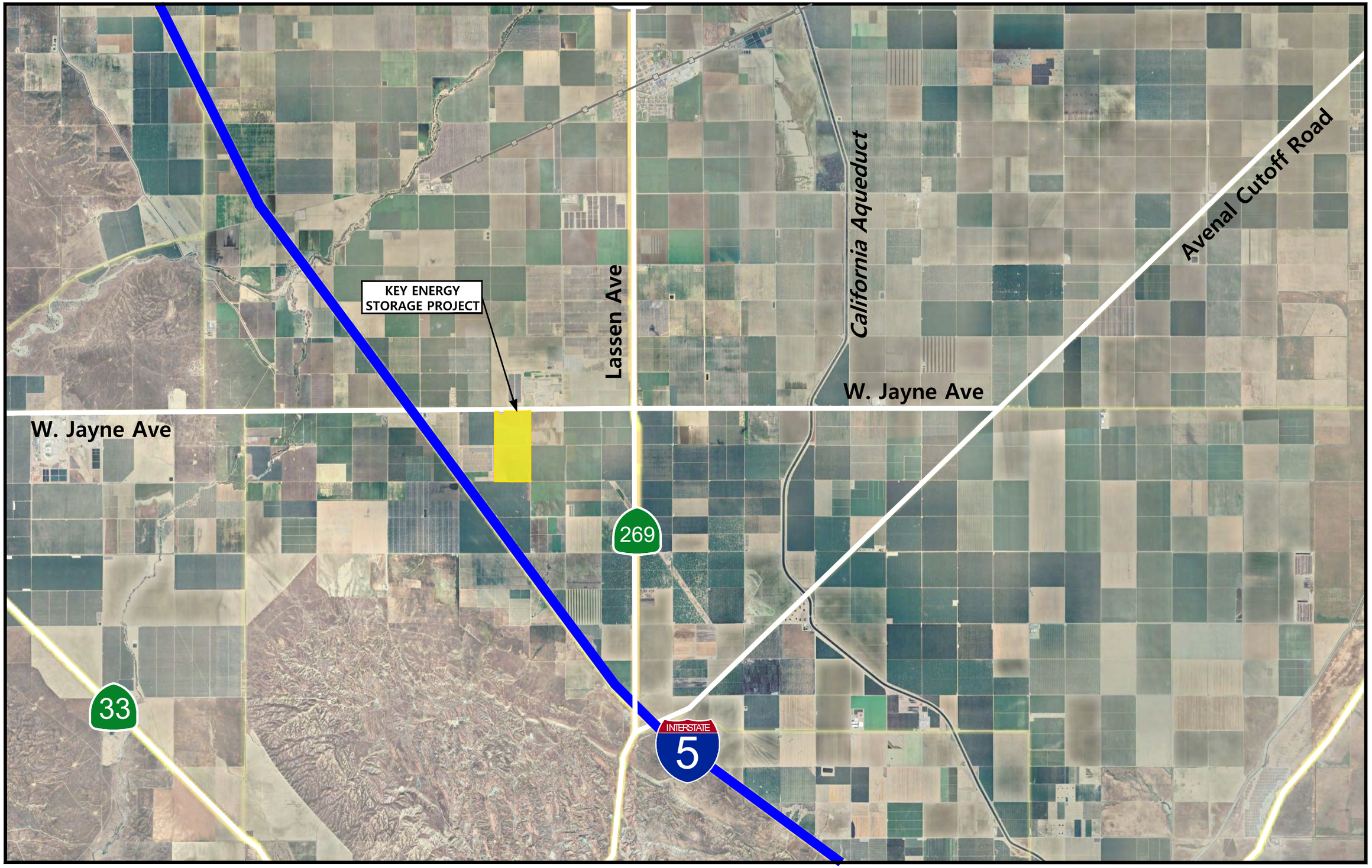
\\tt.local\gfs\US\Volume2\Legacy\tts011fs1\Projects\67639\143-67639-25001\SupportDocs\Graphics\ORIGIS Traffic Study Figures 2024.11.26.dwg

TETRA TECH

Origis San Luis West Solar PV and Storage Project
Fresno County, CA

FIGURE
15

EXISTING PLUS PEAK CONSTRUCTION WEEKDAY EVENING PEAK HOUR TRAFFIC VOLUMES



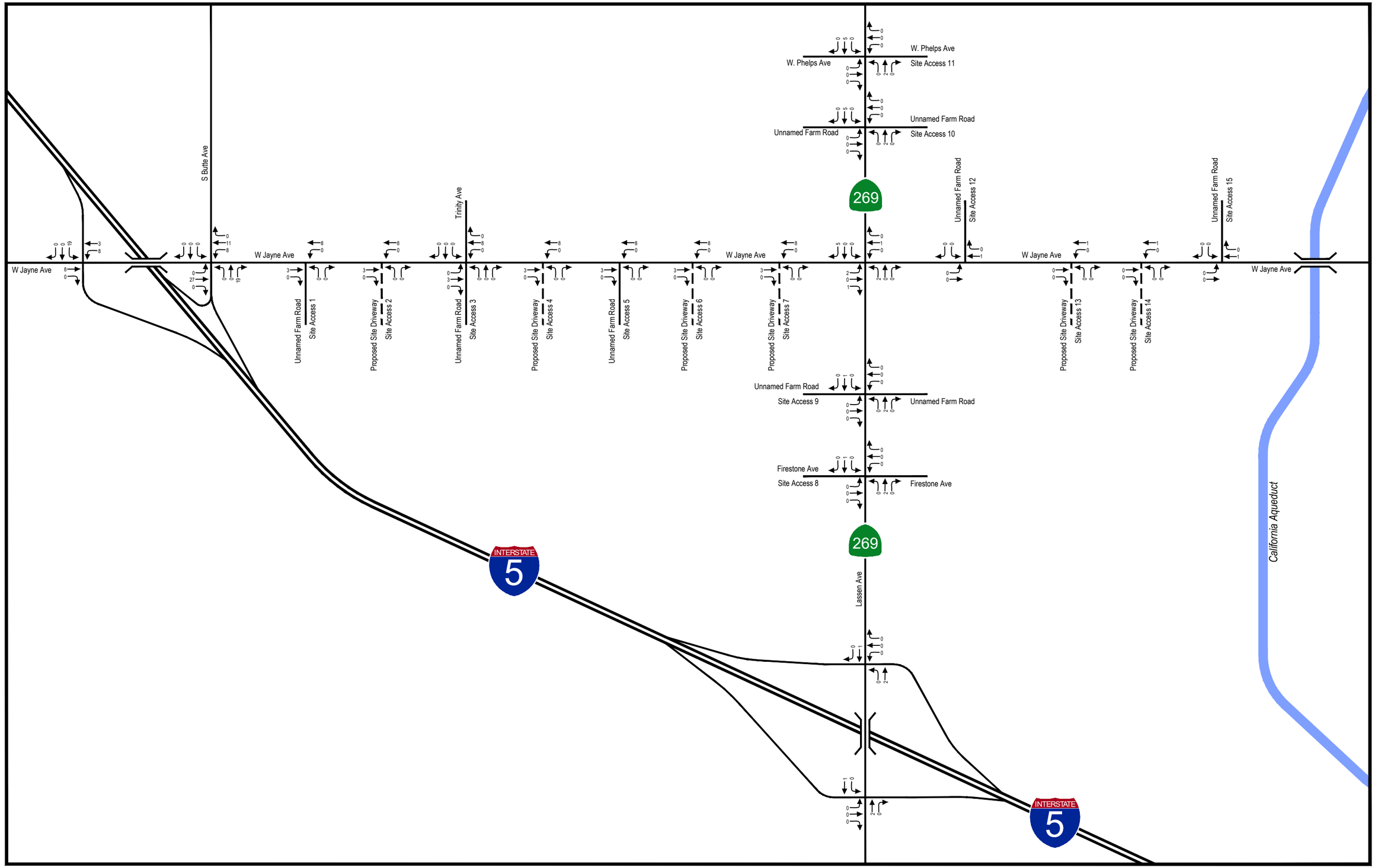
TETRA TECH

REGIONAL ROADWAYS
INTERSTATE HIGHWAYS
RAILROAD
APPROXIMATE PROJECT AREA

Origis San Luis West Solar PV and Storage Project
Fresno County, CA

2025 CUMULATIVE PROJECT LOCATION

FIGURE
16



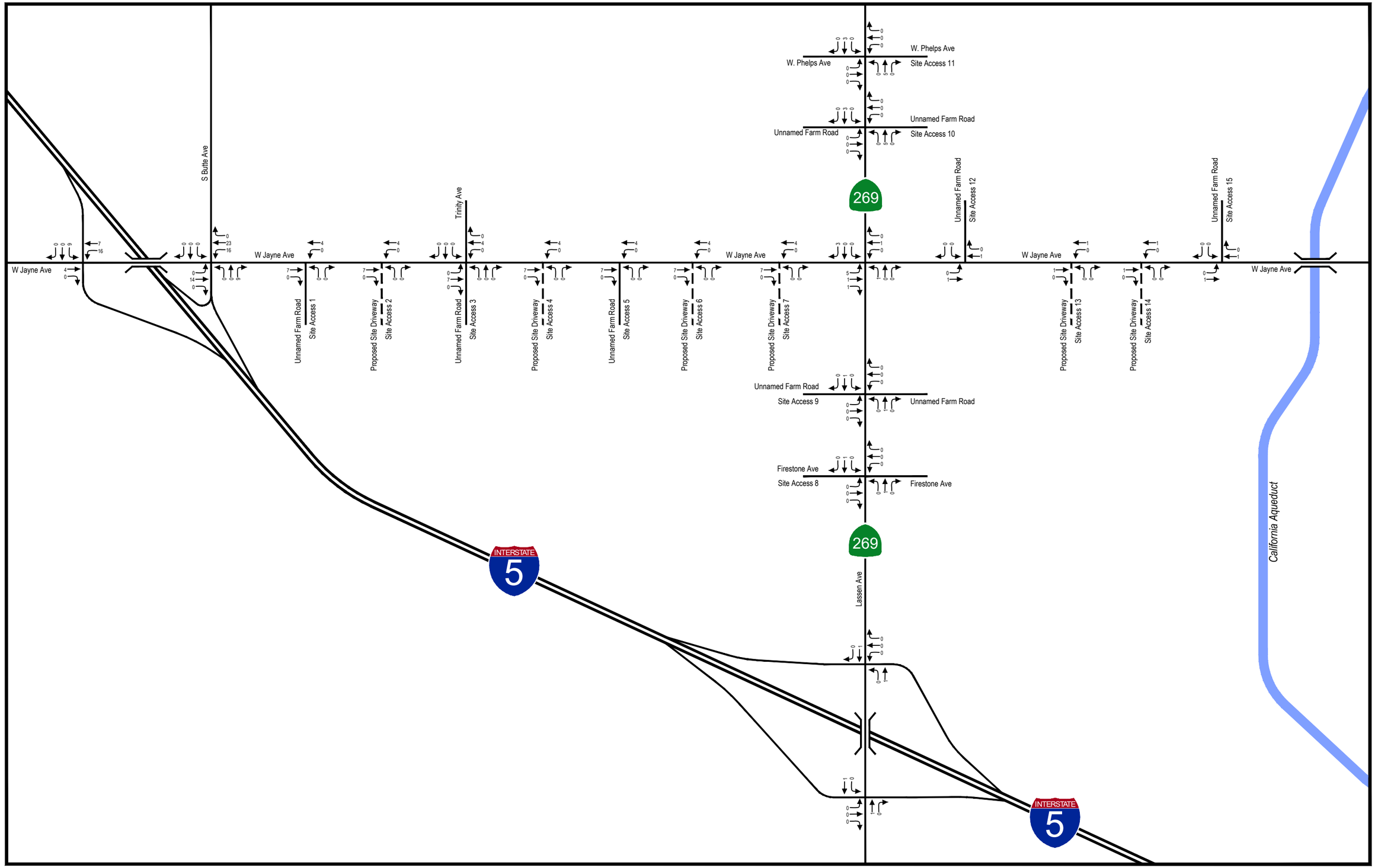
\\tt.local\gfs\USVolume2\Legacy\tts011fs1\Projects\67639\143-67639-25001\SupportDocs\Graphics\ORIGIS Traffic Study Figures 2024.11.26.dwg

TETRA TECH

Origis San Luis West Solar PV and Storage Project
Fresno County, CA

FIGURE
17

2025 CUMULATIVE PROJECT WEEKDAY MORNING PEAK HOUR VOLUMES



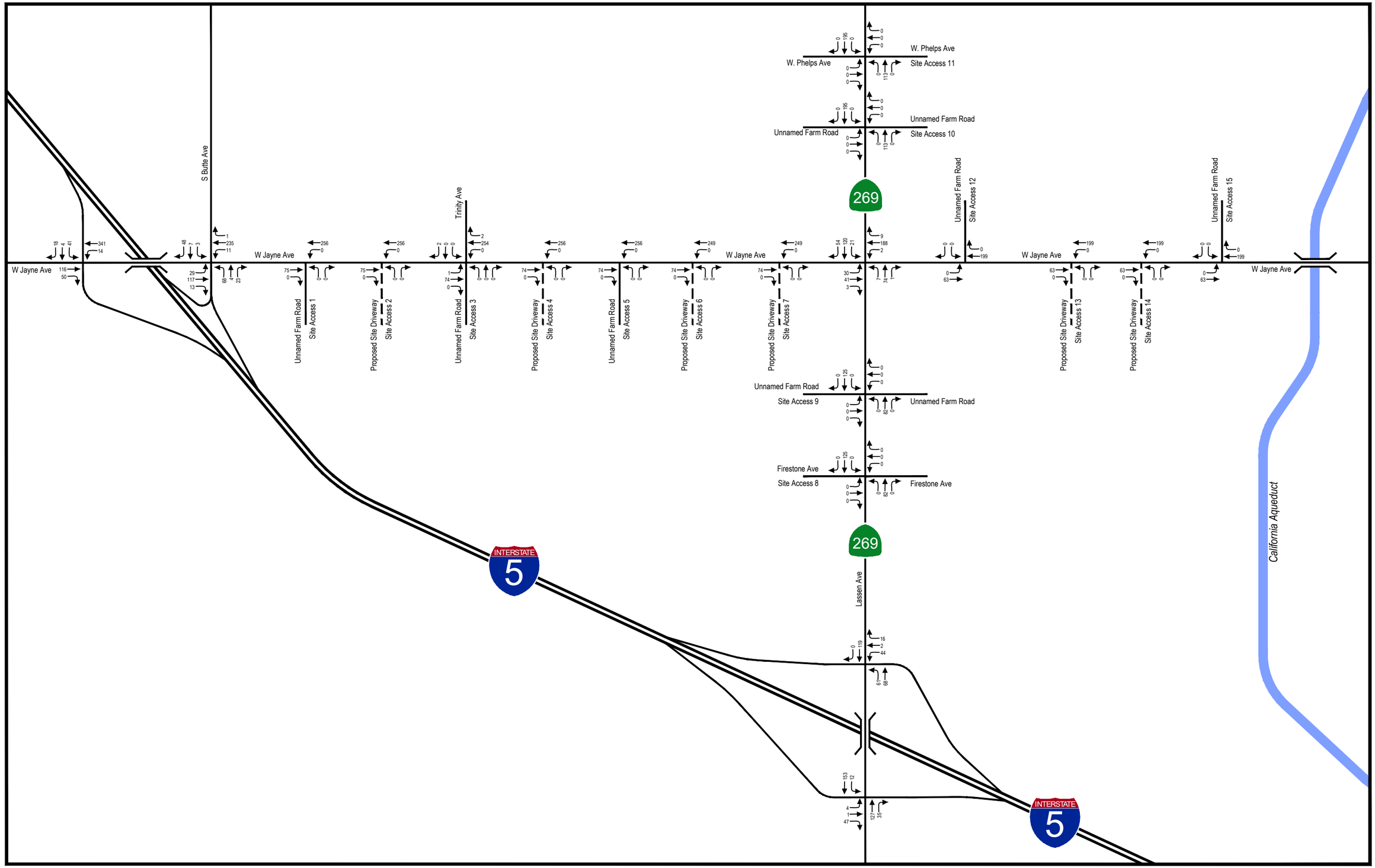
TETRA TECH

Origis San Luis West Solar PV and Storage Project
Fresno County, CA

2025 CUMULATIVE PROJECT WEEKDAY EVENING PEAK HOUR VOLUMES

FIGURE
18

\\tt.local\gfs\USVolume2\Legacy\tts011fs1\Projects\67639\143-67639-25001\SupportDocs\Graphics\ORIGIS Traffic Study Figures 2024.11.26.dwg



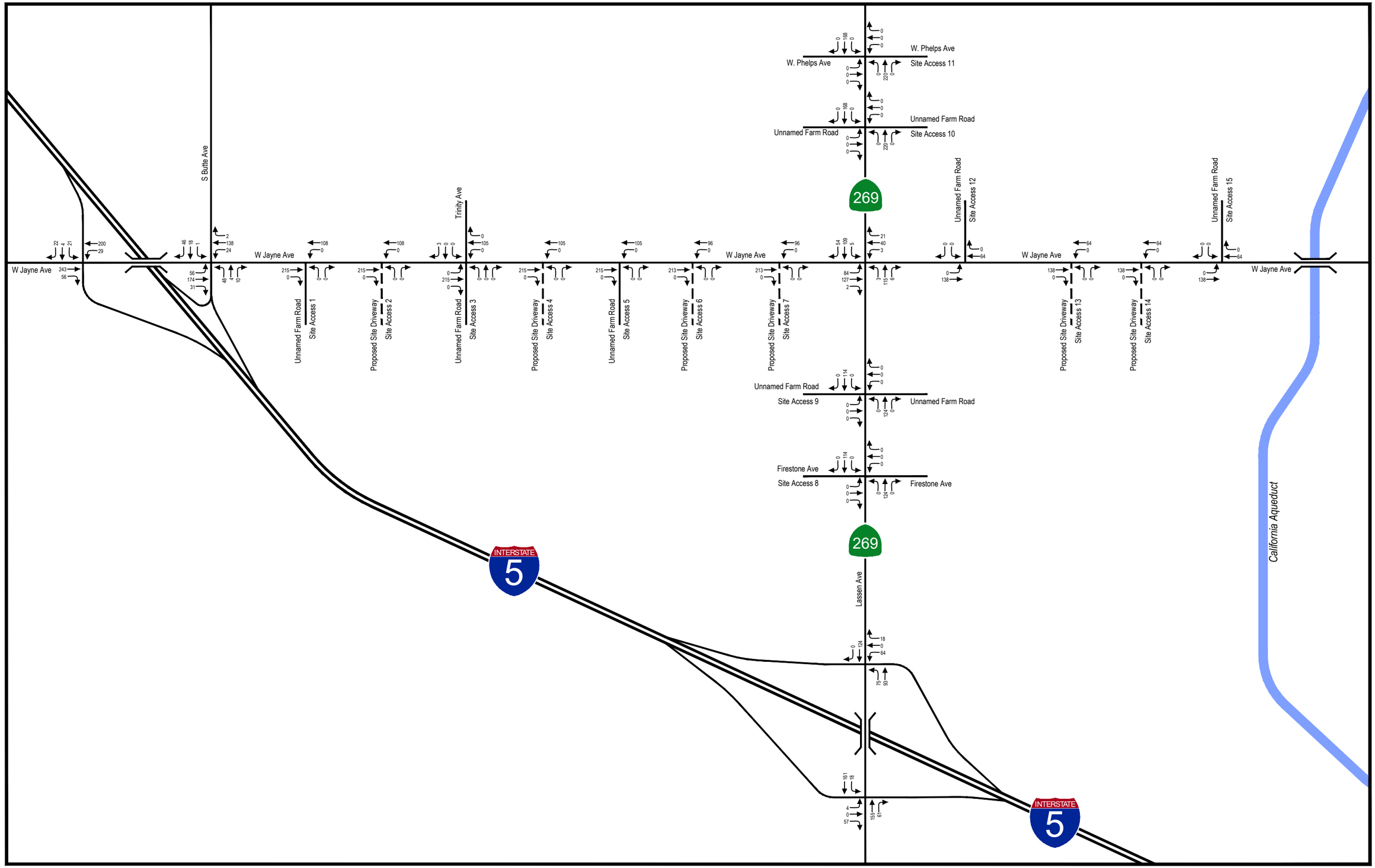
TETRA TECH

Origis San Luis West Solar PV and Storage Project
Fresno County, CA

FIGURE
19

2025 CUMULATIVE (WITHOUT PROJECT) WEEKDAY MORNING PEAK HOUR VOLUMES

\\ttt.local\gfs\USVolume2\Legacy\tts011fs1\Projects\67639\143-67639-25001\SupportDocs\Graphics\ORIGIS Traffic Study Figures 2024.11.26.dwg



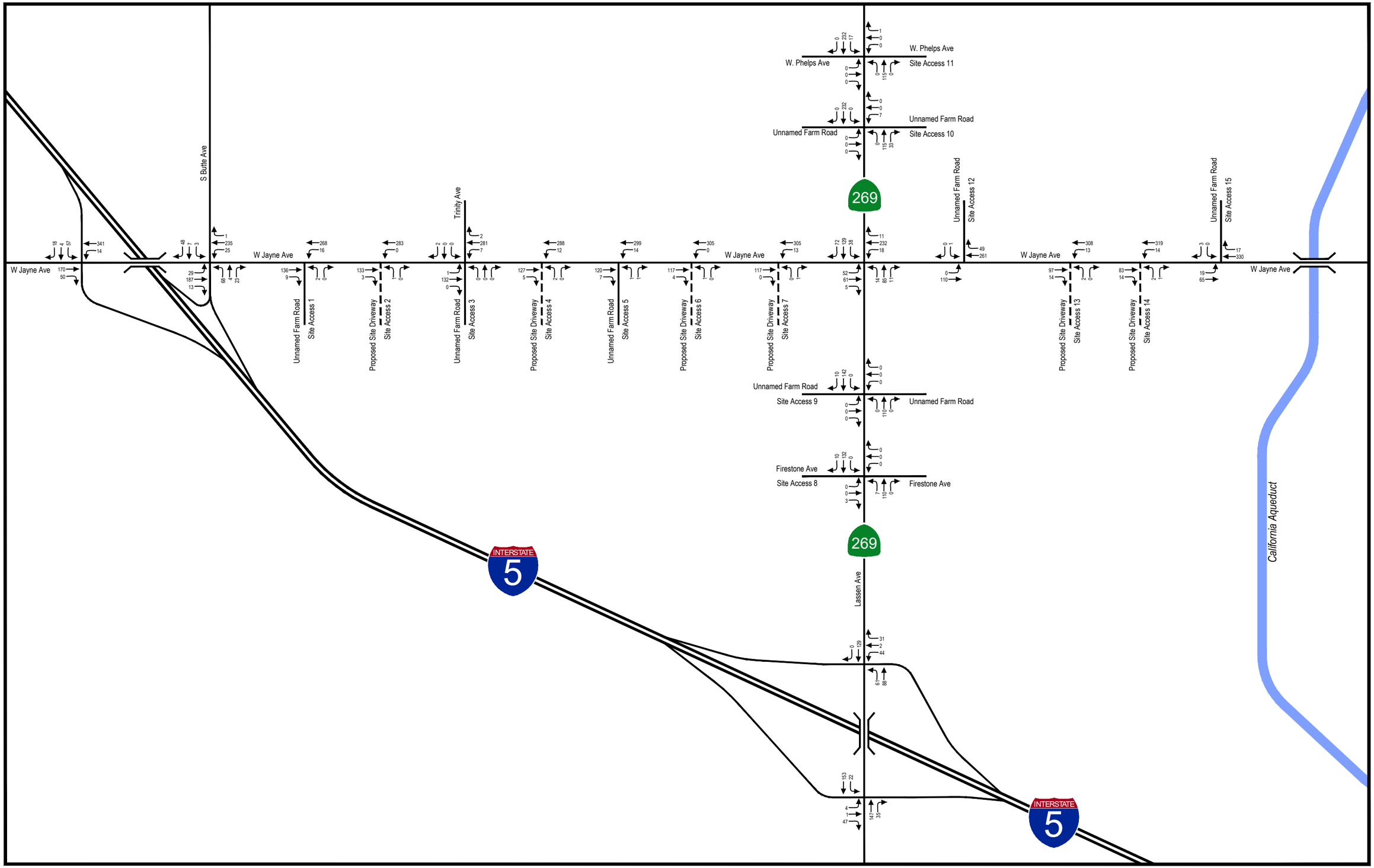
TETRA TECH

Origis San Luis West Solar PV and Storage Project
Fresno County, CA

FIGURE
20

2025 CUMULATIVE (WITHOUT PROJECT) WEEKDAY EVENING PEAK HOUR VOLUMES

\\ttt.local\gfs\USVolume2\Legacy\tts011fs1\Projects\67639\143-67639-25001\SupportDocs\Graphics\ORIGIS Traffic Study Figures 2024.11.26.dwg

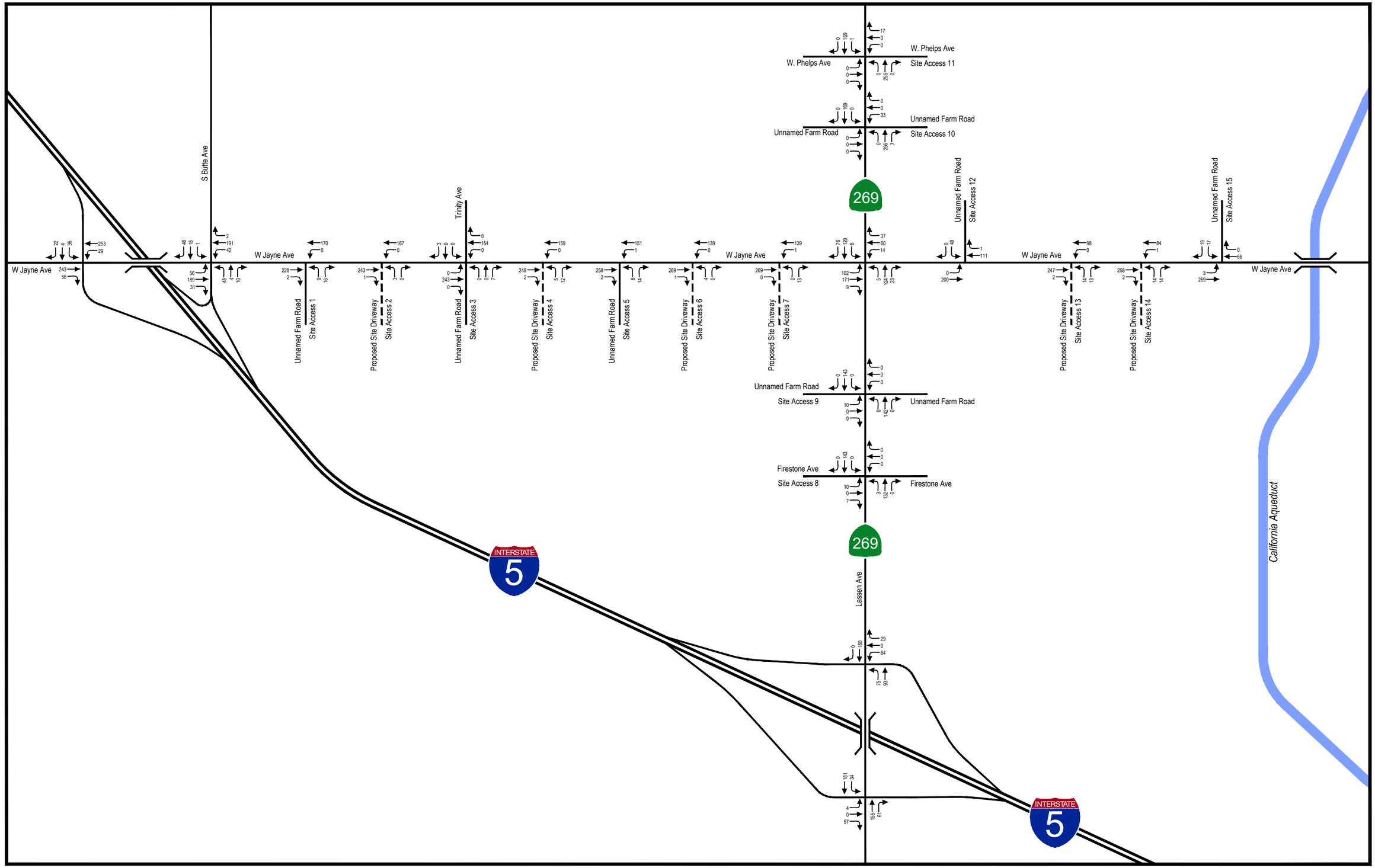


TETRA TECH

Origis San Luis West Solar PV and Storage Project
Fresno County, CA

FIGURE
21

2025 CUMULATIVE + PROJECT PEAK CONSTRUCTION WEEKDAY MORNING PEAK HOUR VOLUMES



TETRA TECH

Origis San Luis West Solar PV and Storage Project
Fresno County, CA

FIGURE
22

2025 CUMULATIVE + PROJECT PEAK CONSTRUCTION WEEKDAY EVENING PEAK HOUR VOLUMES

\\ttt.local\gfs\USVolume2\Legacy\tts011fs1\Projects\67639\143-67639-25001\SupportDocs\Graphics\ORIGIS Traffic Study Figures 2024.11.26.dwg

APPENDIX A: TRAFFIC COUNT DATA

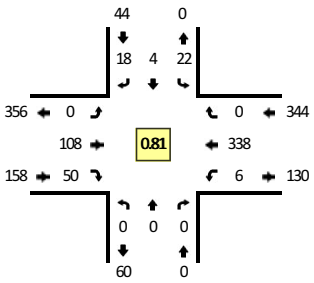
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

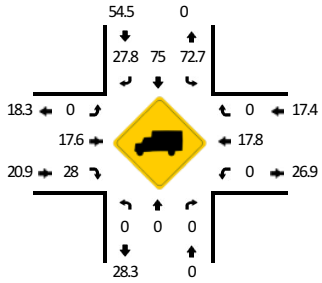
LOCATION: I-5 SB Ramps -- W Jayne Ave
CITY/STATE: Fresno, CA

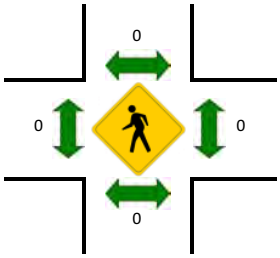
QC JOB #: 16730501
DATE: Thu, Sep 5 2024

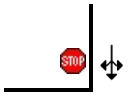
Peak-Hour: 6:00 AM -- 7:00 AM
Peak 15-Min: 6:35 AM -- 6:50 AM

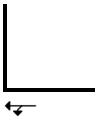


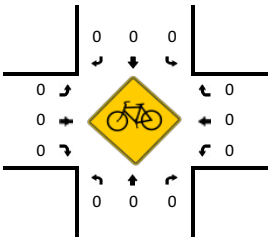
TRUE DATA TO IMPROVE MOBILITY

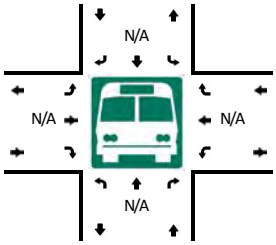


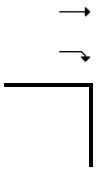




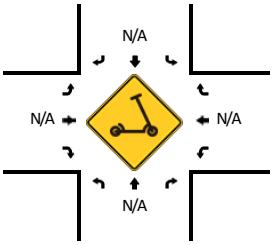












5-Min Count Period Beginning At	I-5 SB Ramps (Northbound)				I-5 SB Ramps (Southbound)				W Jayne Ave (Eastbound)				W Jayne Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	0	0	0	1	0	0	0	0	10	6	0	0	29	0	0	46	
6:05 AM	0	0	0	0	2	0	1	0	0	8	6	0	1	29	0	0	47	
6:10 AM	0	0	0	0	4	1	4	0	0	15	2	0	0	16	0	0	42	
6:15 AM	0	0	0	0	1	1	1	0	0	11	8	0	0	22	0	0	44	
6:20 AM	0	0	0	0	1	0	1	0	0	8	2	0	1	17	0	0	30	
6:25 AM	0	0	0	0	2	0	3	0	0	3	2	0	0	44	0	0	54	
6:30 AM	0	0	0	0	1	1	1	0	0	10	3	0	0	29	0	0	45	
6:35 AM	0	0	0	0	4	0	0	0	0	6	3	0	2	54	0	0	69	
6:40 AM	0	0	0	0	0	0	6	0	0	10	8	0	2	27	0	0	53	
6:45 AM	0	0	0	0	4	0	1	0	0	6	2	0	0	34	0	0	47	
6:50 AM	0	0	0	0	2	1	0	0	0	8	3	0	0	15	0	0	29	
6:55 AM	0	0	0	0	0	0	0	0	0	13	5	0	0	22	0	0	40	546
7:00 AM	0	0	0	0	0	0	3	0	0	14	1	0	1	16	0	0	35	535
7:05 AM	0	0	0	0	3	0	1	0	0	11	2	0	0	16	0	0	33	521
7:10 AM	0	0	0	0	0	0	1	0	0	16	7	0	0	14	0	0	38	517
7:15 AM	0	0	0	0	0	0	1	0	0	18	3	0	0	25	0	0	47	520
7:20 AM	0	0	0	0	0	0	5	0	0	7	3	0	0	24	0	0	39	529
7:25 AM	0	0	0	0	1	0	1	0	0	8	2	0	0	13	0	0	25	500
7:30 AM	0	0	0	0	0	0	3	0	0	12	4	0	0	23	0	0	42	497
7:35 AM	0	0	0	0	1	0	0	0	0	14	3	0	0	20	0	0	38	466
7:40 AM	0	0	0	0	0	0	0	0	0	10	4	0	1	16	0	0	31	444
7:45 AM	0	0	0	0	3	0	0	0	0	9	2	0	0	31	0	0	45	442
7:50 AM	0	0	0	0	0	0	1	0	0	12	4	0	0	17	0	0	34	447
7:55 AM	0	0	0	0	1	0	2	0	0	8	0	0	0	30	0	0	41	448
8:00 AM	0	0	0	0	0	0	2	0	0	7	2	0	0	14	0	0	25	438
8:05 AM	0	0	0	0	3	0	1	0	0	12	1	0	1	10	0	0	28	433
8:10 AM	0	0	0	0	2	0	3	0	0	15	2	0	0	14	0	0	36	431
8:15 AM	0	0	0	0	1	1	1	0	0	12	3	0	0	10	0	0	28	412
8:20 AM	0	0	0	0	1	0	3	0	0	12	3	0	0	10	0	0	29	402
8:25 AM	0	0	0	0	5	0	2	0	0	11	0	0	0	11	0	0	29	406
8:30 AM	0	0	0	0	4	0	0	0	0	12	4	0	0	8	0	0	28	392
8:35 AM	0	0	0	0	2	0	3	0	0	6	3	0	0	10	0	0	24	378
8:40 AM	0	0	0	0	1	0	2	0	0	13	2	0	0	9	0	0	27	374
8:45 AM	0	0	0	0	1	1	1	0	0	8	3	0	0	10	0	0	24	353
8:50 AM	0	0	0	0	0	0	1	0	0	8	1	0	1	12	0	0	23	342
8:55 AM	0	0	0	0	1	0	1	0	0	9	4	0	0	19	0	0	34	335

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	32	0	28	0	0	88	52	0	16	460	0	0	676
Heavy Trucks	0	0	0		28	0	4		0	16	8		0	52	0		108
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/11/2024 2:08 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

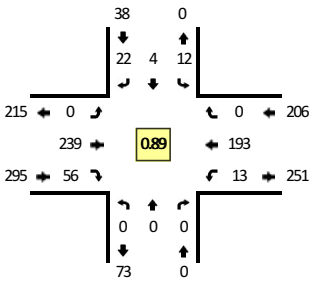
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

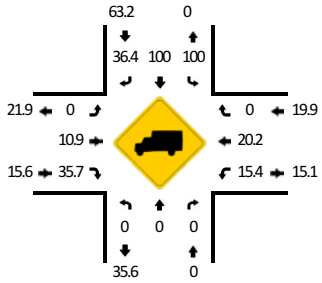
LOCATION: I-5 SB Ramps -- W Jayne Ave
CITY/STATE: Fresno, CA

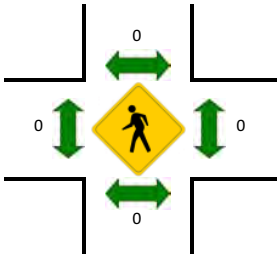
QC JOB #: 16730502
DATE: Wed, Sep 4 2024

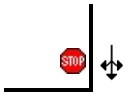
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

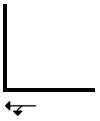


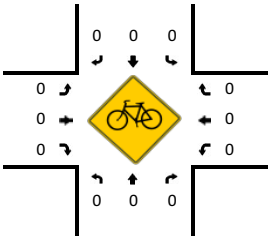
TRUE DATA TO IMPROVE MOBILITY

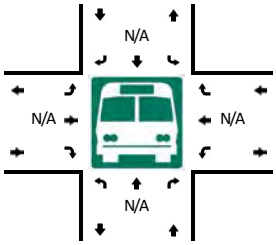


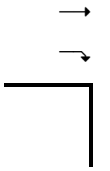




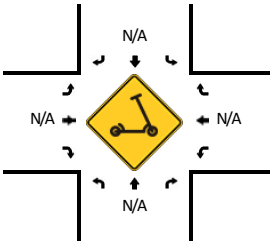












5-Min Count Period Beginning At	I-5 SB Ramps (Northbound)				I-5 SB Ramps (Southbound)				W Jayne Ave (Eastbound)				W Jayne Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	24	8	0	2	14	0	0	48	
4:05 PM	0	0	0	0	2	0	0	0	0	19	10	0	3	21	0	0	55	
4:10 PM	0	0	0	0	3	0	3	0	0	22	6	0	1	10	0	0	45	
4:15 PM	0	0	0	0	0	0	2	0	0	11	1	0	0	10	0	0	24	
4:20 PM	0	0	0	0	1	1	1	0	0	23	3	0	0	13	0	0	42	
4:25 PM	0	0	0	0	0	0	0	0	0	20	6	0	3	13	0	0	42	
4:30 PM	0	0	0	0	2	2	0	0	0	26	4	0	2	19	0	0	55	
4:35 PM	0	0	0	0	0	0	3	0	0	23	4	0	1	23	0	0	54	
4:40 PM	0	0	0	0	0	1	4	0	0	18	2	0	1	17	0	0	43	
4:45 PM	0	0	0	0	1	0	1	0	0	23	5	0	0	16	0	0	46	
4:50 PM	0	0	0	0	2	0	3	0	0	18	3	0	0	13	0	0	39	
4:55 PM	0	0	0	0	1	0	5	0	0	12	4	0	0	24	0	0	46	539
5:00 PM	0	0	0	0	1	0	1	0	0	21	7	0	0	12	0	0	42	533
5:05 PM	0	0	0	0	2	0	1	0	0	15	2	0	0	21	0	0	41	519
5:10 PM	0	0	0	0	3	0	5	0	0	16	4	0	0	11	0	0	39	513
5:15 PM	0	0	0	0	2	0	4	0	0	18	3	0	1	16	0	0	44	533
5:20 PM	0	0	0	0	1	0	1	0	0	20	6	0	1	14	0	0	43	534
5:25 PM	0	0	0	0	2	0	1	0	0	18	8	0	0	10	0	0	39	531
5:30 PM	0	0	0	0	0	0	4	0	0	12	3	0	1	14	0	0	34	510
5:35 PM	0	0	0	0	3	1	2	0	0	11	4	0	0	20	0	0	41	497
5:40 PM	0	0	0	0	3	0	0	0	0	11	2	0	1	15	0	0	32	486
5:45 PM	0	0	0	0	1	0	2	0	0	10	2	0	0	14	0	0	29	469
5:50 PM	0	0	0	0	3	1	3	0	0	14	1	0	0	18	0	0	40	470
5:55 PM	0	0	0	0	2	1	2	0	0	5	4	0	1	6	0	0	21	445
6:00 PM	0	0	0	0	1	1	1	0	0	15	7	0	2	9	0	0	36	439
6:05 PM	0	0	0	0	1	0	1	0	0	12	2	0	0	17	0	0	33	431
6:10 PM	0	0	0	0	3	1	3	0	0	15	1	0	0	11	0	0	34	426
6:15 PM	0	0	0	0	1	0	1	0	0	11	3	0	0	14	0	0	30	412
6:20 PM	0	0	0	0	1	0	5	0	0	9	7	0	0	17	0	0	39	408
6:25 PM	0	0	0	0	0	0	1	0	0	8	1	0	2	14	0	0	26	395
6:30 PM	0	0	0	0	0	0	1	0	0	6	3	0	0	14	0	0	24	385
6:35 PM	0	0	0	0	6	0	2	0	0	15	3	0	0	16	0	0	42	386
6:40 PM	0	0	0	0	1	0	0	0	0	9	4	0	1	14	0	0	29	383
6:45 PM	0	0	0	0	1	1	0	0	0	8	3	0	1	12	0	0	26	380
6:50 PM	0	0	0	0	3	0	1	0	0	9	4	0	2	4	0	0	23	363
6:55 PM	0	0	0	0	0	0	2	0	0	12	9	0	0	4	0	0	27	369

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	8	12	28	0	0	268	40	0	16	236	0	0	608
Heavy Trucks	0	0	0		8	12	16		0	28	16		4	32	0		116
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/11/2024 2:08 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

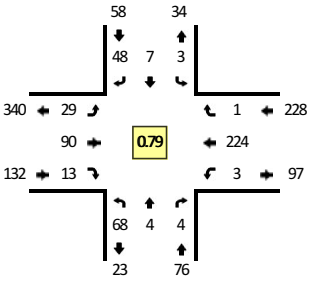
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

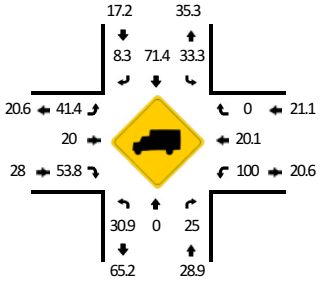
LOCATION: I-5 NB Ramps -- W Jayne Ave
CITY/STATE: Fresno, CA

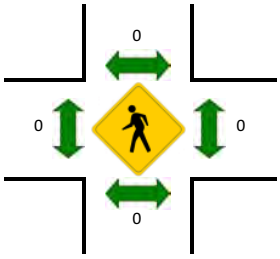
QC JOB #: 16730503
DATE: Thu, Sep 5 2024

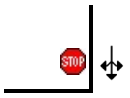
Peak-Hour: 6:00 AM -- 7:00 AM
Peak 15-Min: 6:25 AM -- 6:40 AM

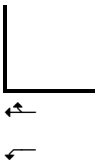


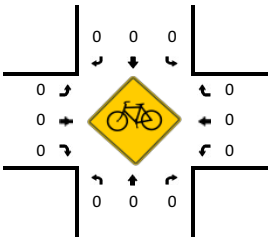
TRUE DATA TO IMPROVE MOBILITY

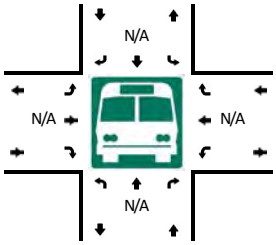


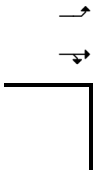


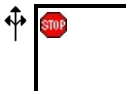


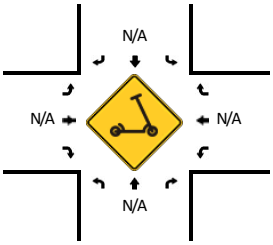












5-Min Count Period Beginning At	I-5 NB Ramps (Northbound)				I-5 NB Ramps (Southbound)				W Jayne Ave (Eastbound)				W Jayne Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	5	0	0	0	0	1	1	0	3	8	1	0	0	26	0	0	45	
6:05 AM	9	0	2	0	0	0	3	0	3	6	1	0	0	14	0	0	38	
6:10 AM	5	2	0	0	0	0	4	0	2	15	2	0	1	10	0	0	41	
6:15 AM	4	0	0	0	0	0	1	0	3	8	1	0	1	14	1	0	33	
6:20 AM	5	0	1	0	0	0	2	0	0	9	0	0	0	12	0	0	29	
6:25 AM	11	0	0	0	0	3	4	0	1	2	2	0	0	27	0	0	50	
6:30 AM	4	0	0	0	1	1	5	0	1	10	1	0	0	22	0	0	45	
6:35 AM	6	2	0	0	0	0	9	0	2	6	0	0	0	37	0	0	62	
6:40 AM	4	0	0	0	0	0	8	0	4	7	0	0	1	18	0	0	42	
6:45 AM	7	0	0	0	0	0	7	0	4	4	2	0	0	20	0	0	44	
6:50 AM	5	0	0	0	2	2	1	0	4	6	2	0	0	11	0	0	33	
6:55 AM	3	0	1	0	0	0	3	0	2	9	1	0	0	13	0	0	32	494
7:00 AM	5	0	0	0	0	1	6	0	2	10	2	0	0	7	1	0	34	483
7:05 AM	0	0	0	0	0	2	3	0	2	10	0	0	0	12	0	0	29	474
7:10 AM	7	1	0	0	0	0	2	0	3	12	2	0	0	11	1	0	39	472
7:15 AM	5	0	0	0	0	2	4	0	2	16	1	0	1	11	0	0	42	481
7:20 AM	10	0	0	0	0	4	3	0	2	4	2	0	0	12	0	0	37	489
7:25 AM	4	0	0	0	0	2	2	0	1	6	1	0	0	6	0	0	22	461
7:30 AM	3	0	1	0	0	1	6	0	1	9	0	0	0	14	0	0	35	451
7:35 AM	2	0	0	0	0	3	4	0	2	14	0	0	0	12	0	0	37	426
7:40 AM	3	0	0	0	0	0	2	0	2	9	0	0	0	12	2	0	30	414
7:45 AM	4	0	0	0	0	1	3	0	4	4	4	0	1	24	0	0	45	415
7:50 AM	8	1	1	0	0	0	2	0	1	8	2	0	0	8	1	0	32	414
7:55 AM	10	0	0	0	0	2	1	0	1	7	1	0	1	18	0	0	41	423
8:00 AM	1	0	0	1	0	0	1	0	1	7	0	0	0	10	0	0	21	410
8:05 AM	3	0	0	0	0	0	1	0	4	7	3	0	0	10	0	0	28	409
8:10 AM	4	1	0	0	0	0	3	0	6	9	2	0	1	5	0	0	31	401
8:15 AM	2	0	0	0	0	0	3	0	1	9	3	0	0	4	0	0	22	381
8:20 AM	2	0	0	0	0	0	0	0	2	9	1	0	0	8	0	0	22	366
8:25 AM	6	0	0	0	0	1	2	0	4	6	3	0	0	4	0	0	26	370
8:30 AM	0	0	0	0	0	1	4	0	3	11	4	0	0	3	0	0	26	361
8:35 AM	2	0	0	0	0	2	0	0	4	3	0	0	1	8	0	0	20	344
8:40 AM	1	0	1	0	0	1	2	0	4	7	4	0	1	7	0	0	28	342
8:45 AM	6	0	0	0	0	2	0	0	4	3	1	0	0	4	0	0	20	317
8:50 AM	4	0	0	0	0	1	2	0	0	8	1	0	2	7	0	0	25	310
8:55 AM	5	0	0	0	0	0	1	0	5	5	1	0	0	8	0	0	25	294

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	84	8	0	0	4	16	72	0	16	72	12	0	0	344	0	0	628
Heavy Trucks	28	0	0		4	8	8		8	36	8		0	48	0		148
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/11/2024 2:08 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

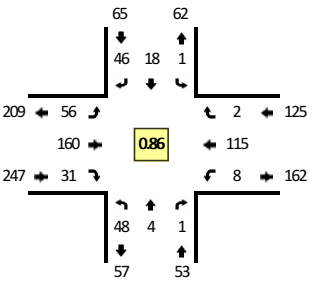
Type of peak hour being reported: Intersection Peak

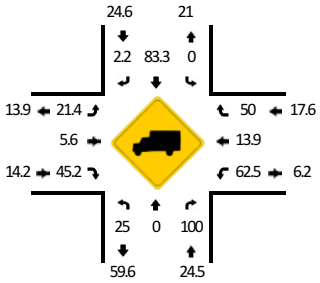
Method for determining peak hour: Total Entering Volume

LOCATION: I-5 NB Ramps -- W Jayne Ave
CITY/STATE: Fresno, CA

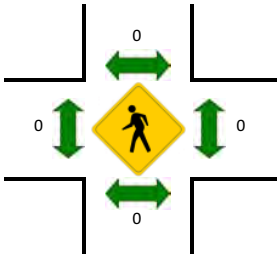
QC JOB #: 16730504
DATE: Wed, Sep 4 2024

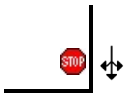
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 4:25 PM -- 4:40 PM

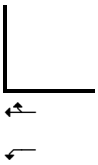


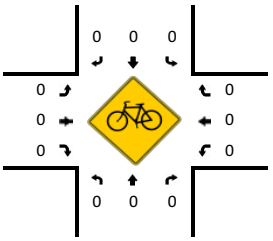


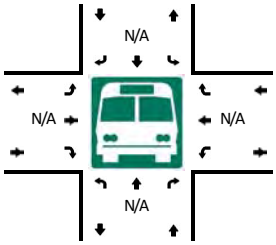
TRUE DATA TO IMPROVE MOBILITY

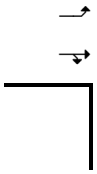


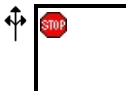


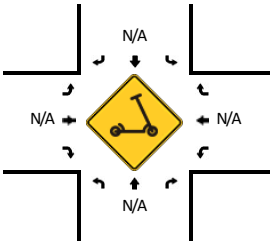












5-Min Count Period Beginning At	I-5 NB Ramps (Northbound)				I-5 NB Ramps (Southbound)				W Jayne Ave (Eastbound)				W Jayne Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	7	0	0	0	0	0	3	0	1	23	0	0	1	8	2	0	45	
4:05 PM	7	2	0	0	1	1	3	0	5	14	0	0	0	12	0	0	45	
4:10 PM	3	0	0	0	0	0	2	0	7	15	4	0	2	5	0	0	38	
4:15 PM	6	0	0	0	0	0	1	0	4	7	0	0	1	4	0	0	23	
4:20 PM	2	0	0	0	0	1	1	0	3	16	1	0	1	8	1	0	34	
4:25 PM	7	0	0	0	0	2	2	0	3	19	1	0	1	9	1	0	45	
4:30 PM	12	1	0	0	0	0	3	0	2	18	4	0	1	10	0	0	51	
4:35 PM	6	1	0	0	0	1	5	0	4	19	2	0	0	8	0	0	46	
4:40 PM	4	0	0	0	0	1	5	0	5	14	3	0	1	7	0	0	40	
4:45 PM	2	0	0	0	0	1	3	0	5	13	4	0	0	12	1	0	41	
4:50 PM	2	0	0	0	0	3	5	0	5	9	5	0	0	6	0	0	35	
4:55 PM	4	0	0	0	0	1	5	0	3	9	4	0	1	14	0	0	41	484
5:00 PM	1	0	1	0	1	2	4	0	6	12	1	0	0	7	0	0	35	474
5:05 PM	4	1	0	0	0	0	2	0	4	12	3	0	0	16	0	0	42	471
5:10 PM	3	0	0	0	0	1	4	0	4	12	3	0	0	5	0	0	32	465
5:15 PM	2	0	0	0	0	2	3	0	8	11	0	0	2	11	0	0	39	481
5:20 PM	1	1	0	0	0	4	5	0	7	12	1	0	2	10	0	0	43	490
5:25 PM	3	0	0	0	0	0	3	0	2	16	4	0	1	3	1	0	33	478
5:30 PM	5	1	1	0	0	2	5	0	1	8	1	0	2	4	1	0	31	458
5:35 PM	7	2	0	0	0	1	1	0	4	10	0	0	0	11	0	0	36	448
5:40 PM	2	0	0	0	0	1	1	0	6	5	4	0	0	6	1	0	26	434
5:45 PM	8	0	1	0	0	1	2	0	4	5	1	0	1	8	0	0	31	424
5:50 PM	10	0	0	0	0	3	3	0	6	8	3	0	1	3	0	0	37	426
5:55 PM	1	0	0	0	1	0	1	0	3	5	0	0	1	5	0	0	17	402
6:00 PM	4	0	0	0	0	1	1	0	2	10	3	0	0	5	0	0	26	393
6:05 PM	3	0	0	0	0	0	3	0	0	11	0	0	0	11	0	0	28	379
6:10 PM	2	0	0	0	0	0	3	0	3	12	2	0	1	6	0	0	29	376
6:15 PM	7	0	0	0	0	0	5	0	1	8	1	0	0	3	0	0	25	362
6:20 PM	3	0	0	0	0	0	4	0	1	7	1	0	0	8	0	0	24	343
6:25 PM	2	0	0	0	0	0	6	0	1	6	2	0	0	7	0	0	24	334
6:30 PM	3	0	1	0	0	0	5	0	0	1	3	0	2	6	0	0	21	324
6:35 PM	3	1	0	0	0	0	5	0	5	17	2	0	0	10	0	0	43	331
6:40 PM	6	0	0	0	0	2	5	0	2	7	1	0	0	3	0	0	26	331
6:45 PM	4	2	0	0	0	1	3	0	1	8	1	0	0	5	0	0	25	325
6:50 PM	2	1	0	0	0	0	2	0	4	6	2	0	0	2	0	0	19	307
6:55 PM	2	0	0	0	1	1	2	0	1	7	1	0	1	2	0	0	18	308

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	100	8	0	0	0	12	40	0	36	224	28	0	8	108	4	0	568
Heavy Trucks	24	0	0		0	4	0		8	12	12		8	8	4		80
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/11/2024 2:08 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

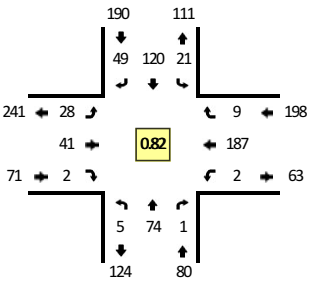
Type of peak hour being reported: Intersection Peak

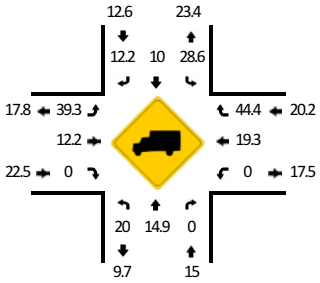
Method for determining peak hour: Total Entering Volume

LOCATION: CA 269 (Lassen Ave) -- W Jayne Ave
CITY/STATE: Fresno, CA

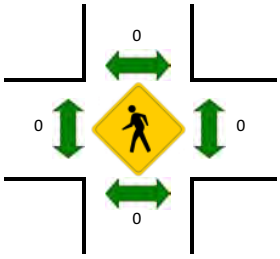
QC JOB #: 16730505
DATE: Thu, Sep 5 2024

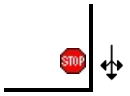
Peak-Hour: 6:00 AM -- 7:00 AM
Peak 15-Min: 6:20 AM -- 6:35 AM

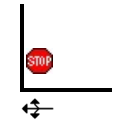


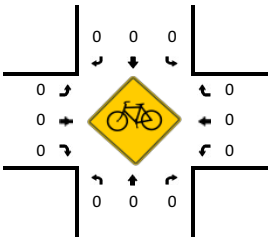


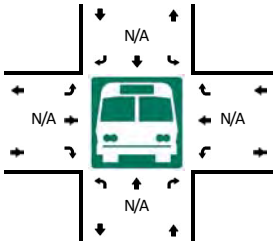
TRUE DATA TO IMPROVE MOBILITY

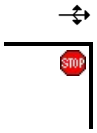


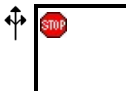


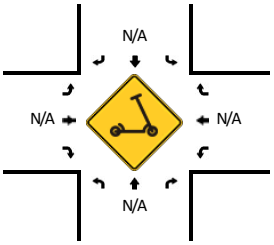












5-Min Count Period Beginning At	CA 269 (Lassen Ave) (Northbound)				CA 269 (Lassen Ave) (Southbound)				W Jayne Ave (Eastbound)				W Jayne Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	1	6	1	0	0	7	7	0	0	3	1	0	0	13	2	0	41	
6:05 AM	0	5	0	0	0	11	2	0	5	4	0	0	0	8	2	0	37	
6:10 AM	2	5	0	0	3	7	6	0	2	6	0	0	0	18	1	0	50	
6:15 AM	0	17	0	0	3	9	1	0	3	6	0	0	0	8	0	0	47	
6:20 AM	0	4	0	0	3	17	2	0	1	3	0	0	1	27	0	0	58	
6:25 AM	0	5	0	0	3	10	4	0	2	4	0	0	0	17	0	0	45	
6:30 AM	0	4	0	0	1	16	6	0	2	2	0	0	0	30	1	0	62	
6:35 AM	1	7	0	0	2	14	1	0	3	4	0	0	0	22	0	0	54	
6:40 AM	0	2	0	0	3	7	5	0	3	3	0	0	1	23	0	0	47	
6:45 AM	0	3	0	0	3	8	5	0	1	2	0	0	0	7	1	0	30	
6:50 AM	1	6	0	0	0	6	6	0	3	1	1	0	0	9	0	0	33	
6:55 AM	0	10	0	0	0	8	4	0	3	3	0	0	0	5	2	0	35	539
7:00 AM	0	4	0	0	0	9	12	0	1	2	0	0	1	5	0	0	34	532
7:05 AM	2	5	0	0	0	7	6	0	1	7	0	0	1	5	1	0	35	530
7:10 AM	1	7	0	0	0	6	9	0	5	6	0	0	0	6	1	0	41	521
7:15 AM	0	6	1	0	1	11	6	0	4	7	0	0	0	9	0	0	45	519
7:20 AM	2	2	0	0	1	7	7	0	4	7	0	0	0	2	0	0	32	493
7:25 AM	1	5	0	0	3	6	5	0	3	4	0	0	0	5	0	0	32	480
7:30 AM	1	2	0	0	1	2	2	0	2	3	0	0	0	6	2	0	21	439
7:35 AM	1	4	0	0	0	9	7	0	4	6	0	0	0	9	0	0	40	425
7:40 AM	1	8	0	0	1	6	3	0	5	2	0	0	0	19	0	0	45	423
7:45 AM	0	8	0	0	0	10	4	0	4	2	1	0	0	10	0	0	39	432
7:50 AM	0	7	0	0	1	6	6	0	3	4	0	0	0	7	2	0	36	435
7:55 AM	0	11	0	0	0	5	3	0	7	4	0	0	0	14	2	0	46	446
8:00 AM	0	2	0	0	0	2	5	0	4	2	0	0	0	5	0	0	20	432
8:05 AM	0	2	0	0	1	4	1	0	3	4	0	0	0	6	2	0	23	420
8:10 AM	0	5	0	0	1	6	3	0	3	2	0	0	0	3	0	0	23	402
8:15 AM	0	3	0	0	1	2	3	0	6	4	0	0	0	2	1	0	22	379
8:20 AM	0	1	0	0	1	4	5	0	8	2	0	0	0	6	0	0	27	374
8:25 AM	0	4	0	0	0	6	2	0	3	6	1	0	0	0	0	0	22	364
8:30 AM	0	7	0	0	0	3	8	0	2	6	0	0	0	4	1	0	31	374
8:35 AM	0	2	0	0	1	5	6	0	5	4	0	0	0	2	0	0	25	359
8:40 AM	1	4	1	0	0	6	5	0	0	3	0	0	0	2	4	0	26	340
8:45 AM	0	4	0	0	3	10	4	0	5	2	0	0	0	3	0	0	31	332
8:50 AM	0	3	0	0	0	4	8	0	6	1	0	0	0	2	1	0	25	321
8:55 AM	0	2	0	0	1	4	5	0	5	3	0	0	0	2	2	0	24	299

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	52	0	0	28	172	48	0	20	36	0	0	4	296	4	0	660
Heavy Trucks	0	0	0		12	28	4		4	8	0		0	68	0		124
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/11/2024 2:08 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

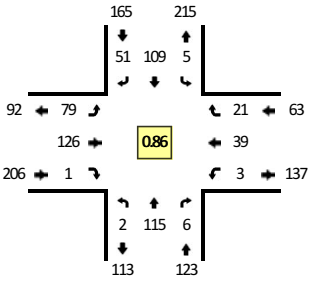
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

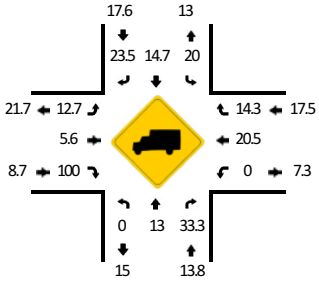
LOCATION: CA 269 (Lassen Ave) -- W Jayne Ave
CITY/STATE: Fresno, CA

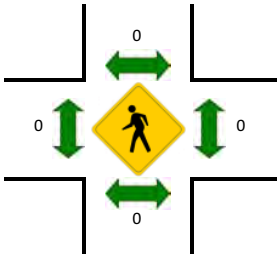
QC JOB #: 16730506
DATE: Wed, Sep 4 2024

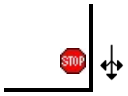
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:25 PM -- 4:40 PM

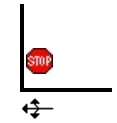


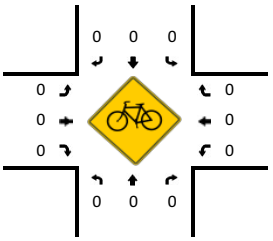
TRUE DATA TO IMPROVE MOBILITY

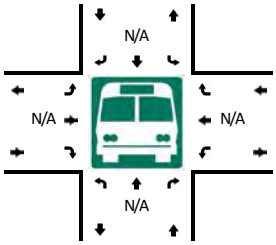


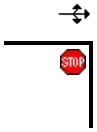


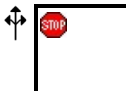


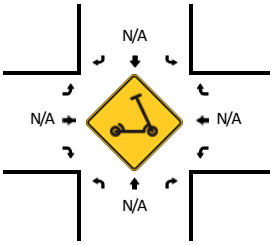












5-Min Count Period Beginning At	CA 269 (Lassen Ave) (Northbound)				CA 269 (Lassen Ave) (Southbound)				W Jayne Ave (Eastbound)				W Jayne Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	13	2	0	1	5	7	0	5	9	0	0	0	3	0	0	45	
4:05 PM	0	13	0	0	0	11	3	0	5	18	0	0	0	3	1	0	54	
4:10 PM	0	13	1	0	0	8	2	0	7	12	0	0	0	1	0	0	44	
4:15 PM	0	13	2	0	0	8	4	0	5	7	0	0	0	5	1	0	45	
4:20 PM	0	9	0	0	1	7	4	0	2	9	0	0	0	0	1	0	33	
4:25 PM	0	8	0	0	0	13	6	0	8	14	1	0	0	2	0	0	52	
4:30 PM	0	13	0	0	1	11	5	0	13	17	0	0	0	4	6	0	70	
4:35 PM	1	1	0	0	0	9	4	0	7	10	0	0	0	3	4	0	39	
4:40 PM	1	5	0	0	0	7	1	0	9	12	0	0	0	9	3	0	47	
4:45 PM	0	10	0	0	0	15	3	0	5	10	0	0	1	4	1	0	49	
4:50 PM	0	9	1	0	0	8	4	0	6	6	0	0	1	2	0	0	37	
4:55 PM	0	8	0	0	2	7	8	0	7	2	0	0	1	3	4	0	42	557
5:00 PM	0	8	0	0	0	8	9	0	6	5	0	0	0	2	1	0	39	551
5:05 PM	0	6	0	0	1	7	5	0	5	9	0	0	0	3	2	0	38	535
5:10 PM	1	6	0	0	0	13	7	0	4	7	0	0	0	2	0	0	40	531
5:15 PM	0	10	0	0	0	14	7	0	5	9	0	0	0	4	0	0	49	535
5:20 PM	1	6	0	0	1	5	3	0	5	7	0	0	0	1	1	0	30	532
5:25 PM	0	5	0	0	1	6	5	0	10	8	0	0	0	2	3	0	40	520
5:30 PM	0	3	0	0	1	10	1	0	5	10	1	0	0	4	0	0	35	485
5:35 PM	1	7	0	0	1	8	4	0	3	5	1	0	1	3	2	0	36	482
5:40 PM	0	8	0	0	3	12	2	0	5	4	0	0	0	2	1	0	37	472
5:45 PM	1	5	0	0	1	11	4	0	4	3	0	0	0	1	2	0	32	455
5:50 PM	0	8	0	0	2	10	2	0	3	2	0	0	0	2	2	0	31	449
5:55 PM	0	8	0	0	0	8	3	0	3	4	0	0	0	2	0	0	28	435
6:00 PM	0	1	0	0	1	5	3	0	2	5	0	0	0	2	2	0	21	417
6:05 PM	0	5	0	0	1	7	4	0	2	11	0	0	1	1	0	0	32	411
6:10 PM	0	4	0	0	1	4	4	0	2	11	1	0	0	2	0	0	29	400
6:15 PM	0	7	0	0	0	3	5	0	1	6	1	0	1	1	0	0	25	376
6:20 PM	0	3	1	0	0	6	2	0	4	2	1	0	0	4	0	0	23	369
6:25 PM	0	4	0	0	0	8	5	0	4	5	0	0	0	1	1	0	28	357
6:30 PM	1	4	0	0	2	7	3	0	1	2	0	0	0	1	0	0	21	343
6:35 PM	2	9	0	0	2	7	2	0	8	2	0	0	0	3	0	0	35	342
6:40 PM	0	0	0	0	2	5	4	0	9	7	0	0	0	0	1	0	28	333
6:45 PM	0	10	0	0	1	4	2	0	7	0	0	0	0	1	0	0	25	326
6:50 PM	0	6	1	0	0	5	0	0	2	2	0	0	0	1	1	0	18	313
6:55 PM	0	9	0	0	0	9	2	0	6	1	0	0	0	2	0	0	29	314

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	88	0	0	4	132	60	0	112	164	4	0	0	36	40	0	644
Heavy Trucks	0	16	0		0	20	12		12	0	4		0	8	0		72
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/11/2024 2:08 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

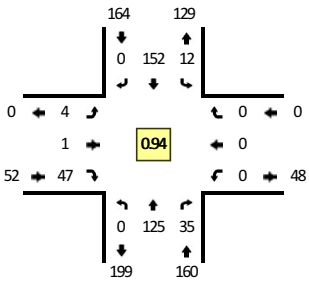
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

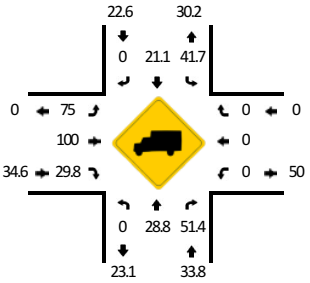
LOCATION: CA 269 -- I-5 SB Ramps
CITY/STATE: Fresno, CA

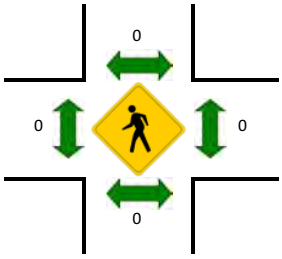
QC JOB #: 16730507
DATE: Thu, Sep 5 2024

Peak-Hour: 6:00 AM -- 7:00 AM
Peak 15-Min: 6:25 AM -- 6:40 AM

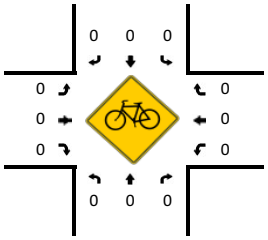


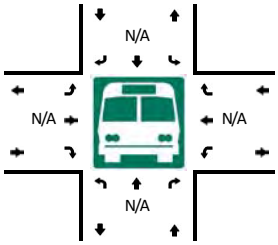




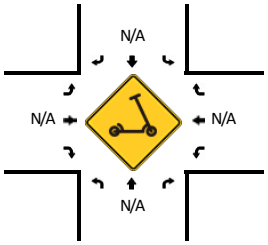












5-Min Count Period Beginning At	CA 269 (Northbound)				CA 269 (Southbound)				I-5 SB Ramps (Eastbound)				I-5 SB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	8	2	0	1	18	0	0	1	0	4	0	0	0	0	0	34	
6:05 AM	0	10	3	0	1	10	0	0	0	0	2	0	0	0	0	0	26	
6:10 AM	0	20	2	0	1	11	0	0	0	0	5	0	0	0	0	0	39	
6:15 AM	0	11	5	0	0	11	0	0	0	0	2	0	0	0	0	0	29	
6:20 AM	0	9	5	0	0	10	0	0	0	0	2	0	0	0	0	0	26	
6:25 AM	0	10	4	0	1	17	0	0	0	0	7	0	0	0	0	0	39	
6:30 AM	0	10	4	0	1	12	0	0	0	0	1	0	0	0	0	0	28	
6:35 AM	0	6	2	0	2	15	0	0	1	0	7	0	0	0	0	0	33	
6:40 AM	0	6	3	0	1	16	0	0	0	0	5	0	0	0	0	0	31	
6:45 AM	0	11	1	0	2	9	0	0	1	1	8	0	0	0	0	0	33	
6:50 AM	0	16	2	0	2	9	0	0	0	0	2	0	0	0	0	0	31	
6:55 AM	0	8	2	0	0	14	0	0	1	0	2	0	0	0	0	0	27	376
7:00 AM	0	4	5	0	0	17	0	0	0	0	1	0	0	0	0	0	27	369
7:05 AM	0	12	1	0	3	10	0	0	0	0	3	0	0	0	0	0	29	372
7:10 AM	0	4	3	0	1	11	0	0	0	0	2	0	0	0	0	0	21	354
7:15 AM	0	8	1	0	0	7	0	0	0	0	2	0	0	0	0	0	18	343
7:20 AM	0	10	6	0	2	13	0	0	0	0	1	0	0	0	0	0	32	349
7:25 AM	0	5	2	0	1	6	0	0	0	0	2	0	0	0	0	0	16	326
7:30 AM	0	16	6	0	0	13	0	0	0	0	0	0	0	0	0	0	35	333
7:35 AM	0	15	1	0	0	8	0	0	1	0	2	0	0	0	0	0	27	327
7:40 AM	0	13	4	0	2	7	0	0	0	0	3	0	0	0	0	0	29	325
7:45 AM	0	12	2	0	3	15	0	0	0	0	4	0	0	0	0	0	36	328
7:50 AM	0	14	3	0	0	13	0	0	0	0	0	0	0	0	0	0	30	327
7:55 AM	0	9	4	0	1	4	0	0	0	0	3	0	0	0	0	0	21	321
8:00 AM	0	3	2	0	2	8	0	0	0	0	2	0	0	0	0	0	17	311
8:05 AM	0	9	3	0	1	5	0	0	0	0	3	0	0	0	0	0	21	303
8:10 AM	0	7	7	0	0	11	0	0	1	0	2	0	0	0	0	0	28	310
8:15 AM	0	6	4	0	1	6	0	0	0	0	1	0	0	0	0	0	18	310
8:20 AM	0	6	2	0	0	5	0	0	0	0	1	0	0	0	0	0	14	292
8:25 AM	0	6	4	0	0	8	0	0	1	0	1	0	0	0	0	0	20	296
8:30 AM	0	6	5	0	1	7	0	0	0	0	2	0	0	0	0	0	21	282
8:35 AM	0	8	4	0	1	4	0	0	1	0	1	0	0	0	0	0	19	274
8:40 AM	0	11	1	0	1	8	0	0	0	0	4	0	0	0	0	0	25	270
8:45 AM	0	6	3	0	0	7	0	0	0	0	1	0	0	0	0	0	17	251
8:50 AM	0	4	2	0	1	9	0	0	0	0	1	0	0	0	0	0	17	238
8:55 AM	0	4	1	0	1	10	0	0	0	0	1	0	0	0	0	0	17	234

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	104	40	0	16	176	0	0	4	0	60	0	0	0	0	0	400
Heavy Trucks	0	36	24		8	36	0		0	0	20		0	0	0		124
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/11/2024 2:08 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

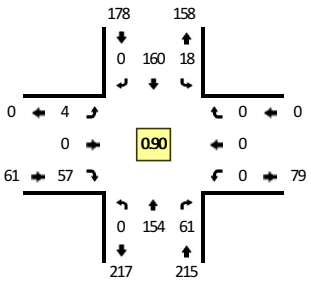
Type of peak hour being reported: Intersection Peak

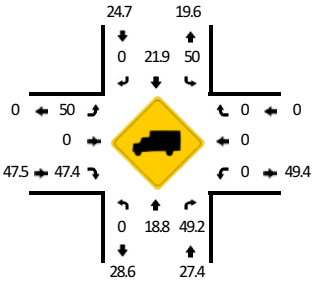
Method for determining peak hour: Total Entering Volume

LOCATION: CA 269 -- I-5 SB Ramps
CITY/STATE: Fresno, CA

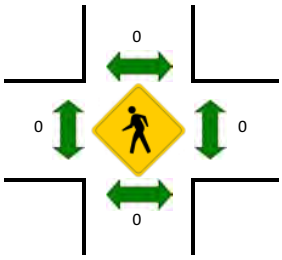
QC JOB #: 16730508
DATE: Wed, Sep 4 2024

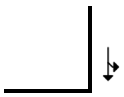
Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 4:35 PM -- 4:50 PM

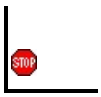


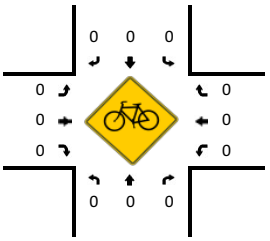


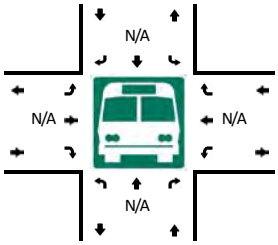
TRUE DATA TO IMPROVE MOBILITY

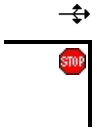


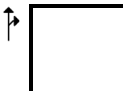


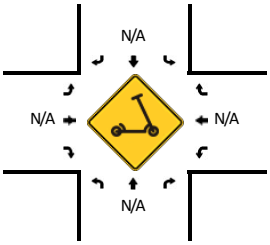












5-Min Count Period Beginning At	CA 269 (Northbound)				CA 269 (Southbound)				I-5 SB Ramps (Eastbound)				I-5 SB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	9	3	0	1	9	0	0	1	0	3	0	0	0	0	0	26	
4:05 PM	0	8	1	0	0	9	0	0	0	0	5	0	0	0	0	0	23	
4:10 PM	0	7	4	0	2	11	0	0	0	0	3	0	0	0	0	0	27	
4:15 PM	0	16	5	0	1	11	0	0	2	0	5	0	0	0	0	0	40	
4:20 PM	0	21	9	0	4	16	0	0	0	0	3	0	0	0	0	0	53	
4:25 PM	0	16	2	0	0	12	0	0	0	0	2	0	0	0	0	0	32	
4:30 PM	0	10	2	0	1	14	0	0	0	0	4	0	0	0	0	0	31	
4:35 PM	0	9	10	0	2	14	0	0	1	0	6	0	0	0	0	0	42	
4:40 PM	0	15	7	0	2	13	0	0	0	0	6	0	0	0	0	0	43	
4:45 PM	0	11	5	0	2	20	0	0	0	0	3	0	0	0	0	0	41	
4:50 PM	0	12	5	0	1	17	0	0	0	0	6	0	0	0	0	0	41	
4:55 PM	0	10	2	0	2	11	0	0	0	0	2	0	0	0	0	0	27	426
5:00 PM	0	8	4	0	1	8	0	0	0	0	6	0	0	0	0	0	27	427
5:05 PM	0	11	7	0	1	10	0	0	1	0	7	0	0	0	0	0	37	441
5:10 PM	0	15	3	0	1	14	0	0	0	0	7	0	0	0	0	0	40	454
5:15 PM	0	5	3	0	3	18	0	0	0	0	3	0	0	0	0	0	32	446
5:20 PM	0	13	8	0	5	16	0	0	0	0	5	0	0	0	0	0	47	440
5:25 PM	0	10	7	0	4	7	0	0	0	0	7	0	0	0	0	0	35	443
5:30 PM	0	6	2	0	1	18	0	0	0	0	5	0	0	0	0	0	32	444
5:35 PM	0	10	10	0	3	8	0	0	0	0	1	0	0	0	0	0	32	434
5:40 PM	0	7	3	0	2	23	0	0	0	0	4	0	0	0	0	0	39	430
5:45 PM	0	15	4	0	0	19	0	0	0	0	9	0	0	0	0	0	47	436
5:50 PM	0	5	4	0	2	15	0	0	0	0	3	0	0	0	0	0	29	424
5:55 PM	0	18	2	0	2	17	0	0	0	0	5	0	0	0	0	0	44	441
6:00 PM	0	12	3	0	1	16	0	0	0	0	2	0	0	0	0	0	34	448
6:05 PM	0	10	8	0	0	9	0	0	0	0	2	0	0	0	0	0	29	440
6:10 PM	0	14	1	0	0	13	0	0	0	0	10	0	0	0	0	0	38	438
6:15 PM	0	3	1	0	1	11	0	0	0	0	8	0	0	0	0	0	24	430
6:20 PM	0	15	3	0	1	3	0	0	0	0	3	0	0	0	0	0	25	408
6:25 PM	0	5	10	0	1	7	0	0	0	0	4	0	0	0	0	0	27	400
6:30 PM	0	14	13	0	1	17	0	0	0	0	5	0	0	0	0	0	50	418
6:35 PM	0	6	4	0	0	9	0	0	0	0	4	0	0	0	0	0	23	409
6:40 PM	0	17	4	0	2	7	0	0	0	0	6	0	0	0	0	0	36	406
6:45 PM	0	9	2	0	0	9	0	0	0	0	3	0	0	0	0	0	23	382
6:50 PM	0	14	7	0	0	10	0	0	0	0	11	0	0	0	0	0	42	395
6:55 PM	0	10	2	0	0	6	0	0	0	0	7	0	0	0	0	0	25	376

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	140	88	0	24	188	0	0	4	0	60	0	0	0	0	0	504
Heavy Trucks	0	24	52		4	56	0		0	0	32		0	0	0		168
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/11/2024 2:08 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

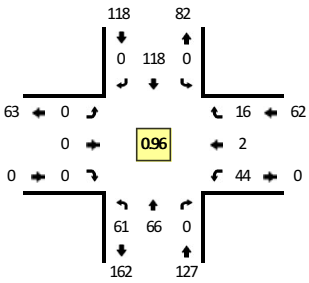
Type of peak hour being reported: Intersection Peak

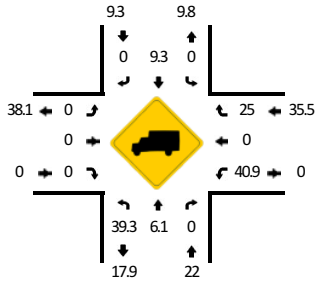
Method for determining peak hour: Total Entering Volume

LOCATION: CA 269 -- I-5 NB Ramps
CITY/STATE: Fresno, CA

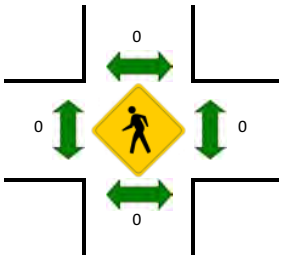
QC JOB #: 16730509
DATE: Thu, Sep 5 2024

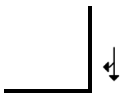
Peak-Hour: 6:10 AM -- 7:10 AM
Peak 15-Min: 6:50 AM -- 7:05 AM

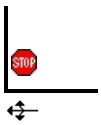


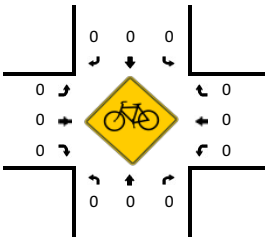


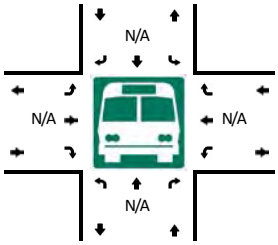
TRUE DATA TO IMPROVE MOBILITY



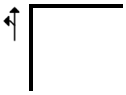


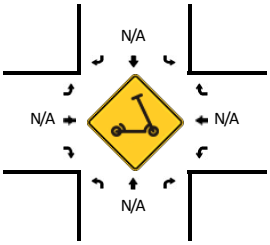












5-Min Count Period Beginning At	CA 269 (Northbound)				CA 269 (Southbound)				I-5 NB Ramps (Eastbound)				I-5 NB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	2	4	0	0	0	15	0	0	0	0	0	0	4	0	5	0	30	
6:05 AM	6	4	0	0	0	7	0	0	0	0	0	0	5	0	2	0	24	
6:10 AM	7	13	0	0	0	8	0	0	0	0	0	0	3	0	1	0	32	
6:15 AM	5	7	0	0	0	9	0	0	0	0	0	0	2	0	0	0	23	
6:20 AM	6	3	0	0	0	10	0	0	0	0	0	0	2	1	1	0	23	
6:25 AM	4	6	0	0	0	15	0	0	0	0	0	0	2	0	0	0	27	
6:30 AM	5	5	0	0	0	11	0	0	0	0	0	0	2	0	2	0	25	
6:35 AM	4	2	0	0	0	13	0	0	0	0	0	0	3	0	0	0	22	
6:40 AM	4	2	0	0	0	14	0	0	0	0	0	0	2	1	1	0	24	
6:45 AM	6	5	0	0	0	10	0	0	0	0	0	0	1	0	2	0	24	
6:50 AM	7	9	0	0	0	6	0	0	0	0	0	0	5	0	1	0	28	
6:55 AM	6	4	0	0	0	5	0	0	0	0	0	0	7	0	2	0	24	306
7:00 AM	2	3	0	0	0	12	0	0	0	0	0	0	8	0	3	0	28	304
7:05 AM	5	7	0	0	0	5	0	0	0	0	0	0	7	0	3	0	27	307
7:10 AM	2	2	0	0	0	7	0	0	0	0	0	0	2	0	2	0	15	290
7:15 AM	5	3	0	0	0	4	0	0	0	0	0	0	3	0	0	0	15	282
7:20 AM	3	6	0	0	0	14	0	0	0	0	0	0	1	0	0	0	24	283
7:25 AM	4	2	0	0	0	6	0	0	0	0	0	0	1	0	0	0	13	269
7:30 AM	11	3	0	0	0	7	0	0	0	0	0	0	6	1	1	0	29	273
7:35 AM	8	10	0	0	0	3	0	0	0	0	0	0	5	0	0	0	26	277
7:40 AM	5	7	0	0	0	7	0	0	0	0	0	0	3	0	0	0	22	275
7:45 AM	5	8	0	0	0	8	0	0	0	0	0	0	16	0	1	0	38	289
7:50 AM	3	11	0	0	0	10	0	0	0	0	0	0	4	0	1	0	29	290
7:55 AM	7	2	0	0	0	3	0	0	0	0	0	0	3	2	0	0	17	283
8:00 AM	3	0	0	0	0	6	0	0	0	0	0	0	4	0	1	0	14	269
8:05 AM	3	5	0	0	0	3	0	0	0	0	0	0	3	0	1	0	15	257
8:10 AM	7	2	0	0	0	4	0	0	0	0	0	0	5	0	0	0	18	260
8:15 AM	6	1	0	0	0	3	0	0	0	0	0	0	4	1	1	0	16	261
8:20 AM	3	3	0	0	0	4	0	0	0	0	0	0	1	0	2	0	13	250
8:25 AM	4	2	0	0	0	7	0	0	0	0	0	0	3	0	4	0	20	257
8:30 AM	4	0	0	0	0	6	0	0	0	0	0	0	1	0	0	0	11	239
8:35 AM	5	5	0	0	0	3	0	0	0	0	0	0	2	0	3	0	18	231
8:40 AM	8	3	0	0	0	2	0	0	0	0	0	0	4	0	1	0	18	227
8:45 AM	4	2	0	0	0	7	0	0	0	0	0	0	0	0	1	0	14	203
8:50 AM	3	1	0	0	0	9	0	0	0	0	0	0	3	0	0	0	16	190
8:55 AM	3	1	0	0	0	3	0	0	0	0	0	0	5	1	2	0	15	188

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	60	64	0	0	0	92	0	0	0	0	0	0	80	0	24	0	320
Heavy Trucks	24	0	0		0	12	0		0	0	0		32	0	4		72
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/11/2024 2:08 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

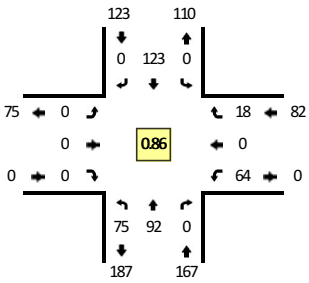
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

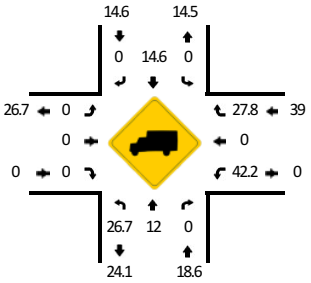
LOCATION: CA 269 -- I-5 NB Ramps
CITY/STATE: Fresno, CA

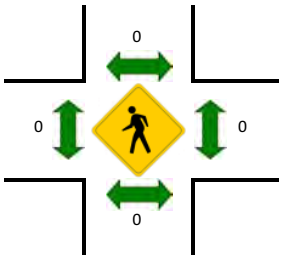
QC JOB #: 16730510
DATE: Wed, Sep 4 2024

Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

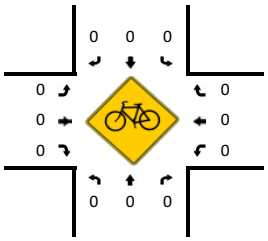


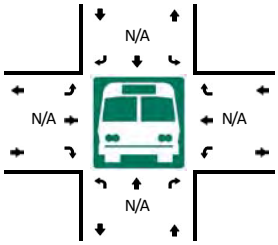




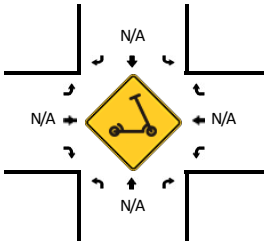












5-Min Count Period Beginning At	CA 269 (Northbound)				CA 269 (Southbound)				I-5 NB Ramps (Eastbound)				I-5 NB Ramps (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	6	9	0	0	0	13	0	0	0	0	0	0	6	0	1	0	35	
4:05 PM	5	13	0	0	0	3	0	0	0	0	0	0	11	0	2	0	34	
4:10 PM	3	10	0	0	0	13	0	0	0	0	0	0	8	0	5	0	39	
4:15 PM	10	6	0	0	0	7	0	0	0	0	0	0	2	0	1	0	26	
4:20 PM	12	8	0	0	0	11	0	0	0	0	0	0	7	0	0	0	38	
4:25 PM	7	12	0	0	0	6	0	0	0	0	0	0	3	0	2	0	30	
4:30 PM	7	0	0	0	0	17	0	0	0	0	0	0	4	0	2	0	30	
4:35 PM	6	4	0	0	0	9	0	0	0	0	0	0	3	0	1	0	23	
4:40 PM	8	8	0	0	0	8	0	0	0	0	0	0	6	0	1	0	31	
4:45 PM	3	7	0	0	0	10	0	0	0	0	0	0	8	0	2	0	30	
4:50 PM	5	8	0	0	0	15	0	0	0	0	0	0	3	0	0	0	31	
4:55 PM	3	7	0	0	0	11	0	0	0	0	0	0	3	0	1	0	25	372
5:00 PM	2	6	0	0	0	5	0	0	0	0	0	0	3	1	1	0	18	355
5:05 PM	6	5	0	0	0	11	0	0	0	0	0	0	4	0	0	0	26	347
5:10 PM	5	10	0	0	0	7	0	0	0	0	0	0	11	0	1	0	34	342
5:15 PM	2	4	0	0	0	15	0	0	0	0	0	0	6	0	1	0	28	344
5:20 PM	10	5	0	0	0	12	0	0	0	0	0	0	8	0	2	0	37	343
5:25 PM	6	2	0	0	0	4	1	0	0	0	0	0	7	0	1	0	21	334
5:30 PM	3	4	0	0	0	7	0	0	0	0	0	0	8	1	3	0	26	330
5:35 PM	4	6	0	0	0	10	1	0	0	0	0	0	3	0	1	0	25	332
5:40 PM	2	4	0	0	0	14	0	0	0	0	0	0	11	0	1	0	32	333
5:45 PM	6	9	0	0	0	8	0	0	0	0	0	0	7	0	0	0	30	333
5:50 PM	5	3	0	0	0	11	0	0	0	0	0	0	9	0	0	0	28	330
5:55 PM	6	3	0	0	0	9	0	0	0	0	0	0	8	0	1	0	27	332
6:00 PM	8	2	0	0	0	7	0	0	0	0	0	0	7	0	3	0	27	341
6:05 PM	7	4	0	0	0	5	0	0	0	0	0	0	5	0	0	0	21	336
6:10 PM	6	7	0	0	0	12	1	0	0	0	0	0	3	0	1	0	30	332
6:15 PM	2	1	0	0	0	2	0	0	0	0	0	0	8	0	2	0	15	319
6:20 PM	13	3	0	0	0	4	0	0	0	0	0	0	2	0	1	0	23	305
6:25 PM	1	4	0	0	0	6	0	0	0	0	0	0	3	0	1	0	15	299
6:30 PM	13	3	0	0	0	6	0	0	0	0	0	0	11	0	8	0	41	314
6:35 PM	4	1	0	0	0	6	0	0	0	0	0	0	2	0	0	0	13	302
6:40 PM	8	7	0	0	0	7	0	0	0	0	0	0	3	0	2	0	27	297
6:45 PM	6	6	0	0	0	6	0	0	0	0	0	0	4	0	1	0	23	290
6:50 PM	5	8	0	0	0	0	0	0	0	0	0	0	5	1	0	0	19	281
6:55 PM	5	6	0	0	0	7	0	0	0	0	0	0	1	0	1	0	20	274

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	56	128	0	0	0	116	0	0	0	0	0	0	100	0	32	0	432
Heavy Trucks	16	28	0		0	28	0		0	0	0		36	0	8		116
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/11/2024 2:08 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

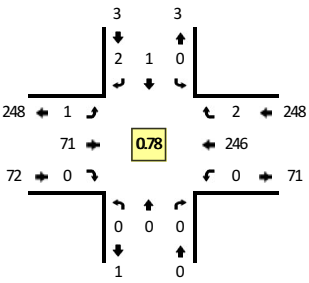
Type of peak hour being reported: Intersection Peak

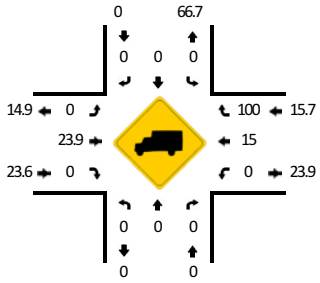
Method for determining peak hour: Total Entering Volume

LOCATION: S Trinity Ave -- W Jayne Ave
CITY/STATE: Fresno, CA

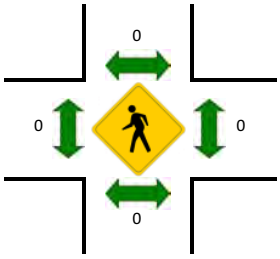
QC JOB #: 16730511
DATE: Thu, Sep 5 2024

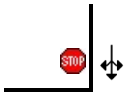
Peak-Hour: 6:00 AM -- 7:00 AM
Peak 15-Min: 6:30 AM -- 6:45 AM

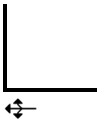


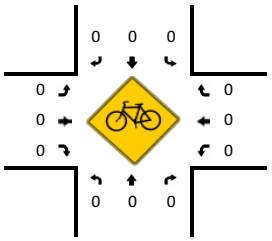


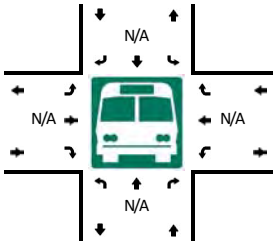
TRUE DATA TO IMPROVE MOBILITY

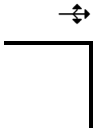


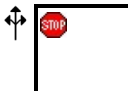


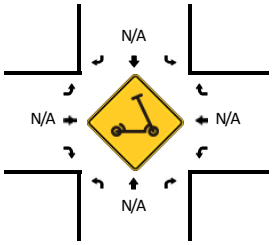












5-Min Count Period Beginning At	S Trinity Ave (Northbound)				S Trinity Ave (Southbound)				W Jayne Ave (Eastbound)				W Jayne Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 AM	0	0	0	0	0	0	1	0	0	2	0	0	0	23	0	0	26	
6:05 AM	0	0	0	0	0	1	0	0	0	11	0	0	0	14	2	0	28	
6:10 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	18	0	0	29	
6:15 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	13	0	0	20	
6:20 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	29	0	0	34	
6:25 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	21	0	0	26	
6:30 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	27	0	0	30	
6:35 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	27	0	0	37	
6:40 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	32	0	0	37	
6:45 AM	0	0	0	0	0	0	1	0	0	2	0	0	0	15	0	0	18	
6:50 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	14	0	0	21	
6:55 AM	0	0	0	0	0	0	0	0	1	3	0	0	0	13	0	0	17	323
7:00 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	15	1	0	23	320
7:05 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	10	0	0	20	312
7:10 AM	0	0	0	0	0	1	0	0	0	11	0	0	0	18	0	0	30	313
7:15 AM	0	0	0	0	0	0	0	0	0	11	0	0	1	15	0	0	27	320
7:20 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	12	1	0	22	308
7:25 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	7	0	0	13	295
7:30 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	13	0	0	21	286
7:35 AM	0	0	0	0	0	0	0	0	1	8	0	0	0	18	0	0	27	276
7:40 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	19	0	0	24	263
7:45 AM	0	0	0	0	1	0	0	0	1	6	0	0	0	18	0	0	26	271
7:50 AM	0	0	0	0	0	0	0	0	1	12	0	0	0	10	0	0	23	273
7:55 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	22	0	0	30	286
8:00 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	9	0	0	16	279
8:05 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	10	0	0	15	274
8:10 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	6	0	0	14	258
8:15 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	4	0	0	15	246
8:20 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	11	0	0	23	247
8:25 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	8	242
8:30 AM	0	0	0	0	0	0	0	0	1	9	0	0	0	10	0	0	20	241
8:35 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	5	0	0	13	227
8:40 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	11	0	0	16	219
8:45 AM	0	0	0	0	0	1	0	0	0	6	0	0	0	7	0	0	14	207
8:50 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	12	0	0	20	204
8:55 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	4	0	0	10	184

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	0	0	0	72	0	0	0	344	0	0	416
Heavy Trucks	0	0	0		0	0	0		0	40	0		0	52	0		92
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/11/2024 2:08 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

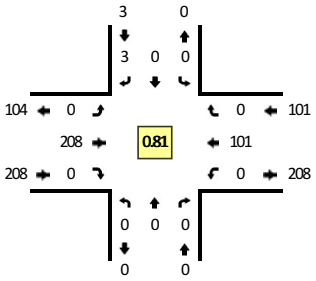
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

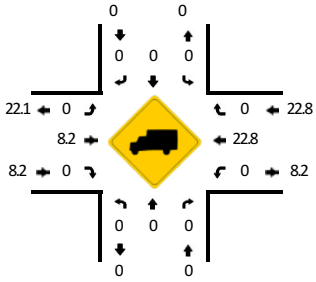
LOCATION: S Trinity Ave -- W Jayne Ave
CITY/STATE: Fresno, CA

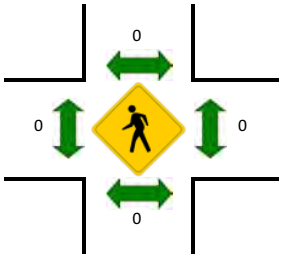
QC JOB #: 16730512
DATE: Wed, Sep 4 2024

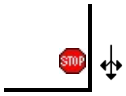
Peak-Hour: 4:05 PM -- 5:05 PM
Peak 15-Min: 4:25 PM -- 4:40 PM

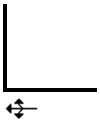


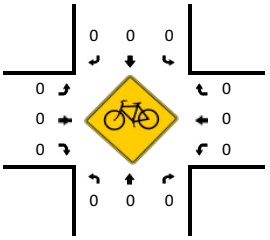


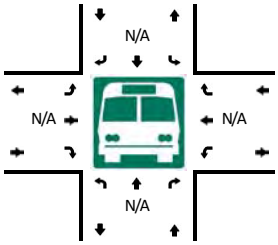


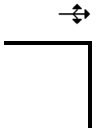


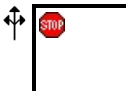


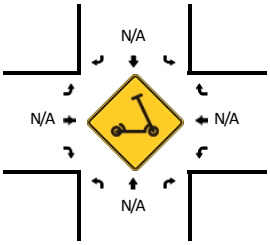












5-Min Count Period Beginning At	S Trinity Ave (Northbound)				S Trinity Ave (Southbound)				W Jayne Ave (Eastbound)				W Jayne Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	13	0	0	0	4	0	0	17	
4:05 PM	0	0	0	0	0	0	0	0	0	26	0	0	0	13	0	0	39	
4:10 PM	0	0	0	0	0	0	0	0	0	16	0	0	0	4	0	0	20	
4:15 PM	0	0	0	0	0	0	3	0	0	13	0	0	0	7	0	0	23	
4:20 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	5	0	0	13	
4:25 PM	0	0	0	0	0	0	0	0	0	30	0	0	0	6	0	0	36	
4:30 PM	0	0	0	0	0	0	0	0	0	27	0	0	0	11	0	0	38	
4:35 PM	0	0	0	0	0	0	0	0	0	18	0	0	0	4	0	0	22	
4:40 PM	0	0	0	0	0	0	0	0	0	21	0	0	0	13	0	0	34	
4:45 PM	0	0	0	0	0	0	0	0	0	17	0	0	0	9	0	0	26	
4:50 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	3	0	0	11	
4:55 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	13	0	0	23	302
5:00 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	13	0	0	27	312
5:05 PM	0	0	0	0	1	0	0	0	0	9	0	0	0	10	0	0	20	293
5:10 PM	0	0	0	0	0	0	0	0	0	13	0	0	0	8	0	0	21	294
5:15 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	12	0	0	26	297
5:20 PM	0	0	0	0	0	0	0	0	0	17	0	0	0	5	0	0	22	306
5:25 PM	0	0	0	0	0	0	0	0	0	12	0	0	0	4	0	0	16	286
5:30 PM	0	0	0	0	1	0	0	0	0	15	0	0	0	8	0	0	24	272
5:35 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	8	0	0	15	265
5:40 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	6	0	0	14	245
5:45 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	7	0	0	15	234
5:50 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0	0	7	230
5:55 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	7	0	0	13	220
6:00 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	6	1	0	16	209
6:05 PM	0	0	0	0	0	0	0	0	0	12	0	0	0	5	0	0	17	206
6:10 PM	0	0	0	0	0	0	0	0	0	15	0	0	0	7	0	0	22	207
6:15 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	3	0	0	11	192
6:20 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	7	0	0	17	187
6:25 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	0	14	185
6:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	7	168
6:35 PM	0	0	0	0	0	0	0	0	0	13	0	0	0	7	0	0	20	173
6:40 PM	0	0	0	0	0	0	0	0	1	12	0	0	0	5	0	0	18	177
6:45 PM	0	0	0	0	0	0	0	0	0	7	1	0	0	1	0	0	9	171
6:50 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	2	0	0	8	172
6:55 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	3	0	0	10	169

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	0	0	0	300	0	0	0	84	0	0	384
Heavy Trucks	0	0	0		0	0	0		0	20	0		0	20	0		40
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 9/11/2024 2:08 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of report: Tube Count - Vehicle Classification Data

LOCATION: CA 269 S of W Jayne Ave
QC JOB #: 16730513
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Fresno, CA
DATE: Sep 4 2024

Start Time	FHWA 1	FHWA 2	FHWA 3	FHWA 4	FHWA 5	FHWA 6-7	FHWA 8-10	FHWA 11-13	Total
12:00 AM	0	3	0	0	0	0	0	0	3
12:15 AM	0	2	0	0	0	0	0	0	2
12:30 AM	0	1	0	0	0	0	0	0	1
12:45 AM	0	0	0	0	0	0	0	0	0
01:00 AM	0	2	0	0	0	0	0	0	2
01:15 AM	0	3	0	0	0	0	0	0	3
01:30 AM	0	1	0	0	0	0	0	0	1
01:45 AM	0	0	0	0	0	0	0	0	0
02:00 AM	0	1	0	0	0	0	1	0	2
02:15 AM	0	0	0	0	0	0	0	0	0
02:30 AM	0	1	0	0	0	0	0	0	1
02:45 AM	0	2	0	0	0	0	0	0	2
03:00 AM	0	1	0	0	0	0	1	0	2
03:15 AM	0	1	0	0	0	0	0	0	1
03:30 AM	0	4	0	0	0	0	2	0	6
03:45 AM	0	1	0	0	0	0	1	0	2
04:00 AM	0	5	0	0	0	0	0	0	5
04:15 AM	0	10	0	0	0	0	2	0	12
04:30 AM	0	25	0	0	1	0	2	0	28
04:45 AM	0	32	0	0	1	0	5	0	38
05:00 AM	0	34	0	0	0	0	2	0	36
05:15 AM	0	26	0	0	1	0	3	0	30
05:30 AM	0	37	0	0	**3**	0	1	0	41
05:45 AM	0	**44**	0	0	0	0	4	0	**48**
Day Total									
Percent									
ADT 1507									
AM Peak 15-min Vol									
PM Peak 15-min Vol									

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: CA 269 S of W Jayne Ave
QC JOB #: 16730513
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Fresno, CA
DATE: Sep 4 2024

Start Time	FHWA 1	FHWA 2	FHWA 3	FHWA 4	FHWA 5	FHWA 6-7	FHWA 8-10	FHWA 11-13	Total
06:00 AM	0	22	0	0	0	0	1	0	23
06:15 AM	0	28	1	0	2	0	5	0	36
06:30 AM	0	30	4	0	2	0	1	1	38
06:45 AM	0	17	4	0	1	0	1	0	23
07:00 AM	0	14	6	0	2	0	1	1	24
07:15 AM	0	17	3	0	0	0	2	0	22
07:30 AM	0	11	2	0	3	0	2	0	18
07:45 AM	0	11	8	0	2	0	1	1	23
08:00 AM	0	2	7	0	1	0	1	0	11
08:15 AM	0	7	3	0	1	0	3	0	14
08:30 AM	0	5	4	0	0	0	3	1	13
08:45 AM	0	3	5	0	1	0	5	1	15
09:00 AM	0	7	2	0	2	0	2	0	13
09:15 AM	0	6	6	0	1	0	1	1	15
09:30 AM	0	4	3	0	2	0	5	**2**	16
09:45 AM	0	3	4	0	2	0	2	1	12
10:00 AM	0	9	1	0	2	0	1	1	14
10:15 AM	0	4	4	0	1	0	1	1	11
10:30 AM	0	6	4	0	0	**1**	4	0	15
10:45 AM	0	2	4	0	2	1	3	1	13
11:00 AM	0	3	4	0	0	0	1	1	9
11:15 AM	0	7	**9**	0	0	0	**6**	2	24
11:30 AM	0	12	6	0	0	0	3	1	22
11:45 AM	0	7	6	0	2	0	1	0	16
Day Total									
Percent									
ADT 1507									
AM Peak 15-min Vol									
PM Peak 15-min Vol									

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: CA 269 S of W Jayne Ave
QC JOB #: 16730513
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Fresno, CA
DATE: Sep 4 2024

Start Time	FHWA 1	FHWA 2	FHWA 3	FHWA 4	FHWA 5	FHWA 6-7	FHWA 8-10	FHWA 11-13	Total
12:00 PM	0	12	3	0	1	0	6	1	23
12:15 PM	0	6	7	0	0	0	**7**	0	20
12:30 PM	0	10	6	0	**2**	0	3	0	21
12:45 PM	0	7	6	0	2	0	4	1	20
01:00 PM	0	16	2	0	2	0	0	1	21
01:15 PM	0	16	4	0	1	0	3	0	24
01:30 PM	0	12	4	0	2	0	2	**3**	23
01:45 PM	0	10	1	0	1	**1**	1	0	14
02:00 PM	0	10	5	0	2	0	3	0	20
02:15 PM	0	7	4	0	1	0	2	0	14
02:30 PM	0	11	8	0	1	1	3	2	26
02:45 PM	0	8	6	0	0	0	2	0	16
03:00 PM	0	18	4	**1**	2	0	0	0	25
03:15 PM	0	15	4	0	1	0	1	0	21
03:30 PM	0	8	7	0	0	0	3	0	18
03:45 PM	0	11	3	1	2	0	6	1	24
04:00 PM	0	13	**9**	0	1	0	5	0	28
04:15 PM	0	20	3	0	2	0	4	0	29
04:30 PM	0	**22**	6	0	0	0	2	0	30
04:45 PM	0	19	8	0	1	0	3	1	**32**
05:00 PM	0	18	6	0	2	0	3	0	29
05:15 PM	0	20	1	0	1	0	5	0	27
05:30 PM	0	21	4	0	0	0	3	3	31
05:45 PM	0	19	5	0	2	0	2	2	30
Day Total									
Percent									
ADT 1507									
AM Peak 15-min Vol									
PM Peak 15-min Vol									

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

LOCATION: CA 269 S of W Jayne Ave
QC JOB #: 16730513
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Fresno, CA
DATE: Sep 4 2024

Start Time	FHWA 1	FHWA 2	FHWA 3	FHWA 4	FHWA 5	FHWA 6-7	FHWA 8-10	FHWA 11-13	Total
06:00 PM	0	13	6	0	0	0	1	0	20
06:15 PM	0	9	7	0	0	0	3	0	19
06:30 PM	0	12	4	0	0	0	2	0	18
06:45 PM	0	13	3	0	0	0	2	0	18
07:00 PM	0	4	3	0	1	0	3	0	11
07:15 PM	0	9	4	0	0	0	0	0	13
07:30 PM	0	11	0	0	0	0	0	0	11
07:45 PM	0	17	1	0	0	0	0	0	18
08:00 PM	0	5	0	0	0	0	2	0	7
08:15 PM	0	7	0	0	0	0	1	0	8
08:30 PM	0	10	0	0	0	0	1	0	11
08:45 PM	0	11	0	0	0	0	0	0	11
09:00 PM	0	12	0	0	0	0	2	0	14
09:15 PM	0	9	0	0	0	0	1	0	10
09:30 PM	0	9	0	0	0	0	0	0	9
09:45 PM	0	6	0	0	0	0	1	0	7
10:00 PM	0	2	0	0	1	0	0	0	3
10:15 PM	0	2	0	0	0	0	1	0	3
10:30 PM	0	5	0	0	0	0	0	0	5
10:45 PM	0	6	0	0	0	0	0	0	6
11:00 PM	0	5	0	0	0	0	0	0	5
11:15 PM	0	3	0	0	0	0	1	0	4
11:30 PM	0	1	0	0	1	0	1	0	3
11:45 PM	0	0	0	0	1	0	0	0	1
Day Total	0	983	244	2	68	4	175	31	1507
Percent	0%	65.2%	16.2%	0.1%	4.5%	0.3%	11.6%	2.1%	
ADT 1507									
AM Peak	12:00 AM	5:45 AM	11:15 AM	12:00 AM	5:30 AM	10:30 AM	11:15 AM	9:30 AM	5:45 AM
15-min Vol	0	44	9	0	3	1	6	2	48
PM Peak	12:00 PM	4:30 PM	4:00 PM	3:00 PM	12:30 PM	1:45 PM	12:15 PM	1:30 PM	4:45 PM
15-min Vol	0	22	9	1	2	1	7	3	32

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: CA 269 S of W Jayne Ave
SPECIFIC LOCATION:
CITY/STATE: Fresno, CA

QC JOB #: 16730513
DIRECTION: NB
DATE: Sep 4 2024

Start Time	FHWA 1	FHWA 2	FHWA 3	FHWA 4	FHWA 5	FHWA 6-7	FHWA 8-10	FHWA 11-13	Total
Grand Total	0	983	244	2	68	4	175	31	1507
Percent	0%	65.2%	16.2%	0.1%	4.5%	0.3%	11.6%	2.1%	

ADT
1507



Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Volume Data

LOCATION: CA 269 S of W Jayne Ave | **QC JOB #:** 16730513

SPECIFIC LOCATION: | **DIRECTION:** NB

CITY/STATE: Fresno, CA | **DATE:** Sep 4 2024 - Sep 4 2024

Start Time	Mon	Tue	Wed 4 Sep 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM			3			3			3	
12:15 AM			2			2			2	
12:30 AM			1			1			1	
12:45 AM			0			0			0	
01:00 AM			2			2			2	
01:15 AM			3			3			3	
01:30 AM			1			1			1	
01:45 AM			0			0			0	
02:00 AM			2			2			2	
02:15 AM			0			0			0	
02:30 AM			1			1			1	
02:45 AM			2			2			2	
03:00 AM			2			2			2	
03:15 AM			1			1			1	
03:30 AM			6			6			6	
03:45 AM			2			2			2	
04:00 AM			5			5			5	
04:15 AM			12			12			12	
04:30 AM			28			28			28	
04:45 AM			38			38			38	
05:00 AM			36			36			36	
05:15 AM			30			30			30	
05:30 AM			41			41			41	
05:45 AM			**48**			**48**			**48**	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Volume Data

LOCATION: CA 269 S of W Jayne Ave
QC JOB #: 16730513
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Fresno, CA
DATE: Sep 4 2024 - Sep 4 2024

Start Time	Mon	Tue	Wed 4 Sep 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM			23			23			23	
06:15 AM			36			36			36	
06:30 AM			38			38			38	
06:45 AM			23			23			23	
07:00 AM			24			24			24	
07:15 AM			22			22			22	
07:30 AM			18			18			18	
07:45 AM			23			23			23	
08:00 AM			11			11			11	
08:15 AM			14			14			14	
08:30 AM			13			13			13	
08:45 AM			15			15			15	
09:00 AM			13			13			13	
09:15 AM			15			15			15	
09:30 AM			16			16			16	
09:45 AM			12			12			12	
10:00 AM			14			14			14	
10:15 AM			11			11			11	
10:30 AM			15			15			15	
10:45 AM			13			13			13	
11:00 AM			9			9			9	
11:15 AM			24			24			24	
11:30 AM			22			22			22	
11:45 AM			16			16			16	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

TRUE DATA TO IMPROVE MOBILITY

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: CA 269 S of W Jayne Ave
QC JOB #: 16730513
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Fresno, CA
DATE: Sep 4 2024 - Sep 4 2024

Start Time	Mon	Tue	Wed 4 Sep 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM			23			23			23	
12:15 PM			20			20			20	
12:30 PM			21			21			21	
12:45 PM			20			20			20	
01:00 PM			21			21			21	
01:15 PM			24			24			24	
01:30 PM			23			23			23	
01:45 PM			14			14			14	
02:00 PM			20			20			20	
02:15 PM			14			14			14	
02:30 PM			26			26			26	
02:45 PM			16			16			16	
03:00 PM			25			25			25	
03:15 PM			21			21			21	
03:30 PM			18			18			18	
03:45 PM			24			24			24	
04:00 PM			28			28			28	
04:15 PM			29			29			29	
04:30 PM			30			30			30	
04:45 PM			**32**			**32**			**32**	
05:00 PM			29			29			29	
05:15 PM			27			27			27	
05:30 PM			31			31			31	
05:45 PM			30			30			30	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Volume Data

LOCATION: CA 269 S of W Jayne Ave
QC JOB #: 16730513
SPECIFIC LOCATION:
DIRECTION: NB
CITY/STATE: Fresno, CA
DATE: Sep 4 2024 - Sep 4 2024

Start Time	Mon	Tue	Wed 4 Sep 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM			20			20			20	
06:15 PM			19			19			19	
06:30 PM			18			18			18	
06:45 PM			18			18			18	
07:00 PM			11			11			11	
07:15 PM			13			13			13	
07:30 PM			11			11			11	
07:45 PM			18			18			18	
08:00 PM			7			7			7	
08:15 PM			8			8			8	
08:30 PM			11			11			11	
08:45 PM			11			11			11	
09:00 PM			14			14			14	
09:15 PM			10			10			10	
09:30 PM			9			9			9	
09:45 PM			7			7			7	
10:00 PM			3			3			3	
10:15 PM			3			3			3	
10:30 PM			5			5			5	
10:45 PM			6			6			6	
11:00 PM			5			5			5	
11:15 PM			4			4			4	
11:30 PM			3			3			3	
11:45 PM			1			1			1	
Day Total			1507			1507			1507	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak 15-min Vol			5:45 AM 48			5:45 AM 48			5:45 AM 48	
PM Peak 15-min Vol			4:45 PM 32			4:45 PM 32			4:45 PM 32	

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: CA 269 S of W Jayne Ave
QC JOB #: 16730513
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Fresno, CA
DATE: Sep 4 2024

Start Time	FHWA 1	FHWA 2	FHWA 3	FHWA 4	FHWA 5	FHWA 6-7	FHWA 8-10	FHWA 11-13	Total
12:00 AM	0	7	0	0	0	0	0	0	7
12:15 AM	0	4	0	0	0	0	0	0	4
12:30 AM	0	2	0	0	0	0	0	0	2
12:45 AM	0	5	0	0	0	0	1	0	6
01:00 AM	0	4	0	0	0	0	1	0	5
01:15 AM	0	4	0	0	0	0	0	0	4
01:30 AM	0	1	0	0	0	0	0	0	1
01:45 AM	0	0	0	0	0	0	0	0	0
02:00 AM	0	2	0	0	0	0	1	0	3
02:15 AM	0	1	0	0	0	0	0	0	1
02:30 AM	0	3	0	0	0	0	1	0	4
02:45 AM	0	2	0	0	0	0	1	0	3
03:00 AM	0	4	0	0	0	0	1	0	5
03:15 AM	0	1	0	0	1	0	0	0	2
03:30 AM	0	6	0	0	0	0	2	0	8
03:45 AM	0	3	0	0	0	0	2	0	5
04:00 AM	0	13	0	0	1	0	0	0	14
04:15 AM	0	18	0	0	0	0	2	0	20
04:30 AM	0	31	0	0	1	0	2	0	34
04:45 AM	0	45	0	0	3	0	5	0	53
05:00 AM	0	60	0	0	4	0	4	0	68
05:15 AM	0	61	0	0	3	0	5	0	69
05:30 AM	0	**73**	0	0	3	0	3	0	**79**
05:45 AM	0	62	0	0	1	0	4	0	67
Day Total									
Percent									
ADT 2963									
AM Peak 15-min Vol									
PM Peak 15-min Vol									

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: CA 269 S of W Jayne Ave
SPECIFIC LOCATION:
CITY/STATE: Fresno, CA

QC JOB #: 16730513
DIRECTION: NB, SB
DATE: Sep 4 2024

Start Time	FHWA 1	FHWA 2	FHWA 3	FHWA 4	FHWA 5	FHWA 6-7	FHWA 8-10	FHWA 11-13	Total
06:00 AM	0	38	1	0	1	0	4	0	44
06:15 AM	0	44	8	0	4	0	5	0	61
06:30 AM	0	38	5	0	2	1	3	**2**	51
06:45 AM	0	34	7	0	1	0	1	0	43
07:00 AM	0	26	15	0	2	0	1	1	45
07:15 AM	0	24	8	0	1	0	4	0	37
07:30 AM	0	19	8	0	4	0	4	0	35
07:45 AM	0	26	**17**	0	3	0	2	2	50
08:00 AM	0	7	8	0	1	0	4	0	20
08:15 AM	0	11	6	0	2	0	4	0	23
08:30 AM	0	7	7	0	3	1	8	1	27
08:45 AM	0	6	10	0	1	0	6	2	25
09:00 AM	0	10	4	0	2	0	5	0	21
09:15 AM	0	9	12	0	3	0	1	1	26
09:30 AM	0	10	6	0	2	0	8	2	28
09:45 AM	0	6	10	0	4	**2**	4	2	28
10:00 AM	0	11	2	0	2	0	4	2	21
10:15 AM	0	7	7	0	2	0	4	1	21
10:30 AM	0	11	7	0	1	1	**9**	1	30
10:45 AM	0	11	6	0	2	1	5	1	26
11:00 AM	0	14	7	0	1	1	2	1	26
11:15 AM	0	9	16	0	0	0	9	2	36
11:30 AM	**1**	13	9	0	4	0	9	2	38
11:45 AM	0	15	9	0	**5**	0	7	0	36
Day Total									
Percent									
ADT 2963									
AM Peak 15-min Vol									
PM Peak 15-min Vol									

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: CA 269 S of W Jayne Ave
SPECIFIC LOCATION:
CITY/STATE: Fresno, CA

QC JOB #: 16730513
DIRECTION: NB, SB
DATE: Sep 4 2024

Start Time	FHWA 1	FHWA 2	FHWA 3	FHWA 4	FHWA 5	FHWA 6-7	FHWA 8-10	FHWA 11-13	Total
12:00 PM	0	25	4	0	2	0	9	2	42
12:15 PM	0	17	11	0	1	0	11	1	41
12:30 PM	0	13	8	0	4	0	9	0	34
12:45 PM	0	11	16	0	4	0	9	2	42
01:00 PM	0	20	10	0	2	0	7	2	41
01:15 PM	0	24	10	0	2	0	8	0	44
01:30 PM	0	16	12	0	**5**	0	7	3	43
01:45 PM	0	25	5	0	2	**1**	2	1	36
02:00 PM	0	22	10	0	3	0	5	0	40
02:15 PM	0	30	11	0	3	0	6	0	50
02:30 PM	0	17	9	0	2	1	7	2	38
02:45 PM	0	26	14	0	2	0	**12**	0	54
03:00 PM	0	37	13	**1**	3	1	9	0	64
03:15 PM	0	30	12	0	1	0	6	1	50
03:30 PM	0	44	12	0	2	0	5	0	63
03:45 PM	0	**47**	12	1	4	0	9	1	**74**
04:00 PM	0	38	**19**	0	1	0	12	0	70
04:15 PM	0	37	11	0	3	0	8	0	59
04:30 PM	0	36	10	0	0	0	5	0	51
04:45 PM	0	39	15	0	1	0	4	1	60
05:00 PM	0	32	12	0	2	0	6	0	52
05:15 PM	0	29	8	0	2	0	9	1	49
05:30 PM	0	29	6	0	1	0	8	**4**	48
05:45 PM	0	32	9	0	3	0	5	2	51
Day Total									
Percent									
ADT 2963									
AM Peak 15-min Vol									
PM Peak 15-min Vol									

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: CA 269 S of W Jayne Ave
QC JOB #: 16730513
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Fresno, CA
DATE: Sep 4 2024

Start Time	FHWA 1	FHWA 2	FHWA 3	FHWA 4	FHWA 5	FHWA 6-7	FHWA 8-10	FHWA 11-13	Total
06:00 PM	0	19	7	0	0	0	2	0	28
06:15 PM	0	22	7	0	0	0	5	0	34
06:30 PM	0	24	8	0	0	0	3	0	35
06:45 PM	0	33	7	0	0	0	4	0	44
07:00 PM	0	15	5	0	1	0	4	0	25
07:15 PM	0	15	7	0	1	0	2	0	25
07:30 PM	0	20	4	0	1	0	4	0	29
07:45 PM	0	40	1	0	0	0	0	0	41
08:00 PM	0	15	0	0	0	0	6	0	21
08:15 PM	0	21	0	0	1	0	5	0	27
08:30 PM	0	19	0	0	0	0	4	0	23
08:45 PM	0	16	0	0	0	0	2	0	18
09:00 PM	0	16	0	0	0	0	3	0	19
09:15 PM	0	15	0	0	1	0	1	0	17
09:30 PM	0	14	0	0	0	0	0	0	14
09:45 PM	0	11	0	0	0	0	3	0	14
10:00 PM	0	17	0	0	1	0	3	0	21
10:15 PM	0	17	0	0	0	0	1	0	18
10:30 PM	0	12	0	0	0	0	3	0	15
10:45 PM	0	12	0	0	0	0	2	0	14
11:00 PM	0	8	0	0	0	0	0	0	8
11:15 PM	0	5	0	0	0	0	2	0	7
11:30 PM	0	2	0	0	1	0	2	0	5
11:45 PM	0	2	0	0	1	0	0	0	3
Day Total	1	1884	500	2	133	10	387	46	2963
Percent	0%	63.6%	16.9%	0.1%	4.5%	0.3%	13.1%	1.6%	
ADT 2963									
AM Peak	11:30 AM	5:30 AM	7:45 AM	12:00 AM	11:45 AM	9:45 AM	10:30 AM	6:30 AM	5:30 AM
15-min Vol	1	73	17	0	5	2	9	2	79
PM Peak	12:00 PM	3:45 PM	4:00 PM	3:00 PM	1:30 PM	1:45 PM	2:45 PM	5:30 PM	3:45 PM
15-min Vol	0	47	19	1	5	1	12	4	74

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: CA 269 S of W Jayne Ave
SPECIFIC LOCATION:
CITY/STATE: Fresno, CA

QC JOB #: 16730513
DIRECTION: NB, SB
DATE: Sep 4 2024

Start Time	FHWA 1	FHWA 2	FHWA 3	FHWA 4	FHWA 5	FHWA 6-7	FHWA 8-10	FHWA 11-13	Total
Grand Total	1	1884	500	2	133	10	387	46	2963
Percent	0%	63.6%	16.9%	0.1%	4.5%	0.3%	13.1%	1.6%	
ADT 2963									

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Volume Data

LOCATION: CA 269 S of W Jayne Ave | **QC JOB #:** 16730513

SPECIFIC LOCATION: | **DIRECTION:** NB, SB

CITY/STATE: Fresno, CA | **DATE:** Sep 4 2024 - Sep 4 2024

Start Time	Mon	Tue	Wed 4 Sep 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM			7			7			7	
12:15 AM			4			4			4	
12:30 AM			2			2			2	
12:45 AM			6			6			6	
01:00 AM			5			5			5	
01:15 AM			4			4			4	
01:30 AM			1			1			1	
01:45 AM			0			0			0	
02:00 AM			3			3			3	
02:15 AM			1			1			1	
02:30 AM			4			4			4	
02:45 AM			3			3			3	
03:00 AM			5			5			5	
03:15 AM			2			2			2	
03:30 AM			8			8			8	
03:45 AM			5			5			5	
04:00 AM			14			14			14	
04:15 AM			20			20			20	
04:30 AM			34			34			34	
04:45 AM			53			53			53	
05:00 AM			68			68			68	
05:15 AM			69			69			69	
05:30 AM			**79**			**79**			**79**	
05:45 AM			67			67			67	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Volume Data

LOCATION: CA 269 S of W Jayne Ave
QC JOB #: 16730513
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Fresno, CA
DATE: Sep 4 2024 - Sep 4 2024

Start Time	Mon	Tue	Wed 4 Sep 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM			44			44			44	
06:15 AM			61			61			61	
06:30 AM			51			51			51	
06:45 AM			43			43			43	
07:00 AM			45			45			45	
07:15 AM			37			37			37	
07:30 AM			35			35			35	
07:45 AM			50			50			50	
08:00 AM			20			20			20	
08:15 AM			23			23			23	
08:30 AM			27			27			27	
08:45 AM			25			25			25	
09:00 AM			21			21			21	
09:15 AM			26			26			26	
09:30 AM			28			28			28	
09:45 AM			28			28			28	
10:00 AM			21			21			21	
10:15 AM			21			21			21	
10:30 AM			30			30			30	
10:45 AM			26			26			26	
11:00 AM			26			26			26	
11:15 AM			36			36			36	
11:30 AM			38			38			38	
11:45 AM			36			36			36	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Volume Data

LOCATION: CA 269 S of W Jayne Ave
QC JOB #: 16730513
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Fresno, CA
DATE: Sep 4 2024 - Sep 4 2024

Start Time	Mon	Tue	Wed 4 Sep 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM			42			42			42	
12:15 PM			41			41			41	
12:30 PM			34			34			34	
12:45 PM			42			42			42	
01:00 PM			41			41			41	
01:15 PM			44			44			44	
01:30 PM			43			43			43	
01:45 PM			36			36			36	
02:00 PM			40			40			40	
02:15 PM			50			50			50	
02:30 PM			38			38			38	
02:45 PM			54			54			54	
03:00 PM			64			64			64	
03:15 PM			50			50			50	
03:30 PM			63			63			63	
03:45 PM			**74**			**74**			**74**	
04:00 PM			70			70			70	
04:15 PM			59			59			59	
04:30 PM			51			51			51	
04:45 PM			60			60			60	
05:00 PM			52			52			52	
05:15 PM			49			49			49	
05:30 PM			48			48			48	
05:45 PM			51			51			51	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Volume Data

LOCATION: CA 269 S of W Jayne Ave
QC JOB #: 16730513
SPECIFIC LOCATION:
DIRECTION: NB, SB
CITY/STATE: Fresno, CA
DATE: Sep 4 2024 - Sep 4 2024

Start Time	Mon	Tue	Wed 4 Sep 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM			28			28			28	
06:15 PM			34			34			34	
06:30 PM			35			35			35	
06:45 PM			44			44			44	
07:00 PM			25			25			25	
07:15 PM			25			25			25	
07:30 PM			29			29			29	
07:45 PM			41			41			41	
08:00 PM			21			21			21	
08:15 PM			27			27			27	
08:30 PM			23			23			23	
08:45 PM			18			18			18	
09:00 PM			19			19			19	
09:15 PM			17			17			17	
09:30 PM			14			14			14	
09:45 PM			14			14			14	
10:00 PM			21			21			21	
10:15 PM			18			18			18	
10:30 PM			15			15			15	
10:45 PM			14			14			14	
11:00 PM			8			8			8	
11:15 PM			7			7			7	
11:30 PM			5			5			5	
11:45 PM			3			3			3	
Day Total			2963			2963			2963	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak 15-min Vol			5:30 AM 79			5:30 AM 79			5:30 AM 79	
PM Peak 15-min Vol			3:45 PM 74			3:45 PM 74			3:45 PM 74	

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: CA 269 S of W Jayne Ave
QC JOB #: 16730513
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Fresno, CA
DATE: Sep 4 2024

Start Time	FHWA 1	FHWA 2	FHWA 3	FHWA 4	FHWA 5	FHWA 6-7	FHWA 8-10	FHWA 11-13	Total
12:00 AM	0	4	0	0	0	0	0	0	4
12:15 AM	0	2	0	0	0	0	0	0	2
12:30 AM	0	1	0	0	0	0	0	0	1
12:45 AM	0	5	0	0	0	0	1	0	6
01:00 AM	0	2	0	0	0	0	1	0	3
01:15 AM	0	1	0	0	0	0	0	0	1
01:30 AM	0	0	0	0	0	0	0	0	0
01:45 AM	0	0	0	0	0	0	0	0	0
02:00 AM	0	1	0	0	0	0	0	0	1
02:15 AM	0	1	0	0	0	0	0	0	1
02:30 AM	0	2	0	0	0	0	1	0	3
02:45 AM	0	0	0	0	0	0	1	0	1
03:00 AM	0	3	0	0	0	0	0	0	3
03:15 AM	0	0	0	0	1	0	0	0	1
03:30 AM	0	2	0	0	0	0	0	0	2
03:45 AM	0	2	0	0	0	0	1	0	3
04:00 AM	0	8	0	0	1	0	0	0	9
04:15 AM	0	8	0	0	0	0	0	0	8
04:30 AM	0	6	0	0	0	0	0	0	6
04:45 AM	0	13	0	0	2	0	0	0	15
05:00 AM	0	26	0	0	**4**	0	2	0	32
05:15 AM	0	35	0	0	2	0	2	0	**39**
05:30 AM	0	**36**	0	0	0	0	2	0	38
05:45 AM	0	18	0	0	1	0	0	0	19
Day Total									
Percent									
ADT 1456									
AM Peak 15-min Vol									
PM Peak 15-min Vol									

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: CA 269 S of W Jayne Ave
QC JOB #: 16730513
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Fresno, CA
DATE: Sep 4 2024

Start Time	FHWA 1	FHWA 2	FHWA 3	FHWA 4	FHWA 5	FHWA 6-7	FHWA 8-10	FHWA 11-13	Total
06:00 AM	0	16	1	0	1	0	3	0	21
06:15 AM	0	16	7	0	2	0	0	0	25
06:30 AM	0	8	1	0	0	1	2	1	13
06:45 AM	0	17	3	0	0	0	0	0	20
07:00 AM	0	12	9	0	0	0	0	0	21
07:15 AM	0	7	5	0	1	0	2	0	15
07:30 AM	0	8	6	0	1	0	2	0	17
07:45 AM	0	15	9	0	1	0	1	1	27
08:00 AM	0	5	1	0	0	0	3	0	9
08:15 AM	0	4	3	0	1	0	1	0	9
08:30 AM	0	2	3	0	3	1	5	0	14
08:45 AM	0	3	5	0	0	0	1	1	10
09:00 AM	0	3	2	0	0	0	3	0	8
09:15 AM	0	3	6	0	2	0	0	0	11
09:30 AM	0	6	3	0	0	0	3	0	12
09:45 AM	0	3	6	0	2	2	2	1	16
10:00 AM	0	2	1	0	0	0	3	1	7
10:15 AM	0	3	3	0	1	0	3	0	10
10:30 AM	0	5	3	0	1	0	5	1	15
10:45 AM	0	9	2	0	0	0	2	0	13
11:00 AM	0	11	3	0	1	1	1	0	17
11:15 AM	0	2	7	0	0	0	3	0	12
11:30 AM	1	1	3	0	4	0	6	1	16
11:45 AM	0	8	3	0	3	0	6	0	20
Day Total									
Percent									
ADT 1456									
AM Peak 15-min Vol									
PM Peak 15-min Vol									

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: CA 269 S of W Jayne Ave
QC JOB #: 16730513
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Fresno, CA
DATE: Sep 4 2024

Start Time	FHWA 1	FHWA 2	FHWA 3	FHWA 4	FHWA 5	FHWA 6-7	FHWA 8-10	FHWA 11-13	Total
12:00 PM	0	13	1	0	1	0	3	**1**	19
12:15 PM	0	11	4	0	1	0	4	1	21
12:30 PM	0	3	2	0	2	0	6	0	13
12:45 PM	0	4	**10**	0	2	0	5	1	22
01:00 PM	0	4	8	0	0	0	7	1	20
01:15 PM	0	8	6	0	1	0	5	0	20
01:30 PM	0	4	8	0	**3**	0	5	0	20
01:45 PM	0	15	4	0	1	0	1	1	22
02:00 PM	0	12	5	0	1	0	2	0	20
02:15 PM	0	23	7	0	2	0	4	0	36
02:30 PM	0	6	1	0	1	0	4	0	12
02:45 PM	0	18	8	0	2	0	**10**	0	38
03:00 PM	0	19	9	0	1	**1**	9	0	39
03:15 PM	0	15	8	0	0	0	5	1	29
03:30 PM	0	**36**	5	0	2	0	2	0	45
03:45 PM	0	36	9	0	2	0	3	0	**50**
04:00 PM	0	25	10	0	0	0	7	0	42
04:15 PM	0	17	8	0	1	0	4	0	30
04:30 PM	0	14	4	0	0	0	3	0	21
04:45 PM	0	20	7	0	0	0	1	0	28
05:00 PM	0	14	6	0	0	0	3	0	23
05:15 PM	0	9	7	0	1	0	4	1	22
05:30 PM	0	8	2	0	1	0	5	1	17
05:45 PM	0	13	4	0	1	0	3	0	21
Day Total									
Percent									
ADT 1456									
AM Peak 15-min Vol									
PM Peak 15-min Vol									

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: CA 269 S of W Jayne Ave
QC JOB #: 16730513
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Fresno, CA
DATE: Sep 4 2024

Start Time	FHWA 1	FHWA 2	FHWA 3	FHWA 4	FHWA 5	FHWA 6-7	FHWA 8-10	FHWA 11-13	Total
06:00 PM	0	6	1	0	0	0	1	0	8
06:15 PM	0	13	0	0	0	0	2	0	15
06:30 PM	0	12	4	0	0	0	1	0	17
06:45 PM	0	20	4	0	0	0	2	0	26
07:00 PM	0	11	2	0	0	0	1	0	14
07:15 PM	0	6	3	0	1	0	2	0	12
07:30 PM	0	9	4	0	1	0	4	0	18
07:45 PM	0	23	0	0	0	0	0	0	23
08:00 PM	0	10	0	0	0	0	4	0	14
08:15 PM	0	14	0	0	1	0	4	0	19
08:30 PM	0	9	0	0	0	0	3	0	12
08:45 PM	0	5	0	0	0	0	2	0	7
09:00 PM	0	4	0	0	0	0	1	0	5
09:15 PM	0	6	0	0	1	0	0	0	7
09:30 PM	0	5	0	0	0	0	0	0	5
09:45 PM	0	5	0	0	0	0	2	0	7
10:00 PM	0	15	0	0	0	0	3	0	18
10:15 PM	0	15	0	0	0	0	0	0	15
10:30 PM	0	7	0	0	0	0	3	0	10
10:45 PM	0	6	0	0	0	0	2	0	8
11:00 PM	0	3	0	0	0	0	0	0	3
11:15 PM	0	2	0	0	0	0	1	0	3
11:30 PM	0	1	0	0	0	0	1	0	2
11:45 PM	0	2	0	0	0	0	0	0	2
Day Total	1	901	256	0	65	6	212	15	1456
Percent	0.1%	61.9%	17.6%	0%	4.5%	0.4%	14.6%	1%	
ADT 1456									
AM Peak	11:30 AM	5:30 AM	7:00 AM	12:00 AM	5:00 AM	9:45 AM	11:30 AM	6:30 AM	5:15 AM
15-min Vol	1	36	9	0	4	2	6	1	39
PM Peak	12:00 PM	3:30 PM	12:45 PM	12:00 PM	1:30 PM	3:00 PM	2:45 PM	12:00 PM	3:45 PM
15-min Vol	0	36	10	0	3	1	10	1	50

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: CA 269 S of W Jayne Ave
SPECIFIC LOCATION:
CITY/STATE: Fresno, CA

QC JOB #: 16730513
DIRECTION: SB
DATE: Sep 4 2024

Start Time	FHWA 1	FHWA 2	FHWA 3	FHWA 4	FHWA 5	FHWA 6-7	FHWA 8-10	FHWA 11-13	Total
Grand Total	1	901	256	0	65	6	212	15	1456
Percent	0.1%	61.9%	17.6%	0%	4.5%	0.4%	14.6%	1%	

ADT
1456



Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Volume Data

LOCATION: CA 269 S of W Jayne Ave
QC JOB #: 16730513
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Fresno, CA
DATE: Sep 4 2024 - Sep 4 2024

Start Time	Mon	Tue	Wed 4 Sep 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM			4			4			4	
12:15 AM			2			2			2	
12:30 AM			1			1			1	
12:45 AM			6			6			6	
01:00 AM			3			3			3	
01:15 AM			1			1			1	
01:30 AM			0			0			0	
01:45 AM			0			0			0	
02:00 AM			1			1			1	
02:15 AM			1			1			1	
02:30 AM			3			3			3	
02:45 AM			1			1			1	
03:00 AM			3			3			3	
03:15 AM			1			1			1	
03:30 AM			2			2			2	
03:45 AM			3			3			3	
04:00 AM			9			9			9	
04:15 AM			8			8			8	
04:30 AM			6			6			6	
04:45 AM			15			15			15	
05:00 AM			32			32			32	
05:15 AM			**39**			**39**			**39**	
05:30 AM			38			38			38	
05:45 AM			19			19			19	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Volume Data

LOCATION: CA 269 S of W Jayne Ave
QC JOB #: 16730513
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Fresno, CA
DATE: Sep 4 2024 - Sep 4 2024

Start Time	Mon	Tue	Wed 4 Sep 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM			21			21			21	
06:15 AM			25			25			25	
06:30 AM			13			13			13	
06:45 AM			20			20			20	
07:00 AM			21			21			21	
07:15 AM			15			15			15	
07:30 AM			17			17			17	
07:45 AM			27			27			27	
08:00 AM			9			9			9	
08:15 AM			9			9			9	
08:30 AM			14			14			14	
08:45 AM			10			10			10	
09:00 AM			8			8			8	
09:15 AM			11			11			11	
09:30 AM			12			12			12	
09:45 AM			16			16			16	
10:00 AM			7			7			7	
10:15 AM			10			10			10	
10:30 AM			15			15			15	
10:45 AM			13			13			13	
11:00 AM			17			17			17	
11:15 AM			12			12			12	
11:30 AM			16			16			16	
11:45 AM			20			20			20	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Volume Data

LOCATION: CA 269 S of W Jayne Ave | **QC JOB #:** 16730513

SPECIFIC LOCATION: | **DIRECTION:** SB

CITY/STATE: Fresno, CA | **DATE:** Sep 4 2024 - Sep 4 2024

Start Time	Mon	Tue	Wed 4 Sep 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM			19			19			19	
12:15 PM			21			21			21	
12:30 PM			13			13			13	
12:45 PM			22			22			22	
01:00 PM			20			20			20	
01:15 PM			20			20			20	
01:30 PM			20			20			20	
01:45 PM			22			22			22	
02:00 PM			20			20			20	
02:15 PM			36			36			36	
02:30 PM			12			12			12	
02:45 PM			38			38			38	
03:00 PM			39			39			39	
03:15 PM			29			29			29	
03:30 PM			45			45			45	
03:45 PM			**50**			**50**			**50**	
04:00 PM			42			42			42	
04:15 PM			30			30			30	
04:30 PM			21			21			21	
04:45 PM			28			28			28	
05:00 PM			23			23			23	
05:15 PM			22			22			22	
05:30 PM			17			17			17	
05:45 PM			21			21			21	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Volume Data

LOCATION: CA 269 S of W Jayne Ave
QC JOB #: 16730513
SPECIFIC LOCATION:
DIRECTION: SB
CITY/STATE: Fresno, CA
DATE: Sep 4 2024 - Sep 4 2024

Start Time	Mon	Tue	Wed 4 Sep 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM			8			8			8	
06:15 PM			15			15			15	
06:30 PM			17			17			17	
06:45 PM			26			26			26	
07:00 PM			14			14			14	
07:15 PM			12			12			12	
07:30 PM			18			18			18	
07:45 PM			23			23			23	
08:00 PM			14			14			14	
08:15 PM			19			19			19	
08:30 PM			12			12			12	
08:45 PM			7			7			7	
09:00 PM			5			5			5	
09:15 PM			7			7			7	
09:30 PM			5			5			5	
09:45 PM			7			7			7	
10:00 PM			18			18			18	
10:15 PM			15			15			15	
10:30 PM			10			10			10	
10:45 PM			8			8			8	
11:00 PM			3			3			3	
11:15 PM			3			3			3	
11:30 PM			2			2			2	
11:45 PM			2			2			2	
Day Total			1456			1456			1456	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak 15-min Vol			5:15 AM 39			5:15 AM 39			5:15 AM 39	
PM Peak 15-min Vol			3:45 PM 50			3:45 PM 50			3:45 PM 50	

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Jayne Ave E of I-5 **QC JOB #:** 16730514
SPECIFIC LOCATION: **DIRECTION:** EB
CITY/STATE: Fresno, CA **DATE:** Sep 4 2024

Start Time	FHWA 1	FHWA 2	FHWA 3	FHWA 4	FHWA 5	FHWA 6-7	FHWA 8-10	FHWA 11-13	Total
12:00 AM	0	1	0	0	0	0	1	0	2
12:15 AM	0	1	0	0	0	0	1	0	2
12:30 AM	0	2	0	0	0	0	0	0	2
12:45 AM	0	3	0	0	0	0	1	0	4
01:00 AM	0	0	0	0	0	0	0	0	0
01:15 AM	0	1	0	0	0	0	2	0	3
01:30 AM	0	4	0	0	0	0	1	0	5
01:45 AM	0	0	0	0	0	0	0	0	0
02:00 AM	0	3	0	0	0	0	0	0	3
02:15 AM	0	13	0	0	0	0	1	0	14
02:30 AM	0	6	0	0	1	0	0	0	7
02:45 AM	0	4	0	0	0	0	1	0	5
03:00 AM	0	1	0	0	0	0	0	0	1
03:15 AM	0	1	0	0	0	0	2	0	3
03:30 AM	0	1	0	0	2	0	1	0	4
03:45 AM	0	4	0	0	1	0	0	0	5
04:00 AM	0	4	0	0	0	0	1	0	5
04:15 AM	0	6	0	0	1	0	0	0	7
04:30 AM	0	11	0	0	0	0	0	0	11
04:45 AM	0	10	0	0	1	0	0	0	11
05:00 AM	0	12	0	0	0	0	1	0	13
05:15 AM	0	22	0	0	1	0	1	0	24
05:30 AM	0	23	0	0	2	0	1	0	26
05:45 AM	0	25	0	0	1	0	1	0	27
Day Total									
Percent									
ADT 1889									
AM Peak 15-min Vol									
PM Peak 15-min Vol									

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Jayne Ave E of I-5 **QC JOB #:** 16730514
SPECIFIC LOCATION: **DIRECTION:** EB
CITY/STATE: Fresno, CA **DATE:** Sep 4 2024

Start Time	FHWA 1	FHWA 2	FHWA 3	FHWA 4	FHWA 5	FHWA 6-7	FHWA 8-10	FHWA 11-13	Total
06:00 AM	0	19	4	1	1	0	**4**	0	29
06:15 AM	0	7	**10**	0	0	0	1	2	20
06:30 AM	0	6	3	**6**	2	0	1	2	20
06:45 AM	0	13	5	0	0	0	0	0	18
07:00 AM	0	21	6	0	2	0	1	0	30
07:15 AM	0	19	0	0	0	**2**	1	0	22
07:30 AM	0	19	3	0	3	1	0	1	27
07:45 AM	0	10	5	1	0	1	0	4	21
08:00 AM	0	13	3	1	3	1	1	2	24
08:15 AM	0	17	4	1	0	0	0	3	25
08:30 AM	0	10	4	0	1	0	0	1	16
08:45 AM	0	10	8	0	1	0	1	1	21
09:00 AM	**1**	7	5	1	0	1	0	**5**	20
09:15 AM	0	9	2	0	0	1	0	2	14
09:30 AM	0	4	2	0	2	0	2	2	12
09:45 AM	0	9	1	0	0	0	0	4	14
10:00 AM	0	7	2	0	3	0	1	2	15
10:15 AM	0	13	5	1	1	1	0	1	22
10:30 AM	0	7	8	0	0	0	1	2	18
10:45 AM	0	10	4	0	0	0	0	0	14
11:00 AM	0	7	9	0	3	0	1	1	21
11:15 AM	0	24	6	1	0	0	1	4	**36**
11:30 AM	0	9	10	0	2	0	2	0	23
11:45 AM	0	17	5	0	**8**	0	0	2	32
Day Total									
Percent									
ADT									
1889									
AM Peak 15-min Vol									
PM Peak 15-min Vol									

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Jayne Ave E of I-5 | **QC JOB #:** 16730514
SPECIFIC LOCATION: | **DIRECTION:** EB
CITY/STATE: Fresno, CA | **DATE:** Sep 4 2024

Start Time	FHWA 1	FHWA 2	FHWA 3	FHWA 4	FHWA 5	FHWA 6-7	FHWA 8-10	FHWA 11-13	Total
12:00 PM	0	15	4	0	2	1	2	0	24
12:15 PM	0	11	10	0	2	**2**	0	0	25
12:30 PM	0	14	2	0	3	1	2	1	23
12:45 PM	0	16	**12**	0	3	0	0	0	31
01:00 PM	0	12	5	0	0	1	2	0	20
01:15 PM	0	12	5	0	**7**	2	2	2	30
01:30 PM	0	9	2	1	1	0	1	0	14
01:45 PM	**1**	25	10	2	0	0	0	2	40
02:00 PM	1	28	11	1	1	1	1	0	44
02:15 PM	0	32	5	0	1	0	1	**3**	42
02:30 PM	0	30	7	0	0	0	0	0	37
02:45 PM	1	22	5	0	3	1	**3**	0	35
03:00 PM	0	24	9	0	4	0	0	2	39
03:15 PM	0	20	7	1	1	1	1	1	32
03:30 PM	0	30	11	**4**	1	0	1	0	47
03:45 PM	0	23	10	3	0	0	1	0	37
04:00 PM	0	38	9	0	5	1	0	0	53
04:15 PM	0	36	6	0	0	1	3	0	46
04:30 PM	0	**40**	10	0	2	0	2	0	**54**
04:45 PM	0	28	5	0	0	0	0	0	33
05:00 PM	0	32	4	0	1	0	1	0	38
05:15 PM	0	24	11	0	6	0	0	0	41
05:30 PM	0	21	4	0	1	0	0	1	27
05:45 PM	0	12	3	1	0	0	1	2	19
Day Total									
Percent									
ADT 1889									
AM Peak 15-min Vol									
PM Peak 15-min Vol									

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Jayne Ave E of I-5 | **QC JOB #:** 16730514
SPECIFIC LOCATION: | **DIRECTION:** EB
CITY/STATE: Fresno, CA | **DATE:** Sep 4 2024

Start Time	FHWA 1	FHWA 2	FHWA 3	FHWA 4	FHWA 5	FHWA 6-7	FHWA 8-10	FHWA 11-13	Total
06:00 PM	0	28	4	0	2	0	1	2	37
06:15 PM	0	14	3	0	1	2	2	0	22
06:30 PM	0	20	4	1	0	0	0	1	26
06:45 PM	0	16	1	0	1	0	0	0	18
07:00 PM	0	14	4	0	0	1	0	1	20
07:15 PM	0	11	3	0	0	0	0	1	15
07:30 PM	0	5	0	0	1	0	0	0	6
07:45 PM	0	10	0	0	1	0	0	0	11
08:00 PM	0	10	0	0	0	0	0	0	10
08:15 PM	0	12	0	0	0	0	2	0	14
08:30 PM	0	7	0	0	1	0	0	0	8
08:45 PM	0	4	0	0	0	0	1	0	5
09:00 PM	0	11	0	0	2	0	1	0	14
09:15 PM	0	9	0	0	0	0	2	0	11
09:30 PM	0	11	0	0	0	0	1	0	12
09:45 PM	0	35	0	0	0	0	0	0	35
10:00 PM	0	32	0	0	0	0	1	0	33
10:15 PM	0	8	0	0	0	0	0	0	8
10:30 PM	0	12	0	0	0	0	1	0	13
10:45 PM	0	6	0	0	1	0	1	0	8
11:00 PM	0	12	0	0	0	0	0	0	12
11:15 PM	0	13	0	0	0	0	1	0	14
11:30 PM	0	5	0	0	0	0	0	0	5
11:45 PM	0	0	0	0	1	0	2	0	3
Day Total	4	1304	300	27	97	23	74	60	1889
Percent	0.2%	69%	15.9%	1.4%	5.1%	1.2%	3.9%	3.2%	
ADT 1889									
AM Peak	9:00 AM	5:45 AM	6:15 AM	6:30 AM	11:45 AM	7:15 AM	6:00 AM	9:00 AM	11:15 AM
15-min Vol	1	25	10	6	8	2	4	5	36
PM Peak	1:45 PM	4:30 PM	12:45 PM	3:30 PM	1:15 PM	12:15 PM	2:45 PM	2:15 PM	4:30 PM
15-min Vol	1	40	12	4	7	2	3	3	54

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: W Jayne Ave E of I-5
SPECIFIC LOCATION:
CITY/STATE: Fresno, CA

QC JOB #: 16730514
DIRECTION: EB
DATE: Sep 4 2024

Start Time	FHWA 1	FHWA 2	FHWA 3	FHWA 4	FHWA 5	FHWA 6-7	FHWA 8-10	FHWA 11-13	Total
Grand Total	4	1304	300	27	97	23	74	60	1889
Percent	0.2%	69%	15.9%	1.4%	5.1%	1.2%	3.9%	3.2%	
ADT 1889									

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Volume Data

LOCATION: W Jayne Ave E of I-5 **QC JOB #:** 16730514

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Fresno, CA **DATE:** Sep 4 2024 - Sep 4 2024

Start Time	Mon	Tue	Wed 4 Sep 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM			2			2			2	
12:15 AM			2			2			2	
12:30 AM			2			2			2	
12:45 AM			4			4			4	
01:00 AM			0			0			0	
01:15 AM			3			3			3	
01:30 AM			5			5			5	
01:45 AM			0			0			0	
02:00 AM			3			3			3	
02:15 AM			14			14			14	
02:30 AM			7			7			7	
02:45 AM			5			5			5	
03:00 AM			1			1			1	
03:15 AM			3			3			3	
03:30 AM			4			4			4	
03:45 AM			5			5			5	
04:00 AM			5			5			5	
04:15 AM			7			7			7	
04:30 AM			11			11			11	
04:45 AM			11			11			11	
05:00 AM			13			13			13	
05:15 AM			24			24			24	
05:30 AM			26			26			26	
05:45 AM			27			27			27	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Volume Data

LOCATION: W Jayne Ave E of I-5 **QC JOB #:** 16730514

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Fresno, CA **DATE:** Sep 4 2024 - Sep 4 2024

Start Time	Mon	Tue	Wed 4 Sep 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM			29			29			29	
06:15 AM			20			20			20	
06:30 AM			20			20			20	
06:45 AM			18			18			18	
07:00 AM			30			30			30	
07:15 AM			22			22			22	
07:30 AM			27			27			27	
07:45 AM			21			21			21	
08:00 AM			24			24			24	
08:15 AM			25			25			25	
08:30 AM			16			16			16	
08:45 AM			21			21			21	
09:00 AM			20			20			20	
09:15 AM			14			14			14	
09:30 AM			12			12			12	
09:45 AM			14			14			14	
10:00 AM			15			15			15	
10:15 AM			22			22			22	
10:30 AM			18			18			18	
10:45 AM			14			14			14	
11:00 AM			21			21			21	
11:15 AM			**36**			**36**			**36**	
11:30 AM			23			23			23	
11:45 AM			32			32			32	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Volume Data

LOCATION: W Jayne Ave E of I-5 **QC JOB #:** 16730514

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Fresno, CA **DATE:** Sep 4 2024 - Sep 4 2024

Start Time	Mon	Tue	Wed 4 Sep 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM			24			24			24	
12:15 PM			25			25			25	
12:30 PM			23			23			23	
12:45 PM			31			31			31	
01:00 PM			20			20			20	
01:15 PM			30			30			30	
01:30 PM			14			14			14	
01:45 PM			40			40			40	
02:00 PM			44			44			44	
02:15 PM			42			42			42	
02:30 PM			37			37			37	
02:45 PM			35			35			35	
03:00 PM			39			39			39	
03:15 PM			32			32			32	
03:30 PM			47			47			47	
03:45 PM			37			37			37	
04:00 PM			53			53			53	
04:15 PM			46			46			46	
04:30 PM			**54**			**54**			**54**	
04:45 PM			33			33			33	
05:00 PM			38			38			38	
05:15 PM			41			41			41	
05:30 PM			27			27			27	
05:45 PM			19			19			19	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

TRUE DATA TO IMPROVE MOBILITY

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: W Jayne Ave E of I-5 **QC JOB #:** 16730514

SPECIFIC LOCATION: **DIRECTION:** EB

CITY/STATE: Fresno, CA **DATE:** Sep 4 2024 - Sep 4 2024

Start Time	Mon	Tue	Wed 4 Sep 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM			37			37			37	
06:15 PM			22			22			22	
06:30 PM			26			26			26	
06:45 PM			18			18			18	
07:00 PM			20			20			20	
07:15 PM			15			15			15	
07:30 PM			6			6			6	
07:45 PM			11			11			11	
08:00 PM			10			10			10	
08:15 PM			14			14			14	
08:30 PM			8			8			8	
08:45 PM			5			5			5	
09:00 PM			14			14			14	
09:15 PM			11			11			11	
09:30 PM			12			12			12	
09:45 PM			35			35			35	
10:00 PM			33			33			33	
10:15 PM			8			8			8	
10:30 PM			13			13			13	
10:45 PM			8			8			8	
11:00 PM			12			12			12	
11:15 PM			14			14			14	
11:30 PM			5			5			5	
11:45 PM			3			3			3	
Day Total			1889			1889			1889	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak 15-min Vol			11:15 AM 36			11:15 AM 36			11:15 AM 36	
PM Peak 15-min Vol			4:30 PM 54			4:30 PM 54			4:30 PM 54	

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Jayne Ave E of I-5 | **QC JOB #:** 16730514
SPECIFIC LOCATION: | **DIRECTION:** EB, WB
CITY/STATE: Fresno, CA | **DATE:** Sep 4 2024

Start Time	FHWA 1	FHWA 2	FHWA 3	FHWA 4	FHWA 5	FHWA 6-7	FHWA 8-10	FHWA 11-13	Total
12:00 AM	0	5	0	0	0	0	1	0	6
12:15 AM	0	2	0	0	0	0	1	0	3
12:30 AM	0	8	0	0	0	0	0	0	8
12:45 AM	0	3	0	0	0	0	1	0	4
01:00 AM	0	1	0	0	0	0	0	0	1
01:15 AM	0	1	0	0	0	0	2	0	3
01:30 AM	0	6	0	0	0	0	1	0	7
01:45 AM	0	2	0	0	0	0	0	0	2
02:00 AM	0	3	0	0	0	0	1	0	4
02:15 AM	0	14	0	0	0	0	1	0	15
02:30 AM	0	6	0	0	1	0	1	0	8
02:45 AM	0	5	0	0	0	0	1	0	6
03:00 AM	0	3	0	0	0	0	0	0	3
03:15 AM	0	5	0	0	0	0	2	0	7
03:30 AM	0	2	0	0	2	0	1	0	5
03:45 AM	0	7	0	0	1	0	1	0	9
04:00 AM	0	12	0	0	0	0	1	0	13
04:15 AM	0	15	0	0	1	0	3	0	19
04:30 AM	0	23	0	0	0	0	0	0	23
04:45 AM	0	28	0	0	1	0	0	0	29
05:00 AM	0	32	0	0	0	0	1	0	33
05:15 AM	0	43	0	0	3	0	2	0	48
05:30 AM	0	60	0	0	5	0	2	2	69
05:45 AM	0	**67**	0	0	2	0	1	0	70
Day Total									
Percent									
ADT									
3649									
AM Peak 15-min Vol									
PM Peak 15-min Vol									

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Jayne Ave E of I-5 | **QC JOB #:** 16730514
SPECIFIC LOCATION: | **DIRECTION:** EB, WB
CITY/STATE: Fresno, CA | **DATE:** Sep 4 2024

Start Time	FHWA 1	FHWA 2	FHWA 3	FHWA 4	FHWA 5	FHWA 6-7	FHWA 8-10	FHWA 11-13	Total
06:00 AM	0	53	4	1	9	0	4	0	71
06:15 AM	0	43	**20**	0	**14**	0	2	2	81
06:30 AM	0	66	12	**7**	12	1	2	3	**103**
06:45 AM	0	46	9	0	4	1	2	2	64
07:00 AM	**1**	44	12	6	4	0	2	1	70
07:15 AM	0	36	9	1	1	**2**	1	2	52
07:30 AM	0	53	10	0	4	2	2	3	74
07:45 AM	0	52	14	1	3	2	2	6	80
08:00 AM	0	31	9	1	3	1	1	2	48
08:15 AM	0	26	5	1	2	1	3	4	42
08:30 AM	0	21	10	1	4	0	0	1	37
08:45 AM	0	20	14	0	1	0	2	4	41
09:00 AM	1	22	12	2	3	1	1	**8**	50
09:15 AM	0	18	7	0	2	1	1	5	34
09:30 AM	0	9	8	0	2	0	**7**	5	31
09:45 AM	0	18	4	0	2	2	2	5	33
10:00 AM	0	14	7	0	4	0	1	4	30
10:15 AM	0	29	10	1	4	1	2	1	48
10:30 AM	0	14	13	0	0	0	3	5	35
10:45 AM	0	20	7	1	2	0	3	1	34
11:00 AM	0	9	15	0	4	0	4	2	34
11:15 AM	0	34	14	1	3	0	5	5	62
11:30 AM	0	20	14	0	5	1	3	1	44
11:45 AM	0	20	10	1	10	0	1	4	46
Day Total									
Percent									
ADT 3649									
AM Peak 15-min Vol									
PM Peak 15-min Vol									

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Jayne Ave E of I-5 | **QC JOB #:** 16730514
SPECIFIC LOCATION: | **DIRECTION:** EB, WB
CITY/STATE: Fresno, CA | **DATE:** Sep 4 2024

Start Time	FHWA 1	FHWA 2	FHWA 3	FHWA 4	FHWA 5	FHWA 6-7	FHWA 8-10	FHWA 11-13	Total
12:00 PM	0	25	8	0	4	1	**7**	1	46
12:15 PM	0	17	**20**	1	4	**4**	2	0	48
12:30 PM	0	26	7	0	4	1	5	1	44
12:45 PM	0	27	19	0	4	1	0	0	51
01:00 PM	0	27	11	0	1	1	5	0	45
01:15 PM	0	23	13	0	**9**	2	4	4	55
01:30 PM	0	24	11	1	3	0	2	0	41
01:45 PM	**1**	35	12	3	1	0	1	4	57
02:00 PM	1	43	16	1	2	1	2	3	69
02:15 PM	0	49	10	0	4	1	3	**5**	72
02:30 PM	0	50	17	1	0	0	0	0	68
02:45 PM	1	31	19	2	5	1	3	1	63
03:00 PM	0	38	15	0	4	0	3	2	62
03:15 PM	0	39	12	1	2	2	1	1	58
03:30 PM	0	40	19	**4**	2	2	3	0	70
03:45 PM	0	41	15	3	0	0	2	1	62
04:00 PM	0	49	18	4	6	1	2	1	81
04:15 PM	0	50	12	3	2	1	6	2	76
04:30 PM	0	**57**	19	0	3	0	5	1	**85**
04:45 PM	0	45	11	0	0	0	0	1	57
05:00 PM	0	54	7	0	3	0	1	2	67
05:15 PM	0	41	16	2	6	0	1	1	67
05:30 PM	0	33	9	0	3	0	0	1	46
05:45 PM	0	21	9	1	1	0	1	2	35
Day Total									
Percent									
ADT									
3649									
AM Peak 15-min Vol									
PM Peak 15-min Vol									

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Jayne Ave E of I-5 | **QC JOB #:** 16730514
SPECIFIC LOCATION: | **DIRECTION:** EB, WB
CITY/STATE: Fresno, CA | **DATE:** Sep 4 2024

Start Time	FHWA 1	FHWA 2	FHWA 3	FHWA 4	FHWA 5	FHWA 6-7	FHWA 8-10	FHWA 11-13	Total
06:00 PM	0	43	7	0	2	0	2	3	57
06:15 PM	0	22	10	0	2	2	2	0	38
06:30 PM	0	29	8	1	1	0	0	2	41
06:45 PM	0	21	2	0	2	0	0	1	26
07:00 PM	0	23	8	0	2	1	1	1	36
07:15 PM	0	15	6	1	0	0	0	2	24
07:30 PM	0	14	2	0	1	0	0	0	17
07:45 PM	0	22	0	0	1	0	4	0	27
08:00 PM	0	18	0	0	1	0	0	0	19
08:15 PM	0	20	0	0	0	0	2	0	22
08:30 PM	0	14	0	0	2	0	0	0	16
08:45 PM	0	12	0	0	1	0	1	0	14
09:00 PM	0	16	0	0	2	0	1	0	19
09:15 PM	0	19	0	0	0	0	3	0	22
09:30 PM	0	19	0	0	0	0	1	0	20
09:45 PM	0	41	0	0	0	0	1	0	42
10:00 PM	0	39	0	0	1	0	1	0	41
10:15 PM	0	17	0	0	0	0	0	0	17
10:30 PM	0	24	0	0	1	0	1	0	26
10:45 PM	0	11	0	0	1	0	1	0	13
11:00 PM	0	17	0	0	0	0	0	0	17
11:15 PM	0	14	0	0	0	0	1	0	15
11:30 PM	0	7	0	0	0	0	0	0	7
11:45 PM	0	5	0	0	2	0	2	0	9
Day Total	5	2438	617	54	213	38	163	121	3649
Percent	0.1%	66.8%	16.9%	1.5%	5.8%	1%	4.5%	3.3%	
ADT 3649									
AM Peak	7:00 AM	5:45 AM	6:15 AM	6:30 AM	6:15 AM	7:15 AM	9:30 AM	9:00 AM	6:30 AM
15-min Vol	1	67	20	7	14	2	7	8	103
PM Peak	1:45 PM	4:30 PM	12:15 PM	3:30 PM	1:15 PM	12:15 PM	12:00 PM	2:15 PM	4:30 PM
15-min Vol	1	57	20	4	9	4	7	5	85

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: W Jayne Ave E of I-5
SPECIFIC LOCATION:
CITY/STATE: Fresno, CA

QC JOB #: 16730514
DIRECTION: EB, WB
DATE: Sep 4 2024

Start Time	FHWA 1	FHWA 2	FHWA 3	FHWA 4	FHWA 5	FHWA 6-7	FHWA 8-10	FHWA 11-13	Total
Grand Total	5	2438	617	54	213	38	163	121	3649
Percent	0.1%	66.8%	16.9%	1.5%	5.8%	1%	4.5%	3.3%	

ADT
3649



Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Volume Data

LOCATION: W Jayne Ave E of I-5 **QC JOB #:** 16730514

SPECIFIC LOCATION: **DIRECTION:** EB, WB

CITY/STATE: Fresno, CA **DATE:** Sep 4 2024 - Sep 4 2024

Start Time	Mon	Tue	Wed 4 Sep 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM			6			6			6	
12:15 AM			3			3			3	
12:30 AM			8			8			8	
12:45 AM			4			4			4	
01:00 AM			1			1			1	
01:15 AM			3			3			3	
01:30 AM			7			7			7	
01:45 AM			2			2			2	
02:00 AM			4			4			4	
02:15 AM			15			15			15	
02:30 AM			8			8			8	
02:45 AM			6			6			6	
03:00 AM			3			3			3	
03:15 AM			7			7			7	
03:30 AM			5			5			5	
03:45 AM			9			9			9	
04:00 AM			13			13			13	
04:15 AM			19			19			19	
04:30 AM			23			23			23	
04:45 AM			29			29			29	
05:00 AM			33			33			33	
05:15 AM			48			48			48	
05:30 AM			69			69			69	
05:45 AM			70			70			70	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Volume Data

LOCATION: W Jayne Ave E of I-5 **QC JOB #:** 16730514

SPECIFIC LOCATION: **DIRECTION:** EB, WB

CITY/STATE: Fresno, CA **DATE:** Sep 4 2024 - Sep 4 2024

Start Time	Mon	Tue	Wed 4 Sep 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 AM			71			71			71	
06:15 AM			81			81			81	
06:30 AM			**103**			**103**			**103**	
06:45 AM			64			64			64	
07:00 AM			70			70			70	
07:15 AM			52			52			52	
07:30 AM			74			74			74	
07:45 AM			80			80			80	
08:00 AM			48			48			48	
08:15 AM			42			42			42	
08:30 AM			37			37			37	
08:45 AM			41			41			41	
09:00 AM			50			50			50	
09:15 AM			34			34			34	
09:30 AM			31			31			31	
09:45 AM			33			33			33	
10:00 AM			30			30			30	
10:15 AM			48			48			48	
10:30 AM			35			35			35	
10:45 AM			34			34			34	
11:00 AM			34			34			34	
11:15 AM			62			62			62	
11:30 AM			44			44			44	
11:45 AM			46			46			46	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Volume Data

LOCATION: W Jayne Ave E of I-5 **QC JOB #:** 16730514

SPECIFIC LOCATION: **DIRECTION:** EB, WB

CITY/STATE: Fresno, CA **DATE:** Sep 4 2024 - Sep 4 2024

Start Time	Mon	Tue	Wed 4 Sep 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM			46			46			46	
12:15 PM			48			48			48	
12:30 PM			44			44			44	
12:45 PM			51			51			51	
01:00 PM			45			45			45	
01:15 PM			55			55			55	
01:30 PM			41			41			41	
01:45 PM			57			57			57	
02:00 PM			69			69			69	
02:15 PM			72			72			72	
02:30 PM			68			68			68	
02:45 PM			63			63			63	
03:00 PM			62			62			62	
03:15 PM			58			58			58	
03:30 PM			70			70			70	
03:45 PM			62			62			62	
04:00 PM			81			81			81	
04:15 PM			76			76			76	
04:30 PM			**85**			**85**			**85**	
04:45 PM			57			57			57	
05:00 PM			67			67			67	
05:15 PM			67			67			67	
05:30 PM			46			46			46	
05:45 PM			35			35			35	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Volume Data

LOCATION: W Jayne Ave E of I-5 **QC JOB #:** 16730514

SPECIFIC LOCATION: **DIRECTION:** EB, WB

CITY/STATE: Fresno, CA **DATE:** Sep 4 2024 - Sep 4 2024

Start Time	Mon	Tue	Wed 4 Sep 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM			57			57			57	
06:15 PM			38			38			38	
06:30 PM			41			41			41	
06:45 PM			26			26			26	
07:00 PM			36			36			36	
07:15 PM			24			24			24	
07:30 PM			17			17			17	
07:45 PM			27			27			27	
08:00 PM			19			19			19	
08:15 PM			22			22			22	
08:30 PM			16			16			16	
08:45 PM			14			14			14	
09:00 PM			19			19			19	
09:15 PM			22			22			22	
09:30 PM			20			20			20	
09:45 PM			42			42			42	
10:00 PM			41			41			41	
10:15 PM			17			17			17	
10:30 PM			26			26			26	
10:45 PM			13			13			13	
11:00 PM			17			17			17	
11:15 PM			15			15			15	
11:30 PM			7			7			7	
11:45 PM			9			9			9	
Day Total			3649			3649			3649	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak 15-min Vol			6:30 AM 103			6:30 AM 103			6:30 AM 103	
PM Peak 15-min Vol			4:30 PM 85			4:30 PM 85			4:30 PM 85	

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Jayne Ave E of I-5 | **QC JOB #:** 16730514
SPECIFIC LOCATION: | **DIRECTION:** WB
CITY/STATE: Fresno, CA | **DATE:** Sep 4 2024

Start Time	FHWA 1	FHWA 2	FHWA 3	FHWA 4	FHWA 5	FHWA 6-7	FHWA 8-10	FHWA 11-13	Total
12:00 AM	0	4	0	0	0	0	0	0	4
12:15 AM	0	1	0	0	0	0	0	0	1
12:30 AM	0	6	0	0	0	0	0	0	6
12:45 AM	0	0	0	0	0	0	0	0	0
01:00 AM	0	1	0	0	0	0	0	0	1
01:15 AM	0	0	0	0	0	0	0	0	0
01:30 AM	0	2	0	0	0	0	0	0	2
01:45 AM	0	2	0	0	0	0	0	0	2
02:00 AM	0	0	0	0	0	0	1	0	1
02:15 AM	0	1	0	0	0	0	0	0	1
02:30 AM	0	0	0	0	0	0	1	0	1
02:45 AM	0	1	0	0	0	0	0	0	1
03:00 AM	0	2	0	0	0	0	0	0	2
03:15 AM	0	4	0	0	0	0	0	0	4
03:30 AM	0	1	0	0	0	0	0	0	1
03:45 AM	0	3	0	0	0	0	1	0	4
04:00 AM	0	8	0	0	0	0	0	0	8
04:15 AM	0	9	0	0	0	0	3	0	12
04:30 AM	0	12	0	0	0	0	0	0	12
04:45 AM	0	18	0	0	0	0	0	0	18
05:00 AM	0	20	0	0	0	0	0	0	20
05:15 AM	0	21	0	0	2	0	1	0	24
05:30 AM	0	37	0	0	3	0	1	2	43
05:45 AM	0	42	0	0	1	0	0	0	43
Day Total									
Percent									
ADT 1760									
AM Peak 15-min Vol									
PM Peak 15-min Vol									

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Jayne Ave E of I-5 **QC JOB #:** 16730514
SPECIFIC LOCATION: **DIRECTION:** WB
CITY/STATE: Fresno, CA **DATE:** Sep 4 2024

Start Time	FHWA 1	FHWA 2	FHWA 3	FHWA 4	FHWA 5	FHWA 6-7	FHWA 8-10	FHWA 11-13	Total
06:00 AM	0	34	0	0	8	0	0	0	42
06:15 AM	0	36	**10**	0	**14**	0	1	0	61
06:30 AM	0	**60**	9	1	10	1	1	1	**83**
06:45 AM	0	33	4	0	4	1	2	2	46
07:00 AM	**1**	23	6	**6**	2	0	1	1	40
07:15 AM	0	17	9	1	1	0	0	2	30
07:30 AM	0	34	7	0	1	1	2	2	47
07:45 AM	0	42	9	0	3	1	2	2	59
08:00 AM	0	18	6	0	0	0	0	0	24
08:15 AM	0	9	1	0	2	1	3	1	17
08:30 AM	0	11	6	1	3	0	0	0	21
08:45 AM	0	10	6	0	0	0	1	**3**	20
09:00 AM	0	15	7	1	3	0	1	3	30
09:15 AM	0	9	5	0	2	0	1	3	20
09:30 AM	0	5	6	0	0	0	**5**	3	19
09:45 AM	0	9	3	0	2	**2**	2	1	19
10:00 AM	0	7	5	0	1	0	0	2	15
10:15 AM	0	16	5	0	3	0	2	0	26
10:30 AM	0	7	5	0	0	0	2	3	17
10:45 AM	0	10	3	1	2	0	3	1	20
11:00 AM	0	2	6	0	1	0	3	1	13
11:15 AM	0	10	8	0	3	0	4	1	26
11:30 AM	0	11	4	0	3	1	1	1	21
11:45 AM	0	3	5	1	2	0	1	2	14
Day Total									
Percent									
ADT 1760									
AM Peak 15-min Vol									
PM Peak 15-min Vol									

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Jayne Ave E of I-5 | **QC JOB #:** 16730514
SPECIFIC LOCATION: | **DIRECTION:** WB
CITY/STATE: Fresno, CA | **DATE:** Sep 4 2024

Start Time	FHWA 1	FHWA 2	FHWA 3	FHWA 4	FHWA 5	FHWA 6-7	FHWA 8-10	FHWA 11-13	Total
12:00 PM	0	10	4	0	2	0	**5**	1	22
12:15 PM	0	6	10	1	2	**2**	2	0	23
12:30 PM	0	12	5	0	1	0	3	0	21
12:45 PM	0	11	7	0	1	1	0	0	20
01:00 PM	0	15	6	0	1	0	3	0	25
01:15 PM	0	11	8	0	2	0	2	2	25
01:30 PM	0	15	9	0	2	0	1	0	27
01:45 PM	0	10	2	1	1	0	1	2	17
02:00 PM	0	15	5	0	1	0	1	**3**	25
02:15 PM	0	17	5	0	**3**	1	2	2	30
02:30 PM	0	20	10	1	0	0	0	0	**31**
02:45 PM	0	9	**14**	2	2	0	0	1	28
03:00 PM	0	14	6	0	0	0	3	0	23
03:15 PM	0	19	5	0	1	1	0	0	26
03:30 PM	0	10	8	0	1	2	2	0	23
03:45 PM	0	18	5	0	0	0	1	1	25
04:00 PM	0	11	9	**4**	1	0	2	1	28
04:15 PM	0	14	6	3	2	0	3	2	30
04:30 PM	0	17	9	0	1	0	3	1	31
04:45 PM	0	17	6	0	0	0	0	1	24
05:00 PM	0	**22**	3	0	2	0	0	2	29
05:15 PM	0	17	5	2	0	0	1	1	26
05:30 PM	0	12	5	0	2	0	0	0	19
05:45 PM	0	9	6	0	1	0	0	0	16
Day Total									
Percent									
ADT 1760									
AM Peak 15-min Vol									
PM Peak 15-min Vol									

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

LOCATION: W Jayne Ave E of I-5 | **QC JOB #:** 16730514
SPECIFIC LOCATION: | **DIRECTION:** WB
CITY/STATE: Fresno, CA | **DATE:** Sep 4 2024

Start Time	FHWA 1	FHWA 2	FHWA 3	FHWA 4	FHWA 5	FHWA 6-7	FHWA 8-10	FHWA 11-13	Total
06:00 PM	0	15	3	0	0	0	1	1	20
06:15 PM	0	8	7	0	1	0	0	0	16
06:30 PM	0	9	4	0	1	0	0	1	15
06:45 PM	0	5	1	0	1	0	0	1	8
07:00 PM	0	9	4	0	2	0	1	0	16
07:15 PM	0	4	3	1	0	0	0	1	9
07:30 PM	0	9	2	0	0	0	0	0	11
07:45 PM	0	12	0	0	0	0	4	0	16
08:00 PM	0	8	0	0	1	0	0	0	9
08:15 PM	0	8	0	0	0	0	0	0	8
08:30 PM	0	7	0	0	1	0	0	0	8
08:45 PM	0	8	0	0	1	0	0	0	9
09:00 PM	0	5	0	0	0	0	0	0	5
09:15 PM	0	10	0	0	0	0	1	0	11
09:30 PM	0	8	0	0	0	0	0	0	8
09:45 PM	0	6	0	0	0	0	1	0	7
10:00 PM	0	7	0	0	1	0	0	0	8
10:15 PM	0	9	0	0	0	0	0	0	9
10:30 PM	0	12	0	0	1	0	0	0	13
10:45 PM	0	5	0	0	0	0	0	0	5
11:00 PM	0	5	0	0	0	0	0	0	5
11:15 PM	0	1	0	0	0	0	0	0	1
11:30 PM	0	2	0	0	0	0	0	0	2
11:45 PM	0	5	0	0	1	0	0	0	6
Day Total	1	1134	317	27	116	15	89	61	1760
Percent	0.1%	64.4%	18%	1.5%	6.6%	0.9%	5.1%	3.5%	
ADT 1760									
AM Peak	7:00 AM	6:30 AM	6:15 AM	7:00 AM	6:15 AM	9:45 AM	9:30 AM	8:45 AM	6:30 AM
15-min Vol	1	60	10	6	14	2	5	3	83
PM Peak	12:00 PM	5:00 PM	2:45 PM	4:00 PM	2:15 PM	12:15 PM	12:00 PM	2:00 PM	2:30 PM
15-min Vol	0	22	14	4	3	2	5	3	31

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Vehicle Classification Data

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: W Jayne Ave E of I-5
SPECIFIC LOCATION:
CITY/STATE: Fresno, CA

QC JOB #: 16730514
DIRECTION: WB
DATE: Sep 4 2024

Start Time	FHWA 1	FHWA 2	FHWA 3	FHWA 4	FHWA 5	FHWA 6-7	FHWA 8-10	FHWA 11-13	Total
Grand Total	1	1134	317	27	116	15	89	61	1760
Percent	0.1%	64.4%	18%	1.5%	6.6%	0.9%	5.1%	3.5%	
ADT 1760									

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Volume Data

LOCATION: W Jayne Ave E of I-5 **QC JOB #:** 16730514

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Fresno, CA **DATE:** Sep 4 2024 - Sep 4 2024

Start Time	Mon	Tue	Wed 4 Sep 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 AM			4			4			4	
12:15 AM			1			1			1	
12:30 AM			6			6			6	
12:45 AM			0			0			0	
01:00 AM			1			1			1	
01:15 AM			0			0			0	
01:30 AM			2			2			2	
01:45 AM			2			2			2	
02:00 AM			1			1			1	
02:15 AM			1			1			1	
02:30 AM			1			1			1	
02:45 AM			1			1			1	
03:00 AM			2			2			2	
03:15 AM			4			4			4	
03:30 AM			1			1			1	
03:45 AM			4			4			4	
04:00 AM			8			8			8	
04:15 AM			12			12			12	
04:30 AM			12			12			12	
04:45 AM			18			18			18	
05:00 AM			20			20			20	
05:15 AM			24			24			24	
05:30 AM			43			43			43	
05:45 AM			43			43			43	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Volume Data

LOCATION: W Jayne Ave E of I-5 **QC JOB #:** 16730514

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Fresno, CA **DATE:** Sep 4 2024 - Sep 4 2024

Start Time	Mon	Tue	Wed	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
			4 Sep 24							
06:00 AM			42			42			42	
06:15 AM			61			61			61	
06:30 AM			**83**			**83**			**83**	
06:45 AM			46			46			46	
07:00 AM			40			40			40	
07:15 AM			30			30			30	
07:30 AM			47			47			47	
07:45 AM			59			59			59	
08:00 AM			24			24			24	
08:15 AM			17			17			17	
08:30 AM			21			21			21	
08:45 AM			20			20			20	
09:00 AM			30			30			30	
09:15 AM			20			20			20	
09:30 AM			19			19			19	
09:45 AM			19			19			19	
10:00 AM			15			15			15	
10:15 AM			26			26			26	
10:30 AM			17			17			17	
10:45 AM			20			20			20	
11:00 AM			13			13			13	
11:15 AM			26			26			26	
11:30 AM			21			21			21	
11:45 AM			14			14			14	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

Type of report: Tube Count - Volume Data

LOCATION: W Jayne Ave E of I-5 **QC JOB #:** 16730514

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Fresno, CA **DATE:** Sep 4 2024 - Sep 4 2024

Start Time	Mon	Tue	Wed 4 Sep 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
12:00 PM			22			22			22	
12:15 PM			23			23			23	
12:30 PM			21			21			21	
12:45 PM			20			20			20	
01:00 PM			25			25			25	
01:15 PM			25			25			25	
01:30 PM			27			27			27	
01:45 PM			17			17			17	
02:00 PM			25			25			25	
02:15 PM			30			30			30	
02:30 PM			**31**			**31**			**31**	
02:45 PM			28			28			28	
03:00 PM			23			23			23	
03:15 PM			26			26			26	
03:30 PM			23			23			23	
03:45 PM			25			25			25	
04:00 PM			28			28			28	
04:15 PM			30			30			30	
04:30 PM			31			31			31	
04:45 PM			24			24			24	
05:00 PM			29			29			29	
05:15 PM			26			26			26	
05:30 PM			19			19			19	
05:45 PM			16			16			16	
Day Total										
% Weekday Average										
% Week Average										
AM Peak 15-min Vol										
PM Peak 15-min Vol										

Comments:

TRUE DATA TO IMPROVE MOBILITY

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

Type of report: Tube Count - Volume Data

LOCATION: W Jayne Ave E of I-5 **QC JOB #:** 16730514

SPECIFIC LOCATION: **DIRECTION:** WB

CITY/STATE: Fresno, CA **DATE:** Sep 4 2024 - Sep 4 2024

Start Time	Mon	Tue	Wed 4 Sep 24	Thu	Fri	Average Weekday 15-min Traffic	Sat	Sun	Average Week 15-min Traffic	Average Week Profile
06:00 PM			20			20			20	
06:15 PM			16			16			16	
06:30 PM			15			15			15	
06:45 PM			8			8			8	
07:00 PM			16			16			16	
07:15 PM			9			9			9	
07:30 PM			11			11			11	
07:45 PM			16			16			16	
08:00 PM			9			9			9	
08:15 PM			8			8			8	
08:30 PM			8			8			8	
08:45 PM			9			9			9	
09:00 PM			5			5			5	
09:15 PM			11			11			11	
09:30 PM			8			8			8	
09:45 PM			7			7			7	
10:00 PM			8			8			8	
10:15 PM			9			9			9	
10:30 PM			13			13			13	
10:45 PM			5			5			5	
11:00 PM			5			5			5	
11:15 PM			1			1			1	
11:30 PM			2			2			2	
11:45 PM			6			6			6	
Day Total			1760			1760			1760	
% Weekday Average			100%							
% Week Average			100%			100%				
AM Peak 15-min Vol			6:30 AM 83			6:30 AM 83			6:30 AM 83	
PM Peak 15-min Vol			2:30 PM 31			2:30 PM 31			2:30 PM 31	

Comments:

Report generated on 9/9/2024 11:59 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

TRUE DATA TO IMPROVE MOBILITY

APPENDIX B: ROADWAY SEGMENT CAPACITY ANALYSIS WORKSHEETS

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Fresno County	Time Analyzed	Morning Peak Hour
Project Description	W. Jayne Avenue (West of SR-269) - Eastbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	87	Opposing Demand Flow Rate, veh/h	294
Peak Hour Factor	0.82	Total Trucks, %	22.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.40141	Speed Power Coefficient (p)	0.51648
PF Slope Coefficient (m)	-1.22842	PF Power Coefficient (p)	0.80677
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	60.0

Vehicle Results			
Average Speed, mi/h	60.0	Percent Followers, %	15.7
Segment Travel Time, minutes	1.00	Adj. Follower Density, followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	18	0.00	0.2	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Fresno County	Time Analyzed	Morning Peak Hour
Project Description	W. Jayne Avenue (East of I-5) - Westbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	294	Opposing Demand Flow Rate, veh/h	87
Peak Hour Factor	0.82	Total Trucks, %	18.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.17

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.32016	Speed Power Coefficient (p)	0.58051
PF Slope Coefficient (m)	-1.17367	PF Power Coefficient (p)	0.82407
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	1.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.3

Vehicle Results			
Average Speed, mi/h	58.3	Percent Followers, %	34.8
Segment Travel Time, minutes	1.03	Adj. Follower Density, followers/mi/ln	1.8
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	60	0.03	1.8	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Fresno County	Time Analyzed	Afternoon Peak Hour
Project Description	W. Jayne Avenue (West of SR-269) - Eastbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	240	Opposing Demand Flow Rate, veh/h	107
Peak Hour Factor	0.86	Total Trucks, %	9.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.14

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.33091	Speed Power Coefficient (p)	0.57118
PF Slope Coefficient (m)	-1.18275	PF Power Coefficient (p)	0.82017
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	1.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.6

Vehicle Results			
Average Speed, mi/h	58.6	Percent Followers, %	30.7
Segment Travel Time, minutes	1.02	Adj. Follower Density, followers/mi/ln	1.3
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	52	0.02	1.3	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Fresno County	Time Analyzed	Afternoon Peak Hour
Project Description	W. Jayne Avenue (West of SR-269) - Westbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	107	Opposing Demand Flow Rate, veh/h	240
Peak Hour Factor	0.86	Total Trucks, %	22.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.38413	Speed Power Coefficient (p)	0.52885
PF Slope Coefficient (m)	-1.21790	PF Power Coefficient (p)	0.81038
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	59.7

Vehicle Results			
Average Speed, mi/h	59.7	Percent Followers, %	18.0
Segment Travel Time, minutes	1.01	Adj. Follower Density, followers/mi/ln	0.3
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	23	0.00	0.3	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Fresno County	Time Analyzed	Morning Peak Hour
Project Description	W. Jayne Avenue (East of SR-269) - Eastbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	77	Opposing Demand Flow Rate, veh/h	241
Peak Hour Factor	0.82	Total Trucks, %	18.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.38478	Speed Power Coefficient (p)	0.52838
PF Slope Coefficient (m)	-1.21874	PF Power Coefficient (p)	0.80964
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	60.0

Vehicle Results			
Average Speed, mi/h	60.0	Percent Followers, %	14.2
Segment Travel Time, minutes	1.00	Adj. Follower Density, followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	16	0.00	0.2	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Fresno County	Time Analyzed	Morning Peak Hour
Project Description	W. Jayne Avenue (East of SR-269) - Westbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	241	Opposing Demand Flow Rate, veh/h	77
Peak Hour Factor	0.82	Total Trucks, %	20.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.14

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.31456	Speed Power Coefficient (p)	0.58546
PF Slope Coefficient (m)	-1.16916	PF Power Coefficient (p)	0.82571
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	1.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.6

Vehicle Results			
Average Speed, mi/h	58.6	Percent Followers, %	30.3
Segment Travel Time, minutes	1.02	Adj. Follower Density, followers/mi/ln	1.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	50	0.02	1.2	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Fresno County	Time Analyzed	Afternoon Peak Hour
Project Description	W. Jayne Avenue (East of SR-269) - Eastbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	159	Opposing Demand Flow Rate, veh/h	73
Peak Hour Factor	0.86	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.09

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.31242	Speed Power Coefficient (p)	0.58738
PF Slope Coefficient (m)	-1.16877	PF Power Coefficient (p)	0.82439
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	59.2

Vehicle Results			
Average Speed, mi/h	59.2	Percent Followers, %	22.7
Segment Travel Time, minutes	1.01	Adj. Follower Density, followers/mi/ln	0.6
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	34	0.01	0.6	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Fresno County	Time Analyzed	Afternoon Peak Hour
Project Description	W. Jayne Avenue (East of SR-269) - Westbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	73	Opposing Demand Flow Rate, veh/h	159
Peak Hour Factor	0.86	Total Trucks, %	18.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.35453	Speed Power Coefficient (p)	0.55161
PF Slope Coefficient (m)	-1.19875	PF Power Coefficient (p)	0.81618
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	60.0

Vehicle Results			
Average Speed, mi/h	60.0	Percent Followers, %	13.2
Segment Travel Time, minutes	1.00	Adj. Follower Density, followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	16	0.00	0.2	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Fresno County	Time Analyzed	Morning Peak Hour
Project Description	SR-269 (North of W. Jayne Avenue) - Northbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	135	Opposing Demand Flow Rate, veh/h	232
Peak Hour Factor	0.82	Total Trucks, %	23.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.38149	Speed Power Coefficient (p)	0.53080
PF Slope Coefficient (m)	-1.21612	PF Power Coefficient (p)	0.81109
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	59.3

Vehicle Results			
Average Speed, mi/h	59.3	Percent Followers, %	21.4
Segment Travel Time, minutes	1.01	Adj. Follower Density, followers/mi/ln	0.5
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	28	0.01	0.5	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Fresno County	Time Analyzed	Morning Peak Hour
Project Description	SR-269 (North of W. Jayne Avenue) - Southbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	232	Opposing Demand Flow Rate, veh/h	135
Peak Hour Factor	0.82	Total Trucks, %	13.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.14

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.34430	Speed Power Coefficient (p)	0.55993
PF Slope Coefficient (m)	-1.19208	PF Power Coefficient (p)	0.81771
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	1.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.6

Vehicle Results			
Average Speed, mi/h	58.6	Percent Followers, %	30.3
Segment Travel Time, minutes	1.02	Adj. Follower Density, followers/mi/ln	1.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	48	0.02	1.2	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Fresno County	Time Analyzed	Afternoon Peak Hour
Project Description	SR-269 (North of W. Jayne Avenue) - Northbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	250	Opposing Demand Flow Rate, veh/h	192
Peak Hour Factor	0.86	Total Trucks, %	13.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.15

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.36728	Speed Power Coefficient (p)	0.54157
PF Slope Coefficient (m)	-1.20797	PF Power Coefficient (p)	0.81263
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	1.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.4

Vehicle Results			
Average Speed, mi/h	58.4	Percent Followers, %	32.4
Segment Travel Time, minutes	1.03	Adj. Follower Density, followers/mi/ln	1.4
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	54	0.02	1.4	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Fresno County	Time Analyzed	Afternoon Peak Hour
Project Description	SR-269 (North of W. Jayne Avenue) - Southbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	192	Opposing Demand Flow Rate, veh/h	250
Peak Hour Factor	0.86	Total Trucks, %	18.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.11

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.38760	Speed Power Coefficient (p)	0.52632
PF Slope Coefficient (m)	-1.22051	PF Power Coefficient (p)	0.80904
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.8

Vehicle Results			
Average Speed, mi/h	58.8	Percent Followers, %	27.5
Segment Travel Time, minutes	1.02	Adj. Follower Density, followers/mi/ln	0.9
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	41	0.01	0.9	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Fresno County	Time Analyzed	Morning Peak Hour
Project Description	SR-269 (South of W. Jayne Avenue) - Northbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	98	Opposing Demand Flow Rate, veh/h	151
Peak Hour Factor	0.82	Total Trucks, %	15.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.35117	Speed Power Coefficient (p)	0.55432
PF Slope Coefficient (m)	-1.19673	PF Power Coefficient (p)	0.81647
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	60.0

Vehicle Results			
Average Speed, mi/h	60.0	Percent Followers, %	16.4
Segment Travel Time, minutes	1.00	Adj. Follower Density, followers/mi/ln	0.3
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	20	0.00	0.3	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Fresno County	Time Analyzed	Morning Peak Hour
Project Description	SR-269 (South of W. Jayne Avenue) - Southbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	151	Opposing Demand Flow Rate, veh/h	98
Peak Hour Factor	0.82	Total Trucks, %	10.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.09

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.32609	Speed Power Coefficient (p)	0.57533
PF Slope Coefficient (m)	-1.17903	PF Power Coefficient (p)	0.82145
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	59.2

Vehicle Results			
Average Speed, mi/h	59.2	Percent Followers, %	22.1
Segment Travel Time, minutes	1.01	Adj. Follower Density, followers/mi/ln	0.6
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	31	0.01	0.6	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Fresno County	Time Analyzed	Afternoon Peak Hour
Project Description	SR-269 (South of W. Jayne Avenue) - Northbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	143	Opposing Demand Flow Rate, veh/h	131
Peak Hour Factor	0.86	Total Trucks, %	14.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.34252	Speed Power Coefficient (p)	0.56141
PF Slope Coefficient (m)	-1.19070	PF Power Coefficient (p)	0.81827
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	59.3

Vehicle Results			
Average Speed, mi/h	59.3	Percent Followers, %	21.5
Segment Travel Time, minutes	1.01	Adj. Follower Density, followers/mi/ln	0.5
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	31	0.01	0.5	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Fresno County	Time Analyzed	Morning Peak Hour
Project Description	SR-269 (South of W. Jayne Avenue) - Southbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	131	Opposing Demand Flow Rate, veh/h	143
Peak Hour Factor	0.86	Total Trucks, %	15.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.34767	Speed Power Coefficient (p)	0.55717
PF Slope Coefficient (m)	-1.19426	PF Power Coefficient (p)	0.81726
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	59.4

Vehicle Results			
Average Speed, mi/h	59.4	Percent Followers, %	20.3
Segment Travel Time, minutes	1.01	Adj. Follower Density, followers/mi/ln	0.5
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	28	0.01	0.5	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction	Fresno County	Time Analyzed	Cumulative + Project - Morning Peak Hour
Project Description	W. Jayne Avenue (West of SR-269) - Eastbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	144	Opposing Demand Flow Rate, veh/h	388
Peak Hour Factor	0.82	Total Trucks, %	21.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.42783	Speed Power Coefficient (p)	0.49885
PF Slope Coefficient (m)	-1.24326	PF Power Coefficient (p)	0.80124
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	59.1

Vehicle Results			
Average Speed, mi/h	59.1	Percent Followers, %	23.1
Segment Travel Time, minutes	1.02	Adj. Follower Density, followers/mi/ln	0.6
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	30	0.01	0.6	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction	Fresno County	Time Analyzed	Cumulative + Project - Morning Peak Hour
Project Description	W. Jayne Avenue (East of I-5) - Westbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	388	Opposing Demand Flow Rate, veh/h	144
Peak Hour Factor	0.82	Total Trucks, %	16.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.23

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.34805	Speed Power Coefficient (p)	0.55686
PF Slope Coefficient (m)	-1.19442	PF Power Coefficient (p)	0.81733
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	2.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	57.8

Vehicle Results			
Average Speed, mi/h	57.8	Percent Followers, %	42.3
Segment Travel Time, minutes	1.04	Adj. Follower Density, followers/mi/ln	2.8
Vehicle LOS	B		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	80	0.05	2.8	B

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction	Fresno County	Time Analyzed	Cumulative + Project - Afternoon Peak Hour
Project Description	W. Jayne Avenue (West of SR-269) - Eastbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	329	Opposing Demand Flow Rate, veh/h	164
Peak Hour Factor	0.86	Total Trucks, %	10.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.19

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.35643	Speed Power Coefficient (p)	0.55009
PF Slope Coefficient (m)	-1.20094	PF Power Coefficient (p)	0.81455
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	2.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.1

Vehicle Results			
Average Speed, mi/h	58.1	Percent Followers, %	38.5
Segment Travel Time, minutes	1.03	Adj. Follower Density, followers/mi/ln	2.2
Vehicle LOS	B		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	71	0.04	2.2	B

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction	Fresno County	Time Analyzed	Cumulative + Project - Afternoon Peak Hour
Project Description	W. Jayne Avenue (West of SR-269) - Westbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	164	Opposing Demand Flow Rate, veh/h	328
Peak Hour Factor	0.86	Total Trucks, %	21.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.10

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.41141	Speed Power Coefficient (p)	0.50962
PF Slope Coefficient (m)	-1.23430	PF Power Coefficient (p)	0.80456
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.9

Vehicle Results			
Average Speed, mi/h	58.9	Percent Followers, %	25.0
Segment Travel Time, minutes	1.02	Adj. Follower Density, followers/mi/ln	0.7
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	35	0.01	0.7	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction	Fresno County	Time Analyzed	Cumulative + Project - Morning Peak Hour
Project Description	W. Jayne Avenue (East of SR-269) - Eastbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	134	Opposing Demand Flow Rate, veh/h	318
Peak Hour Factor	0.82	Total Trucks, %	16.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.40864	Speed Power Coefficient (p)	0.51150
PF Slope Coefficient (m)	-1.23328	PF Power Coefficient (p)	0.80438
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	59.2

Vehicle Results			
Average Speed, mi/h	59.2	Percent Followers, %	21.7
Segment Travel Time, minutes	1.01	Adj. Follower Density, followers/mi/ln	0.5
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	28	0.01	0.5	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction	Fresno County	Time Analyzed	Cumulative + Project - Morning Peak Hour
Project Description	W. Jayne Avenue (East of SR-269) - Westbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	318	Opposing Demand Flow Rate, veh/h	134
Peak Hour Factor	0.82	Total Trucks, %	18.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.19

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.34376	Speed Power Coefficient (p)	0.56038
PF Slope Coefficient (m)	-1.19115	PF Power Coefficient (p)	0.81860
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	2.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.1

Vehicle Results			
Average Speed, mi/h	58.1	Percent Followers, %	37.3
Segment Travel Time, minutes	1.03	Adj. Follower Density, followers/mi/ln	2.0
Vehicle LOS	B		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	65	0.03	2.0	B

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction	Fresno County	Time Analyzed	Cumulative + Project - Afternoon Peak Hour
Project Description	W. Jayne Avenue (East of SR-269) - Eastbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	233	Opposing Demand Flow Rate, veh/h	129
Peak Hour Factor	0.86	Total Trucks, %	9.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.14

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.34147	Speed Power Coefficient (p)	0.56228
PF Slope Coefficient (m)	-1.19048	PF Power Coefficient (p)	0.81775
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	1.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.6

Vehicle Results			
Average Speed, mi/h	58.6	Percent Followers, %	30.3
Segment Travel Time, minutes	1.02	Adj. Follower Density, followers/mi/ln	1.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	50	0.02	1.2	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Fresno County	Time Analyzed	Cumulative + Project Afternoon Peak Hour
Project Description	W. Jayne Avenue (East of SR-269) - Westbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	129	Opposing Demand Flow Rate, veh/h	233
Peak Hour Factor	0.86	Total Trucks, %	16.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.38178	Speed Power Coefficient (p)	0.53059
PF Slope Coefficient (m)	-1.21707	PF Power Coefficient (p)	0.80997
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	59.3

Vehicle Results			
Average Speed, mi/h	59.3	Percent Followers, %	20.7
Segment Travel Time, minutes	1.01	Adj. Follower Density, followers/mi/ln	0.5
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	28	0.01	0.5	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction	Fresno County	Time Analyzed	Cumulative + Project - Morning Peak Hour
Project Description	SR-269 (North of W. Jayne Avenue) - Northbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	180	Opposing Demand Flow Rate, veh/h	291
Peak Hour Factor	0.82	Total Trucks, %	24.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.11

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.40067	Speed Power Coefficient (p)	0.51699
PF Slope Coefficient (m)	-1.22776	PF Power Coefficient (p)	0.80722
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.8

Vehicle Results			
Average Speed, mi/h	58.8	Percent Followers, %	26.5
Segment Travel Time, minutes	1.02	Adj. Follower Density, followers/mi/ln	0.8
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	37	0.01	0.8	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction	Fresno County	Time Analyzed	Cumulative + Project - Morning Peak Hour
Project Description	SR-269 (North of W. Jayne Avenue) - Southbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	291	Opposing Demand Flow Rate, veh/h	180
Peak Hour Factor	0.82	Total Trucks, %	14.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.17

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.36296	Speed Power Coefficient (p)	0.54493
PF Slope Coefficient (m)	-1.20496	PF Power Coefficient (p)	0.81372
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	1.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.2

Vehicle Results			
Average Speed, mi/h	58.2	Percent Followers, %	35.7
Segment Travel Time, minutes	1.03	Adj. Follower Density, followers/mi/ln	1.8
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	60	0.03	1.8	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction	Fresno County	Time Analyzed	Cumulative + Project - Afternoon Peak Hour
Project Description	SR-269 (North of W. Jayne Avenue) - Northbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	306	Opposing Demand Flow Rate, veh/h	235
Peak Hour Factor	0.86	Total Trucks, %	14.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.18

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.38257	Speed Power Coefficient (p)	0.53001
PF Slope Coefficient (m)	-1.21779	PF Power Coefficient (p)	0.80950
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	2.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.1

Vehicle Results			
Average Speed, mi/h	58.1	Percent Followers, %	37.3
Segment Travel Time, minutes	1.03	Adj. Follower Density, followers/mi/ln	2.0
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	66	0.04	2.0	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction	Fresno County	Time Analyzed	Cumulative + Project - Afternoon Peak Hour
Project Description	SR-269 (North of W. Jayne Avenue) - Southbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	235	Opposing Demand Flow Rate, veh/h	306
Peak Hour Factor	0.86	Total Trucks, %	19.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.14

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.40497	Speed Power Coefficient (p)	0.51401
PF Slope Coefficient (m)	-1.23084	PF Power Coefficient (p)	0.80558
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	1.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.4

Vehicle Results			
Average Speed, mi/h	58.4	Percent Followers, %	31.8
Segment Travel Time, minutes	1.03	Adj. Follower Density, followers/mi/ln	1.3
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	51	0.02	1.3	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction	Fresno County	Time Analyzed	Cumulative + Project - Morning Peak Hour
Project Description	SR-269 (South of W. Jayne Avenue) - Northbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	134	Opposing Demand Flow Rate, veh/h	185
Peak Hour Factor	0.82	Total Trucks, %	17.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.36483	Speed Power Coefficient (p)	0.54347
PF Slope Coefficient (m)	-1.20589	PF Power Coefficient (p)	0.81377
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	59.3

Vehicle Results			
Average Speed, mi/h	59.3	Percent Followers, %	21.0
Segment Travel Time, minutes	1.01	Adj. Follower Density, followers/mi/ln	0.5
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	28	0.01	0.5	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction	Fresno County	Time Analyzed	Cumulative + Project - Morning Peak Hour
Project Description	SR-269 (South of W. Jayne Avenue) - Southbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	185	Opposing Demand Flow Rate, veh/h	134
Peak Hour Factor	0.82	Total Trucks, %	13.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.11

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.34376	Speed Power Coefficient (p)	0.56038
PF Slope Coefficient (m)	-1.19169	PF Power Coefficient (p)	0.81784
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.9

Vehicle Results			
Average Speed, mi/h	58.9	Percent Followers, %	25.9
Segment Travel Time, minutes	1.02	Adj. Follower Density, followers/mi/ln	0.8
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	38	0.01	0.8	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction	Fresno County	Time Analyzed	Cumulative + Project - Afternoon Peak Hour
Project Description	SR-269 (South of W. Jayne Avenue) - Northbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	177	Opposing Demand Flow Rate, veh/h	166
Peak Hour Factor	0.86	Total Trucks, %	16.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.10

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.35737	Speed Power Coefficient (p)	0.54935
PF Slope Coefficient (m)	-1.20093	PF Power Coefficient (p)	0.81525
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.9

Vehicle Results			
Average Speed, mi/h	58.9	Percent Followers, %	25.3
Segment Travel Time, minutes	1.02	Adj. Follower Density, followers/mi/ln	0.8
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	38	0.01	0.8	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction	Fresno County	Time Analyzed	Cumulative + Project - Morning Peak Hour
Project Description	SR-269 (South of W. Jayne Avenue) - Southbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	166	Opposing Demand Flow Rate, veh/h	177
Peak Hour Factor	0.86	Total Trucks, %	17.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.10

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.36151	Speed Power Coefficient (p)	0.54607
PF Slope Coefficient (m)	-1.20365	PF Power Coefficient (p)	0.81449
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	59.0

Vehicle Results			
Average Speed, mi/h	59.0	Percent Followers, %	24.4
Segment Travel Time, minutes	1.02	Adj. Follower Density, followers/mi/ln	0.7
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	36	0.01	0.7	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction	Fresno County	Time Analyzed	Cumulative - Morning Peak Hour
Project Description	W. Jayne Avenue (West of SR-269) - Eastbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	90	Opposing Demand Flow Rate, veh/h	304
Peak Hour Factor	0.82	Total Trucks, %	21.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.40433	Speed Power Coefficient (p)	0.51445
PF Slope Coefficient (m)	-1.23024	PF Power Coefficient (p)	0.80601
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	60.0

Vehicle Results			
Average Speed, mi/h	60.0	Percent Followers, %	16.2
Segment Travel Time, minutes	1.00	Adj. Follower Density, followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	19	0.00	0.2	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction	Fresno County	Time Analyzed	Cumulative - Morning Peak Hour
Project Description	W. Jayne Avenue (East of I-5) - Westbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	304	Opposing Demand Flow Rate, veh/h	90
Peak Hour Factor	0.82	Total Trucks, %	17.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.18

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.32217	Speed Power Coefficient (p)	0.57874
PF Slope Coefficient (m)	-1.17532	PF Power Coefficient (p)	0.82344
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	1.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.3

Vehicle Results			
Average Speed, mi/h	58.3	Percent Followers, %	35.6
Segment Travel Time, minutes	1.03	Adj. Follower Density, followers/mi/ln	1.9
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	62	0.03	1.9	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction	Fresno County	Time Analyzed	Cumulative - Afternoon Peak Hour
Project Description	W. Jayne Avenue (West of SR-269) - Eastbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	248	Opposing Demand Flow Rate, veh/h	113
Peak Hour Factor	0.86	Total Trucks, %	9.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.15

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.33379	Speed Power Coefficient (p)	0.56873
PF Slope Coefficient (m)	-1.18488	PF Power Coefficient (p)	0.81950
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	1.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.5

Vehicle Results			
Average Speed, mi/h	58.5	Percent Followers, %	31.4
Segment Travel Time, minutes	1.02	Adj. Follower Density, followers/mi/ln	1.3
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	53	0.02	1.3	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction	Fresno County	Time Analyzed	Cumulative - Afternoon Peak Hour
Project Description	W. Jayne Avenue (West of SR-269) - Westbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	113	Opposing Demand Flow Rate, veh/h	248
Peak Hour Factor	0.86	Total Trucks, %	21.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.07

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.38684	Speed Power Coefficient (p)	0.52687
PF Slope Coefficient (m)	-1.21970	PF Power Coefficient (p)	0.80966
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	59.6

Vehicle Results			
Average Speed, mi/h	59.6	Percent Followers, %	18.8
Segment Travel Time, minutes	1.01	Adj. Follower Density, followers/mi/ln	0.4
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	24	0.00	0.4	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction	Fresno County	Time Analyzed	Cumulative - Morning Peak Hour
Project Description	W. Jayne Avenue (East of SR-269) - Eastbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	77	Opposing Demand Flow Rate, veh/h	243
Peak Hour Factor	0.82	Total Trucks, %	17.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.05

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.38518	Speed Power Coefficient (p)	0.52808
PF Slope Coefficient (m)	-1.21911	PF Power Coefficient (p)	0.80940
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	60.0

Vehicle Results			
Average Speed, mi/h	60.0	Percent Followers, %	14.2
Segment Travel Time, minutes	1.00	Adj. Follower Density, followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	16	0.00	0.2	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction	Fresno County	Time Analyzed	Cumulative - Morning Peak Hour
Project Description	W. Jayne Avenue (East of SR-269) - Westbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	243	Opposing Demand Flow Rate, veh/h	77
Peak Hour Factor	0.82	Total Trucks, %	20.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.14

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.31456	Speed Power Coefficient (p)	0.58546
PF Slope Coefficient (m)	-1.16916	PF Power Coefficient (p)	0.82571
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	1.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.6

Vehicle Results			
Average Speed, mi/h	58.6	Percent Followers, %	30.5
Segment Travel Time, minutes	1.02	Adj. Follower Density, followers/mi/ln	1.3
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	50	0.02	1.3	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction	Fresno County	Time Analyzed	Cumulative - Afternoon Peak Hour
Project Description	W. Jayne Avenue (East of SR-269) - Eastbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	160	Opposing Demand Flow Rate, veh/h	74
Peak Hour Factor	0.86	Total Trucks, %	8.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.09

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.31312	Speed Power Coefficient (p)	0.58675
PF Slope Coefficient (m)	-1.16932	PF Power Coefficient (p)	0.82422
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	59.2

Vehicle Results			
Average Speed, mi/h	59.2	Percent Followers, %	22.8
Segment Travel Time, minutes	1.01	Adj. Follower Density, followers/mi/ln	0.6
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	35	0.01	0.6	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Fresno County	Time Analyzed	Afternoon Peak Hour
Project Description	W. Jayne Avenue (East of SR-269) - Westbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	74	Opposing Demand Flow Rate, veh/h	160
Peak Hour Factor	0.86	Total Trucks, %	17.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.04

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.35501	Speed Power Coefficient (p)	0.55123
PF Slope Coefficient (m)	-1.19919	PF Power Coefficient (p)	0.81592
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	60.0

Vehicle Results			
Average Speed, mi/h	60.0	Percent Followers, %	13.4
Segment Travel Time, minutes	1.00	Adj. Follower Density, followers/mi/ln	0.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	16	0.00	0.2	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction	Fresno County	Time Analyzed	Cumulative - Morning Peak Hour
Project Description	SR-269 (North of W. Jayne Avenue) - Northbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	138	Opposing Demand Flow Rate, veh/h	238
Peak Hour Factor	0.82	Total Trucks, %	23.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.38355	Speed Power Coefficient (p)	0.52928
PF Slope Coefficient (m)	-1.21742	PF Power Coefficient (p)	0.81065
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	59.2

Vehicle Results			
Average Speed, mi/h	59.2	Percent Followers, %	21.7
Segment Travel Time, minutes	1.01	Adj. Follower Density, followers/mi/ln	0.5
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	28	0.01	0.5	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction	Fresno County	Time Analyzed	Cumulative - Morning Peak Hour
Project Description	SR-269 (North of W. Jayne Avenue) - Southbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	238	Opposing Demand Flow Rate, veh/h	138
Peak Hour Factor	0.82	Total Trucks, %	12.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.14

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.34539	Speed Power Coefficient (p)	0.55904
PF Slope Coefficient (m)	-1.19297	PF Power Coefficient (p)	0.81732
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	1.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.6

Vehicle Results			
Average Speed, mi/h	58.6	Percent Followers, %	30.8
Segment Travel Time, minutes	1.02	Adj. Follower Density, followers/mi/ln	1.3
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	49	0.02	1.3	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction	Fresno County	Time Analyzed	Cumulative - Afternoon Peak Hour
Project Description	SR-269 (North of W. Jayne Avenue) - Northbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	256	Opposing Demand Flow Rate, veh/h	195
Peak Hour Factor	0.86	Total Trucks, %	13.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.15

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.36858	Speed Power Coefficient (p)	0.54056
PF Slope Coefficient (m)	-1.20884	PF Power Coefficient (p)	0.81235
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	1.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.4

Vehicle Results			
Average Speed, mi/h	58.4	Percent Followers, %	32.9
Segment Travel Time, minutes	1.03	Adj. Follower Density, followers/mi/ln	1.4
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	55	0.03	1.4	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction	Fresno County	Time Analyzed	Cumulative - Afternoon Peak Hour
Project Description	SR-269 (North of W. Jayne Avenue) - Southbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	195	Opposing Demand Flow Rate, veh/h	256
Peak Hour Factor	0.86	Total Trucks, %	18.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.11

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.38949	Speed Power Coefficient (p)	0.52494
PF Slope Coefficient (m)	-1.22168	PF Power Coefficient (p)	0.80864
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.7

Vehicle Results			
Average Speed, mi/h	58.7	Percent Followers, %	27.8
Segment Travel Time, minutes	1.02	Adj. Follower Density, followers/mi/ln	0.9
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	42	0.02	0.9	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction	Fresno County	Time Analyzed	Cumulative - Morning Peak Hour
Project Description	SR-269 (South of W. Jayne Avenue) - Northbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	100	Opposing Demand Flow Rate, veh/h	152
Peak Hour Factor	0.82	Total Trucks, %	15.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.06

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.35168	Speed Power Coefficient (p)	0.55390
PF Slope Coefficient (m)	-1.19709	PF Power Coefficient (p)	0.81636
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	60.0

Vehicle Results			
Average Speed, mi/h	60.0	Percent Followers, %	16.7
Segment Travel Time, minutes	1.00	Adj. Follower Density, followers/mi/ln	0.3
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	21	0.00	0.3	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction	Fresno County	Time Analyzed	Cumulative - Morning Peak Hour
Project Description	SR-269 (South of W. Jayne Avenue) - Southbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	152	Opposing Demand Flow Rate, veh/h	100
Peak Hour Factor	0.82	Total Trucks, %	10.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.09

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.32736	Speed Power Coefficient (p)	0.57423
PF Slope Coefficient (m)	-1.17998	PF Power Coefficient (p)	0.82115
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	59.2

Vehicle Results			
Average Speed, mi/h	59.2	Percent Followers, %	22.3
Segment Travel Time, minutes	1.01	Adj. Follower Density, followers/mi/ln	0.6
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	31	0.01	0.6	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction	Fresno County	Time Analyzed	Cumulative - Afternoon Peak Hour
Project Description	SR-269 (South of W. Jayne Avenue) - Northbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	144	Opposing Demand Flow Rate, veh/h	133
Peak Hour Factor	0.86	Total Trucks, %	14.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.34305	Speed Power Coefficient (p)	0.56097
PF Slope Coefficient (m)	-1.19107	PF Power Coefficient (p)	0.81815
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	59.2

Vehicle Results			
Average Speed, mi/h	59.2	Percent Followers, %	21.7
Segment Travel Time, minutes	1.01	Adj. Follower Density, followers/mi/ln	0.5
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	31	0.01	0.5	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2025
Jurisdiction	Fresno County	Time Analyzed	Cumulative - Morning Peak Hour
Project Description	SR-269 (South of W. Jayne Avenue) - Southbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	133	Opposing Demand Flow Rate, veh/h	144
Peak Hour Factor	0.86	Total Trucks, %	14.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.34817	Speed Power Coefficient (p)	0.55676
PF Slope Coefficient (m)	-1.19473	PF Power Coefficient (p)	0.81699
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	59.4

Vehicle Results			
Average Speed, mi/h	59.4	Percent Followers, %	20.5
Segment Travel Time, minutes	1.01	Adj. Follower Density, followers/mi/ln	0.5
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	29	0.01	0.5	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Fresno County	Time Analyzed	Existing + Project Morning Peak Hour
Project Description	W. Jayne Avenue (West of SR-269) - Eastbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	140	Opposing Demand Flow Rate, veh/h	378
Peak Hour Factor	0.82	Total Trucks, %	22.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.42525	Speed Power Coefficient (p)	0.50050
PF Slope Coefficient (m)	-1.24178	PF Power Coefficient (p)	0.80191
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	59.1

Vehicle Results			
Average Speed, mi/h	59.1	Percent Followers, %	22.7
Segment Travel Time, minutes	1.01	Adj. Follower Density, followers/mi/ln	0.5
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	29	0.01	0.5	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Fresno County	Time Analyzed	Existing + Project Morning Peak Hour
Project Description	W. Jayne Avenue (East of I-5) - Westbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	378	Opposing Demand Flow Rate, veh/h	140
Peak Hour Factor	0.82	Total Trucks, %	17.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.22

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.34646	Speed Power Coefficient (p)	0.55816
PF Slope Coefficient (m)	-1.19319	PF Power Coefficient (p)	0.81784
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	2.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	57.9

Vehicle Results			
Average Speed, mi/h	57.9	Percent Followers, %	41.6
Segment Travel Time, minutes	1.04	Adj. Follower Density, followers/mi/ln	2.7
Vehicle LOS	B		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	78	0.05	2.7	B

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Fresno County	Time Analyzed	Existing + Project Afternoon Peak Hour
Project Description	W. Jayne Avenue (West of SR-269) - Eastbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	320	Opposing Demand Flow Rate, veh/h	158
Peak Hour Factor	0.86	Total Trucks, %	10.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.19

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.35406	Speed Power Coefficient (p)	0.55199
PF Slope Coefficient (m)	-1.19929	PF Power Coefficient (p)	0.81507
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	2.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.1

Vehicle Results			
Average Speed, mi/h	58.1	Percent Followers, %	37.7
Segment Travel Time, minutes	1.03	Adj. Follower Density, followers/mi/ln	2.1
Vehicle LOS	B		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	69	0.04	2.1	B

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Fresno County	Time Analyzed	Existing + Project Afternoon Peak Hour
Project Description	W. Jayne Avenue (West of SR-269) - Westbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	158	Opposing Demand Flow Rate, veh/h	320
Peak Hour Factor	0.86	Total Trucks, %	21.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.09

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.40906	Speed Power Coefficient (p)	0.51121
PF Slope Coefficient (m)	-1.23297	PF Power Coefficient (p)	0.80504
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	59.0

Vehicle Results			
Average Speed, mi/h	59.0	Percent Followers, %	24.4
Segment Travel Time, minutes	1.02	Adj. Follower Density, followers/mi/ln	0.7
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	34	0.01	0.7	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Fresno County	Time Analyzed	Existing + Project Morning Peak Hour
Project Description	W. Jayne Avenue (East of SR-269) - Eastbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	134	Opposing Demand Flow Rate, veh/h	317
Peak Hour Factor	0.82	Total Trucks, %	16.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.40828	Speed Power Coefficient (p)	0.51174
PF Slope Coefficient (m)	-1.23308	PF Power Coefficient (p)	0.80445
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	59.2

Vehicle Results			
Average Speed, mi/h	59.2	Percent Followers, %	21.7
Segment Travel Time, minutes	1.01	Adj. Follower Density, followers/mi/ln	0.5
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	28	0.01	0.5	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Fresno County	Time Analyzed	Existing + Project Morning Peak Hour
Project Description	W. Jayne Avenue (East of SR-269) - Westbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	317	Opposing Demand Flow Rate, veh/h	134
Peak Hour Factor	0.82	Total Trucks, %	18.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.19

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.34376	Speed Power Coefficient (p)	0.56038
PF Slope Coefficient (m)	-1.19115	PF Power Coefficient (p)	0.81860
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	2.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.2

Vehicle Results			
Average Speed, mi/h	58.2	Percent Followers, %	37.2
Segment Travel Time, minutes	1.03	Adj. Follower Density, followers/mi/ln	2.0
Vehicle LOS	B		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	65	0.03	2.0	B

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Fresno County	Time Analyzed	Existing + Project Afternoon Peak Hour
Project Description	W. Jayne Avenue (East of SR-269) - Eastbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	231	Opposing Demand Flow Rate, veh/h	128
Peak Hour Factor	0.86	Total Trucks, %	9.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.14

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.34093	Speed Power Coefficient (p)	0.56272
PF Slope Coefficient (m)	-1.19009	PF Power Coefficient (p)	0.81787
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	1.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.6

Vehicle Results			
Average Speed, mi/h	58.6	Percent Followers, %	30.2
Segment Travel Time, minutes	1.02	Adj. Follower Density, followers/mi/ln	1.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	50	0.02	1.2	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Fresno County	Time Analyzed	Existing + Project Afternoon Peak Hour
Project Description	W. Jayne Avenue (East of SR-269) - Westbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	128	Opposing Demand Flow Rate, veh/h	231
Peak Hour Factor	0.86	Total Trucks, %	16.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.38138	Speed Power Coefficient (p)	0.53088
PF Slope Coefficient (m)	-1.21682	PF Power Coefficient (p)	0.81005
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	59.3

Vehicle Results			
Average Speed, mi/h	59.3	Percent Followers, %	20.5
Segment Travel Time, minutes	1.01	Adj. Follower Density, followers/mi/ln	0.4
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	28	0.01	0.4	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Fresno County	Time Analyzed	Existing + Project Morning Peak Hour
Project Description	SR-269 (North of W. Jayne Avenue) - Northbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	178	Opposing Demand Flow Rate, veh/h	285
Peak Hour Factor	0.82	Total Trucks, %	24.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.10

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.39881	Speed Power Coefficient (p)	0.51830
PF Slope Coefficient (m)	-1.22666	PF Power Coefficient (p)	0.80760
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.8

Vehicle Results			
Average Speed, mi/h	58.8	Percent Followers, %	26.2
Segment Travel Time, minutes	1.02	Adj. Follower Density, followers/mi/ln	0.8
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	37	0.01	0.8	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Fresno County	Time Analyzed	Existing + Project Morning Peak Hour
Project Description	SR-269 (North of W. Jayne Avenue) - Southbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	285	Opposing Demand Flow Rate, veh/h	178
Peak Hour Factor	0.82	Total Trucks, %	15.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.17

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.36202	Speed Power Coefficient (p)	0.54567
PF Slope Coefficient (m)	-1.20421	PF Power Coefficient (p)	0.81408
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	1.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.3

Vehicle Results			
Average Speed, mi/h	58.3	Percent Followers, %	35.2
Segment Travel Time, minutes	1.03	Adj. Follower Density, followers/mi/ln	1.7
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	59	0.03	1.7	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Fresno County	Time Analyzed	Existing + Project Afternoon Peak Hour
Project Description	SR-269 (North of W. Jayne Avenue) - Northbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	300	Opposing Demand Flow Rate, veh/h	231
Peak Hour Factor	0.86	Total Trucks, %	14.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.18

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.38138	Speed Power Coefficient (p)	0.53088
PF Slope Coefficient (m)	-1.21704	PF Power Coefficient (p)	0.80975
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	1.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.1

Vehicle Results			
Average Speed, mi/h	58.1	Percent Followers, %	36.8
Segment Travel Time, minutes	1.03	Adj. Follower Density, followers/mi/ln	1.9
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	65	0.03	1.9	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Fresno County	Time Analyzed	Existing + Project Afternoon Peak Hour
Project Description	SR-269 (North of W. Jayne Avenue) - Southbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	231	Opposing Demand Flow Rate, veh/h	300
Peak Hour Factor	0.86	Total Trucks, %	19.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.14

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.40324	Speed Power Coefficient (p)	0.51520
PF Slope Coefficient (m)	-1.22983	PF Power Coefficient (p)	0.80594
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	1.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.5

Vehicle Results			
Average Speed, mi/h	58.5	Percent Followers, %	31.5
Segment Travel Time, minutes	1.03	Adj. Follower Density, followers/mi/ln	1.2
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	50	0.02	1.2	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Fresno County	Time Analyzed	Existing + Project Morning Peak Hour
Project Description	SR-269 (South of W. Jayne Avenue) - Northbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	132	Opposing Demand Flow Rate, veh/h	184
Peak Hour Factor	0.82	Total Trucks, %	18.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.36437	Speed Power Coefficient (p)	0.54383
PF Slope Coefficient (m)	-1.20547	PF Power Coefficient (p)	0.81402
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	59.3

Vehicle Results			
Average Speed, mi/h	59.3	Percent Followers, %	20.7
Segment Travel Time, minutes	1.01	Adj. Follower Density, followers/mi/ln	0.5
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	27	0.01	0.5	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Fresno County	Time Analyzed	Existing + Project Morning Peak Hour
Project Description	SR-269 (South of W. Jayne Avenue) - Southbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	184	Opposing Demand Flow Rate, veh/h	132
Peak Hour Factor	0.82	Total Trucks, %	13.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.11

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.34266	Speed Power Coefficient (p)	0.56129
PF Slope Coefficient (m)	-1.19091	PF Power Coefficient (p)	0.81808
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.9

Vehicle Results			
Average Speed, mi/h	58.9	Percent Followers, %	25.8
Segment Travel Time, minutes	1.02	Adj. Follower Density, followers/mi/ln	0.8
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	38	0.01	0.8	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Fresno County	Time Analyzed	Existing + Project Afternoon Peak Hour
Project Description	SR-269 (South of W. Jayne Avenue) - Northbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	176	Opposing Demand Flow Rate, veh/h	165
Peak Hour Factor	0.86	Total Trucks, %	17.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.10

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.35690	Speed Power Coefficient (p)	0.54972
PF Slope Coefficient (m)	-1.20050	PF Power Coefficient (p)	0.81551
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	58.9

Vehicle Results			
Average Speed, mi/h	58.9	Percent Followers, %	25.2
Segment Travel Time, minutes	1.02	Adj. Follower Density, followers/mi/ln	0.8
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	38	0.01	0.8	A

Copyright © 2024 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information			
Analyst	JV	Date	11/7/2024
Agency	Tetra Tech	Analysis Year	2024
Jurisdiction	Fresno County	Time Analyzed	Existing + Project Morning Peak Hour
Project Description	SR-269 (South of W. Jayne Avenue) - Southbound	Units	U.S. Customary

Segment 1

Vehicle Inputs			
Segment Type	Passing Zone	Length, ft	5280
Measured FFS	Measured	Free-Flow Speed, mi/h	60.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	165	Opposing Demand Flow Rate, veh/h	176
Peak Hour Factor	0.86	Total Trucks, %	18.00
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.10

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	60.0
Speed Slope Coefficient (m)	4.36106	Speed Power Coefficient (p)	0.54643
PF Slope Coefficient (m)	-1.20323	PF Power Coefficient (p)	0.81474
In Passing Lane Effective Length?	No	Follower Density, followers/mi/ln	0.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5280	-	-	59.0

Vehicle Results			
Average Speed, mi/h	59.0	Percent Followers, %	24.2
Segment Travel Time, minutes	1.02	Adj. Follower Density, followers/mi/ln	0.7
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/AP	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	36	0.01	0.7	A

Copyright © 2024 University of Florida. All Rights Reserved.

APPENDIX C: INTERSECTION CAPACITY ANALYSIS WORKSHEETS

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↰						↕	
Traffic Vol, veh/h	0	108	0	6	338	0	0	0	0	22	4	18
Future Vol, veh/h	0	108	0	6	338	0	0	0	0	22	4	18
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	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	18	0	0	18	0	2	2	2	73	75	28
Mvmt Flow	0	133	0	7	417	0	0	0	0	27	5	22

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	-	133	0	0	564	564	417
Stage 1	-	-	-	-	-	-	431	431	-
Stage 2	-	-	-	-	-	-	133	133	-
Critical Hdwy	-	-	-	4.1	-	-	7.13	7.25	6.48
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	6.25	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	6.25	-
Follow-up Hdwy	-	-	-	2.2	-	-	4.157	4.675	3.552
Pot Cap-1 Maneuver	0	-	0	1464	-	0	386	349	584
Stage 1	0	-	0	-	-	0	528	476	-
Stage 2	0	-	0	-	-	0	745	666	-
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	-	-	-	1464	-	-	384	0	584
Mov Cap-2 Maneuver	-	-	-	-	-	-	384	0	-
Stage 1	-	-	-	-	-	-	528	0	-
Stage 2	-	-	-	-	-	-	741	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.1	14
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBL	WBT	SBLn1
Capacity (veh/h)	-	1464	-	454
HCM Lane V/C Ratio	-	0.005	-	0.12
HCM Control Delay (s)	-	7.5	0	14
HCM Lane LOS	-	A	A	B
HCM 95th %tile Q(veh)	-	0	-	0.4

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	90	13	3	224	1	68	4	4	3	4	48
Future Vol, veh/h	29	90	13	3	224	1	68	4	4	3	4	48
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	125	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	41	20	54	100	20	0	31	0	25	33	71	8
Mvmt Flow	37	114	16	4	284	1	86	5	5	4	5	61

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	285	0	0	130	0	0	522	489	122	494	497	285
Stage 1	-	-	-	-	-	-	196	196	-	293	293	-
Stage 2	-	-	-	-	-	-	326	293	-	201	204	-
Critical Hdwy	4.51	-	-	5.1	-	-	7.41	6.5	6.45	7.43	7.21	6.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.41	5.5	-	6.43	6.21	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.41	5.5	-	6.43	6.21	-
Follow-up Hdwy	2.569	-	-	3.1	-	-	3.779	4	3.525	3.797	4.639	3.372
Pot Cap-1 Maneuver	1084	-	-	1021	-	-	423	482	871	439	388	740
Stage 1	-	-	-	-	-	-	743	742	-	653	562	-
Stage 2	-	-	-	-	-	-	630	674	-	735	621	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1084	-	-	1021	-	-	373	464	871	420	373	740
Mov Cap-2 Maneuver	-	-	-	-	-	-	373	464	-	420	373	-
Stage 1	-	-	-	-	-	-	718	717	-	631	560	-
Stage 2	-	-	-	-	-	-	571	671	-	701	600	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.9	0.1	17.3	11
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	389	1084	-	-	1021	-	-	665
HCM Lane V/C Ratio	0.247	0.034	-	-	0.004	-	-	0.105
HCM Control Delay (s)	17.3	8.4	-	-	8.5	-	-	11
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1	0.1	-	-	0	-	-	0.3

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	28	41	2	2	187	9	5	74	1	21	120	49
Future Vol, veh/h	28	41	2	2	187	9	5	74	1	21	120	49
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	39	12	0	0	19	44	20	15	0	29	10	12
Mvmt Flow	34	50	2	2	228	11	6	90	1	26	146	60
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	9.9	10.3	9.4	11
HCM LOS	A	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	39%	1%	11%
Vol Thru, %	93%	58%	94%	63%
Vol Right, %	1%	3%	5%	26%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	80	71	198	190
LT Vol	5	28	2	21
Through Vol	74	41	187	120
RT Vol	1	2	9	49
Lane Flow Rate	98	87	241	232
Geometry Grp	1	1	1	1
Degree of Util (X)	0.146	0.14	0.327	0.337
Departure Headway (Hd)	5.405	5.814	4.87	5.229
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	657	611	732	681
Service Time	3.497	3.903	2.94	3.305
HCM Lane V/C Ratio	0.149	0.142	0.329	0.341
HCM Control Delay	9.4	9.9	10.3	11
HCM Lane LOS	A	A	B	B
HCM 95th-tile Q	0.5	0.5	1.4	1.5

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	44	2	16	61	66	0	0	118	0
Future Vol, veh/h	0	0	0	44	2	16	61	66	0	0	118	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	-	-	-	-	-	-	-	-	-	-	-	50
Veh in Median Storage, #	-	1	-	-	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, %	2	2	2	41	0	25	39	6	0	0	9	0
Mvmt Flow	0	0	0	46	2	17	64	69	0	0	123	0

Major/Minor	Minor1			Major1				Major2			
Conflicting Flow All	320	320	69	123	0	-	-	-	0		
Stage 1	197	197	-	-	-	-	-	-	-		
Stage 2	123	123	-	-	-	-	-	-	-		
Critical Hdwy	6.81	6.5	6.45	4.49	-	-	-	-	-		
Critical Hdwy Stg 1	5.81	5.5	-	-	-	-	-	-	-		
Critical Hdwy Stg 2	5.81	5.5	-	-	-	-	-	-	-		
Follow-up Hdwy	3.869	4	3.525	2.551	-	-	-	-	-		
Pot Cap-1 Maneuver	600	600	933	1264	-	0	0	-	-		
Stage 1	751	742	-	-	-	0	0	-	-		
Stage 2	814	798	-	-	-	0	0	-	-		
Platoon blocked, %					-			-	-		
Mov Cap-1 Maneuver	568	0	933	1264	-	-	-	-	-		
Mov Cap-2 Maneuver	568	0	-	-	-	-	-	-	-		
Stage 1	711	0	-	-	-	-	-	-	-		
Stage 2	814	0	-	-	-	-	-	-	-		

Approach	WB	NB	SB
HCM Control Delay, s	11.3	3.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	1264	-	634	-	-
HCM Lane V/C Ratio	0.05	-	0.102	-	-
HCM Control Delay (s)	8	0	11.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	1	47	0	0	0	0	125	35	12	152	0
Future Vol, veh/h	4	1	47	0	0	0	0	125	35	12	152	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	-	-	-	-	-	-	-	-	50	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	75	100	30	2	2	2	0	29	51	42	21	2
Mvmt Flow	4	1	50	0	0	0	0	133	37	13	162	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	340	358	162	-	0	0	170	0	0
Stage 1	188	188	-	-	-	-	-	-	-
Stage 2	152	170	-	-	-	-	-	-	-
Critical Hdwy	7.15	7.5	6.5	-	-	-	4.52	-	-
Critical Hdwy Stg 1	6.15	6.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	6.5	-	-	-	-	-	-	-
Follow-up Hdwy	4.175	4.9	3.57	-	-	-	2.578	-	-
Pot Cap-1 Maneuver	531	440	815	0	-	-	1198	-	0
Stage 1	696	593	-	0	-	-	-	-	0
Stage 2	725	605	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	525	0	815	-	-	-	1198	-	-
Mov Cap-2 Maneuver	525	0	-	-	-	-	-	-	-
Stage 1	696	0	-	-	-	-	-	-	-
Stage 2	716	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	781	1198	-
HCM Lane V/C Ratio	-	-	0.071	0.011	-
HCM Control Delay (s)	-	-	10	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	72	0	0	248	0	0
Future Vol, veh/h	72	0	0	248	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	78	78	78	78	78	78
Heavy Vehicles, %	24	2	2	15	2	2
Mvmt Flow	92	0	0	318	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	92	0	410	92
Stage 1	-	-	-	-	92	-
Stage 2	-	-	-	-	318	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1503	-	598	965
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	738	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1503	-	598	965
Mov Cap-2 Maneuver	-	-	-	-	598	-
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	738	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1503	-
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	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	72	0	0	248	0	0
Future Vol, veh/h	72	0	0	248	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	78	78	78	78	92	92
Heavy Vehicles, %	24	2	2	15	2	2
Mvmt Flow	92	0	0	318	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	92	0	410	92
Stage 1	-	-	-	-	92	-
Stage 2	-	-	-	-	318	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1503	-	598	965
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	738	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1503	-	598	965
Mov Cap-2 Maneuver	-	-	-	-	598	-
Stage 1	-	-	-	-	932	-
Stage 2	-	-	-	-	738	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1503	-
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	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	71	0	0	246	2	0	0	0	0	0	2
Future Vol, veh/h	1	71	0	0	246	2	0	0	0	0	0	2
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	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	24	0	0	15	100	0	0	0	0	0	0
Mvmt Flow	1	91	0	0	315	3	0	0	0	0	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	318	0	0	91	0	0	411	411	91	410	410	317
Stage 1	-	-	-	-	-	-	93	93	-	317	317	-
Stage 2	-	-	-	-	-	-	318	318	-	93	93	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1253	-	-	1517	-	-	555	534	972	556	534	728
Stage 1	-	-	-	-	-	-	919	822	-	698	658	-
Stage 2	-	-	-	-	-	-	698	657	-	919	822	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1253	-	-	1517	-	-	553	533	972	555	533	728
Mov Cap-2 Maneuver	-	-	-	-	-	-	553	533	-	555	533	-
Stage 1	-	-	-	-	-	-	918	821	-	697	658	-
Stage 2	-	-	-	-	-	-	696	657	-	918	821	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	0	10
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1253	-	-	1517	-	-	728
HCM Lane V/C Ratio	-	0.001	-	-	-	-	-	0.004
HCM Control Delay (s)	0	7.9	0	-	0	-	-	10
HCM Lane LOS	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	71	0	0	248	0	0
Future Vol, veh/h	71	0	0	248	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	78	78	78	78	92	92
Heavy Vehicles, %	24	2	2	15	2	2
Mvmt Flow	91	0	0	318	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	91	0	409	91
Stage 1	-	-	-	-	91	-
Stage 2	-	-	-	-	318	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1504	-	599	967
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	738	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1504	-	599	967
Mov Cap-2 Maneuver	-	-	-	-	599	-
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	738	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1504	-
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	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	71	0	0	248	0	0
Future Vol, veh/h	71	0	0	248	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	78	78	78	78	78	78
Heavy Vehicles, %	24	2	2	15	2	2
Mvmt Flow	91	0	0	318	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	91	0	409	91
Stage 1	-	-	-	-	91	-
Stage 2	-	-	-	-	318	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1504	-	599	967
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	738	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1504	-	599	967
Mov Cap-2 Maneuver	-	-	-	-	599	-
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	738	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1504	-
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	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	71	0	0	241	0	0
Future Vol, veh/h	71	0	0	241	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	78	78	92	78	92	92
Heavy Vehicles, %	24	2	2	15	2	2
Mvmt Flow	91	0	0	309	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	91	0	400	91
Stage 1	-	-	-	-	91	-
Stage 2	-	-	-	-	309	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1504	-	606	967
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	745	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1504	-	606	967
Mov Cap-2 Maneuver	-	-	-	-	606	-
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	745	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1504	-
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	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	71	0	0	241	0	0
Future Vol, veh/h	71	0	0	241	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	78	78	78	78	92	92
Heavy Vehicles, %	24	2	2	15	2	2
Mvmt Flow	91	0	0	309	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	91	0	400	91
Stage 1	-	-	-	-	91	-
Stage 2	-	-	-	-	309	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1504	-	606	967
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	745	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1504	-	606	967
Mov Cap-2 Maneuver	-	-	-	-	606	-
Stage 1	-	-	-	-	933	-
Stage 2	-	-	-	-	745	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1504	-
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	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	80	124	0
Future Vol, veh/h	0	0	0	80	124	0
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	82	82	82	82
Heavy Vehicles, %	2	2	2	15	10	2
Mvmt Flow	0	0	0	98	151	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	249	151	151	0	-	0
Stage 1	151	-	-	-	-	-
Stage 2	98	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	739	895	1430	-	-	-
Stage 1	877	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	739	895	1430	-	-	-
Mov Cap-2 Maneuver	739	-	-	-	-	-
Stage 1	877	-	-	-	-	-
Stage 2	926	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1430	-	-	-	-
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	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	80	124	0
Future Vol, veh/h	0	0	0	80	124	0
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	82	82	82	82
Heavy Vehicles, %	2	2	2	15	10	2
Mvmt Flow	0	0	0	98	151	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	249	151	151	0	-	0
Stage 1	151	-	-	-	-	-
Stage 2	98	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	739	895	1430	-	-	-
Stage 1	877	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	739	895	1430	-	-	-
Mov Cap-2 Maneuver	739	-	-	-	-	-
Stage 1	877	-	-	-	-	-
Stage 2	926	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1430	-	-	-	-
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	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	111	0	0	190	0
Future Vol, veh/h	0	0	0	0	0	0	0	111	0	0	190	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	82	82	82	82	92
Heavy Vehicles, %	2	2	2	2	2	2	2	23	2	2	13	2
Mvmt Flow	0	0	0	0	0	0	0	135	0	0	232	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	367	367	232	367	367	135	232	0	0	135	0	0
Stage 1	232	232	-	135	135	-	-	-	-	-	-	-
Stage 2	135	135	-	232	232	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	589	562	807	589	562	914	1336	-	-	1449	-	-
Stage 1	771	713	-	868	785	-	-	-	-	-	-	-
Stage 2	868	785	-	771	713	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	589	562	807	589	562	914	1336	-	-	1449	-	-
Mov Cap-2 Maneuver	589	562	-	589	562	-	-	-	-	-	-	-
Stage 1	771	713	-	868	785	-	-	-	-	-	-	-
Stage 2	868	785	-	771	713	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1336	-	-	-	-	1449	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	111	0	0	190	0
Future Vol, veh/h	0	0	0	0	0	0	0	111	0	0	190	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	82	82	82	82	92
Heavy Vehicles, %	2	2	2	2	2	2	2	23	2	2	13	2
Mvmt Flow	0	0	0	0	0	0	0	135	0	0	232	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	367	367	232	367	367	135	232	0	0	135	0	0
Stage 1	232	232	-	135	135	-	-	-	-	-	-	-
Stage 2	135	135	-	232	232	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	589	562	807	589	562	914	1336	-	-	1449	-	-
Stage 1	771	713	-	868	785	-	-	-	-	-	-	-
Stage 2	868	785	-	771	713	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	589	562	807	589	562	914	1336	-	-	1449	-	-
Mov Cap-2 Maneuver	589	562	-	589	562	-	-	-	-	-	-	-
Stage 1	771	713	-	868	785	-	-	-	-	-	-	-
Stage 2	868	785	-	771	713	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1336	-	-	-	-	1449	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	63	198	0	0	0
Future Vol, veh/h	0	63	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	82	82	82	82	82	82
Heavy Vehicles, %	2	17	20	2	2	2
Mvmt Flow	0	77	241	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	241	0	-	0	318	241
Stage 1	-	-	-	-	241	-
Stage 2	-	-	-	-	77	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1326	-	-	-	675	798
Stage 1	-	-	-	-	799	-
Stage 2	-	-	-	-	946	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1326	-	-	-	675	798
Mov Cap-2 Maneuver	-	-	-	-	675	-
Stage 1	-	-	-	-	799	-
Stage 2	-	-	-	-	946	-

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)	1326	-	-	-	-
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	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	63	0	0	198	0	0
Future Vol, veh/h	63	0	0	198	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	82	82	82	82	92	92
Heavy Vehicles, %	17	2	2	20	2	2
Mvmt Flow	77	0	0	241	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	77	0	318	77
Stage 1	-	-	-	-	77	-
Stage 2	-	-	-	-	241	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1522	-	675	984
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	799	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1522	-	675	984
Mov Cap-2 Maneuver	-	-	-	-	675	-
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	799	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1522	-
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	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	63	0	0	198	0	0
Future Vol, veh/h	63	0	0	198	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	82	82	82	82	92	92
Heavy Vehicles, %	17	2	2	20	2	2
Mvmt Flow	77	0	0	241	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	77	0	318	77
Stage 1	-	-	-	-	77	-
Stage 2	-	-	-	-	241	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1522	-	675	984
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	799	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1522	-	675	984
Mov Cap-2 Maneuver	-	-	-	-	675	-
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	799	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1522	-
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	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	63	198	0	0	0
Future Vol, veh/h	0	63	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	82	82	82	82	92	92
Heavy Vehicles, %	2	17	2	20	2	2
Mvmt Flow	0	77	241	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	241	0	-	0	318	241
Stage 1	-	-	-	-	241	-
Stage 2	-	-	-	-	77	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1326	-	-	-	675	798
Stage 1	-	-	-	-	799	-
Stage 2	-	-	-	-	946	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1326	-	-	-	675	798
Mov Cap-2 Maneuver	-	-	-	-	675	-
Stage 1	-	-	-	-	799	-
Stage 2	-	-	-	-	946	-

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)	1326	-	-	-	-
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	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↰						↕	
Traffic Vol, veh/h	0	239	0	13	193	0	0	0	0	12	4	22
Future Vol, veh/h	0	239	0	13	193	0	0	0	0	12	4	22
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	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	11	2	15	20	2	2	2	2	100	100	36
Mvmt Flow	0	269	0	15	217	0	0	0	0	13	4	25

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	-	269	0	0	516	516	217
Stage 1	-	-	-	-	-	-	247	247	-
Stage 2	-	-	-	-	-	-	269	269	-
Critical Hdwy	-	-	-	4.25	-	-	7.4	7.5	6.56
Critical Hdwy Stg 1	-	-	-	-	-	-	6.4	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.4	6.5	-
Follow-up Hdwy	-	-	-	2.335	-	-	4.4	4.9	3.624
Pot Cap-1 Maneuver	0	-	0	1223	-	0	382	349	745
Stage 1	0	-	0	-	-	0	611	554	-
Stage 2	0	-	0	-	-	0	595	540	-
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	-	-	-	1223	-	-	377	0	745
Mov Cap-2 Maneuver	-	-	-	-	-	-	377	0	-
Stage 1	-	-	-	-	-	-	611	0	-
Stage 2	-	-	-	-	-	-	587	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.5	12
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBL	WBT	SBLn1
Capacity (veh/h)	-	1223	-	554
HCM Lane V/C Ratio	-	0.012	-	0.077
HCM Control Delay (s)	-	8	0	12
HCM Lane LOS	-	A	A	B
HCM 95th %tile Q(veh)	-	0	-	0.2

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	56	160	31	8	115	2	48	4	1	1	18	46
Future Vol, veh/h	56	160	31	8	115	2	48	4	1	1	18	46
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	125	-	-	125	-	-	-	-	-	-	-	-
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, %	21	6	45	63	14	50	25	0	100	0	83	2
Mvmt Flow	65	186	36	9	134	2	56	5	1	1	21	53

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	136	0	0	222	0	0	524	488	204	490	505	135
Stage 1	-	-	-	-	-	-	334	334	-	153	153	-
Stage 2	-	-	-	-	-	-	190	154	-	337	352	-
Critical Hdwy	4.31	-	-	4.73	-	-	7.35	6.5	7.2	7.1	7.33	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.35	5.5	-	6.1	6.33	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.35	5.5	-	6.1	6.33	-
Follow-up Hdwy	2.389	-	-	2.767	-	-	3.725	4	4.2	3.5	4.747	3.318
Pot Cap-1 Maneuver	1339	-	-	1057	-	-	430	483	640	492	371	914
Stage 1	-	-	-	-	-	-	634	647	-	854	640	-
Stage 2	-	-	-	-	-	-	761	774	-	681	510	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1339	-	-	1057	-	-	370	455	640	466	349	914
Mov Cap-2 Maneuver	-	-	-	-	-	-	370	455	-	466	349	-
Stage 1	-	-	-	-	-	-	603	615	-	812	634	-
Stage 2	-	-	-	-	-	-	687	767	-	642	485	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.8	0.5	16.4	11.6
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	378	1339	-	-	1057	-	-	625
HCM Lane V/C Ratio	0.163	0.049	-	-	0.009	-	-	0.121
HCM Control Delay (s)	16.4	7.8	-	-	8.4	-	-	11.6
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.6	0.2	-	-	0	-	-	0.4

Intersection	
Intersection Delay, s/veh	9.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	79	126	1	3	39	21	2	115	6	5	109	51
Future Vol, veh/h	79	126	1	3	39	21	2	115	6	5	109	51
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	13	6	100	0	21	14	0	13	33	20	15	24
Mvmt Flow	92	147	1	3	45	24	2	134	7	6	127	59
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	10.8	8.5	9.2	10
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	38%	5%	3%
Vol Thru, %	93%	61%	62%	66%
Vol Right, %	5%	0%	33%	31%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	123	206	63	165
LT Vol	2	79	3	5
Through Vol	115	126	39	109
RT Vol	6	1	21	51
Lane Flow Rate	143	240	73	192
Geometry Grp	1	1	1	1
Degree of Util (X)	0.196	0.34	0.099	0.269
Departure Headway (Hd)	4.923	5.113	4.869	5.039
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	722	699	728	708
Service Time	2.995	3.18	2.952	3.106
HCM Lane V/C Ratio	0.198	0.343	0.1	0.271
HCM Control Delay	9.2	10.8	8.5	10
HCM Lane LOS	A	B	A	A
HCM 95th-tile Q	0.7	1.5	0.3	1.1

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	64	0	18	75	92	0	0	123	0
Future Vol, veh/h	0	0	0	64	0	18	75	92	0	0	123	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	-	-	-	-	-	-	-	-	-	-	-	50
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	42	0	28	27	12	0	0	15	0
Mvmt Flow	0	0	0	74	0	21	87	107	0	0	143	0

Major/Minor	Minor1			Major1				Major2			
Conflicting Flow All	424	424	107	143	0	-	-	-	0		
Stage 1	281	281	-	-	-	-	-	-	-		
Stage 2	143	143	-	-	-	-	-	-	-		
Critical Hdwy	6.82	6.5	6.48	4.37	-	-	-	-	-		
Critical Hdwy Stg 1	5.82	5.5	-	-	-	-	-	-	-		
Critical Hdwy Stg 2	5.82	5.5	-	-	-	-	-	-	-		
Follow-up Hdwy	3.878	4	3.552	2.443	-	-	-	-	-		
Pot Cap-1 Maneuver	518	525	881	1300	-	0	0	-	-		
Stage 1	683	682	-	-	-	0	0	-	-		
Stage 2	795	782	-	-	-	0	0	-	-		
Platoon blocked, %					-			-	-		
Mov Cap-1 Maneuver	481	0	881	1300	-	-	-	-	-		
Mov Cap-2 Maneuver	481	0	-	-	-	-	-	-	-		
Stage 1	635	0	-	-	-	-	-	-	-		
Stage 2	795	0	-	-	-	-	-	-	-		

Approach	WB	NB	SB
HCM Control Delay, s	13.2	3.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	1300	-	534	-	-
HCM Lane V/C Ratio	0.067	-	0.179	-	-
HCM Control Delay (s)	8	0	13.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.6	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	0	57	0	0	0	0	154	61	18	160	0
Future Vol, veh/h	4	0	57	0	0	0	0	154	61	18	160	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	-	-	-	-	-	-	-	-	50	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	50	0	47	2	2	2	2	19	49	50	22	0
Mvmt Flow	4	0	63	0	0	0	0	171	68	20	178	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	423	457	178	-	0	0	239	0	0
Stage 1	218	218	-	-	-	-	-	-	-
Stage 2	205	239	-	-	-	-	-	-	-
Critical Hdwy	6.9	6.5	6.67	-	-	-	4.6	-	-
Critical Hdwy Stg 1	5.9	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.9	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.95	4	3.723	-	-	-	2.65	-	-
Pot Cap-1 Maneuver	506	503	761	0	-	-	1092	-	0
Stage 1	717	726	-	0	-	-	-	-	0
Stage 2	727	711	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	496	0	761	-	-	-	1092	-	-
Mov Cap-2 Maneuver	496	0	-	-	-	-	-	-	-
Stage 1	717	0	-	-	-	-	-	-	-
Stage 2	712	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	735	1092	-
HCM Lane V/C Ratio	-	-	0.092	0.018	-
HCM Control Delay (s)	-	-	10.4	8.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	208	0	0	104	0	0
Future Vol, veh/h	208	0	0	104	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	81	81	81	81	92	92
Heavy Vehicles, %	8	2	2	23	2	2
Mvmt Flow	257	0	0	128	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	257	0	385	257
Stage 1	-	-	-	-	257	-
Stage 2	-	-	-	-	128	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1308	-	618	782
Stage 1	-	-	-	-	786	-
Stage 2	-	-	-	-	898	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1308	-	618	782
Mov Cap-2 Maneuver	-	-	-	-	618	-
Stage 1	-	-	-	-	786	-
Stage 2	-	-	-	-	898	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1308	-
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	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	208	0	0	104	0	0
Future Vol, veh/h	208	0	0	104	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	81	81	81	81	92	92
Heavy Vehicles, %	8	2	2	23	2	2
Mvmt Flow	257	0	0	128	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	257	0	385	257
Stage 1	-	-	-	-	257	-
Stage 2	-	-	-	-	128	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1308	-	618	782
Stage 1	-	-	-	-	786	-
Stage 2	-	-	-	-	898	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1308	-	618	782
Mov Cap-2 Maneuver	-	-	-	-	618	-
Stage 1	-	-	-	-	786	-
Stage 2	-	-	-	-	898	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1308	-
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	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	208	0	0	101	0	0	0	0	0	0	3
Future Vol, veh/h	0	208	0	0	101	0	0	0	0	0	0	3
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	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	8	2	2	23	2	2	2	2	2	2	0
Mvmt Flow	0	257	0	0	125	0	0	0	0	0	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	125	0	0	257	0	0	384	382	257	382	382	125
Stage 1	-	-	-	-	-	-	257	257	-	125	125	-
Stage 2	-	-	-	-	-	-	127	125	-	257	257	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.3
Pot Cap-1 Maneuver	1462	-	-	1308	-	-	574	551	782	576	551	931
Stage 1	-	-	-	-	-	-	748	695	-	879	792	-
Stage 2	-	-	-	-	-	-	877	792	-	748	695	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1462	-	-	1308	-	-	572	551	782	576	551	931
Mov Cap-2 Maneuver	-	-	-	-	-	-	572	551	-	576	551	-
Stage 1	-	-	-	-	-	-	748	695	-	879	792	-
Stage 2	-	-	-	-	-	-	874	792	-	748	695	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1462	-	-	1308	-	-	931
HCM Lane V/C Ratio	-	-	-	-	-	-	-	0.004
HCM Control Delay (s)	0	0	-	-	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	208	0	0	101	0	0
Future Vol, veh/h	208	0	0	101	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	81	81	81	81	92	92
Heavy Vehicles, %	8	2	2	23	2	2
Mvmt Flow	257	0	0	125	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	257	0	382	257
Stage 1	-	-	-	-	257	-
Stage 2	-	-	-	-	125	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1308	-	620	782
Stage 1	-	-	-	-	786	-
Stage 2	-	-	-	-	901	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1308	-	620	782
Mov Cap-2 Maneuver	-	-	-	-	620	-
Stage 1	-	-	-	-	786	-
Stage 2	-	-	-	-	901	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1308	-
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	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	208	0	0	101	0	0
Future Vol, veh/h	208	0	0	101	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	81	81	81	81	92	92
Heavy Vehicles, %	8	2	2	23	2	2
Mvmt Flow	257	0	0	125	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	257	0	382	257
Stage 1	-	-	-	-	257	-
Stage 2	-	-	-	-	125	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1308	-	620	782
Stage 1	-	-	-	-	786	-
Stage 2	-	-	-	-	901	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1308	-	620	782
Mov Cap-2 Maneuver	-	-	-	-	620	-
Stage 1	-	-	-	-	786	-
Stage 2	-	-	-	-	901	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1308	-
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	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	206	0	0	92	0	0
Future Vol, veh/h	206	0	0	92	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	81	81	81	81	92	92
Heavy Vehicles, %	8	2	2	23	2	2
Mvmt Flow	254	0	0	114	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	254	0	368	254
Stage 1	-	-	-	-	254	-
Stage 2	-	-	-	-	114	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1311	-	632	785
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	911	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1311	-	632	785
Mov Cap-2 Maneuver	-	-	-	-	632	-
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	911	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1311	-
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	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	206	0	0	92	0	0
Future Vol, veh/h	206	0	0	92	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	81	81	81	81	92	92
Heavy Vehicles, %	8	2	2	23	2	2
Mvmt Flow	254	0	0	114	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	254	0	368	254
Stage 1	-	-	-	-	254	-
Stage 2	-	-	-	-	114	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1311	-	632	785
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	911	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1311	-	632	785
Mov Cap-2 Maneuver	-	-	-	-	632	-
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	911	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1311	-
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	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	123	113	0
Future Vol, veh/h	0	0	0	123	113	0
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	86	86	86	86
Heavy Vehicles, %	2	2	2	14	15	2
Mvmt Flow	0	0	0	143	131	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	274	131	131	0	-	0
Stage 1	131	-	-	-	-	-
Stage 2	143	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	716	919	1454	-	-	-
Stage 1	895	-	-	-	-	-
Stage 2	884	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	716	919	1454	-	-	-
Mov Cap-2 Maneuver	716	-	-	-	-	-
Stage 1	895	-	-	-	-	-
Stage 2	884	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1454	-	-	-	-
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	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	123	113	0
Future Vol, veh/h	0	0	0	123	113	0
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	86	86	86	86
Heavy Vehicles, %	2	2	2	14	15	2
Mvmt Flow	0	0	0	143	131	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	274	131	131	0	-	0
Stage 1	131	-	-	-	-	-
Stage 2	143	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	716	919	1454	-	-	-
Stage 1	895	-	-	-	-	-
Stage 2	884	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	716	919	1454	-	-	-
Mov Cap-2 Maneuver	716	-	-	-	-	-
Stage 1	895	-	-	-	-	-
Stage 2	884	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1454	-	-	-	-
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	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	215	0	0	165	0
Future Vol, veh/h	0	0	0	0	0	0	0	215	0	0	165	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	86	86	86	86	92
Heavy Vehicles, %	2	2	2	2	2	2	2	13	2	2	18	2
Mvmt Flow	0	0	0	0	0	0	0	250	0	0	192	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	442	442	192	442	442	250	192	0	0	250	0	0
Stage 1	192	192	-	250	250	-	-	-	-	-	-	-
Stage 2	250	250	-	192	192	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	526	510	850	526	510	789	1381	-	-	1316	-	-
Stage 1	810	742	-	754	700	-	-	-	-	-	-	-
Stage 2	754	700	-	810	742	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	526	510	850	526	510	789	1381	-	-	1316	-	-
Mov Cap-2 Maneuver	526	510	-	526	510	-	-	-	-	-	-	-
Stage 1	810	742	-	754	700	-	-	-	-	-	-	-
Stage 2	754	700	-	810	742	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1381	-	-	-	-	1316	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	215	0	0	165	0
Future Vol, veh/h	0	0	0	0	0	0	0	215	0	0	165	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	86	86	86	86	92
Heavy Vehicles, %	2	2	2	2	2	2	2	13	2	2	18	2
Mvmt Flow	0	0	0	0	0	0	0	250	0	0	192	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	442	442	192	442	442	250	192	0	0	250	0	0
Stage 1	192	192	-	250	250	-	-	-	-	-	-	-
Stage 2	250	250	-	192	192	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	526	510	850	526	510	789	1381	-	-	1316	-	-
Stage 1	810	742	-	754	700	-	-	-	-	-	-	-
Stage 2	754	700	-	810	742	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	526	510	850	526	510	789	1381	-	-	1316	-	-
Mov Cap-2 Maneuver	526	510	-	526	510	-	-	-	-	-	-	-
Stage 1	810	742	-	754	700	-	-	-	-	-	-	-
Stage 2	754	700	-	810	742	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1381	-	-	-	-	1316	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	137	63	0	0	0
Future Vol, veh/h	0	137	63	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	86	86	86	86	92	92
Heavy Vehicles, %	2	6	18	2	2	2
Mvmt Flow	0	159	73	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	73	0	-	0	232	73
Stage 1	-	-	-	-	73	-
Stage 2	-	-	-	-	159	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1527	-	-	-	756	989
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	870	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1527	-	-	-	756	989
Mov Cap-2 Maneuver	-	-	-	-	756	-
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	870	-

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)	1527	-	-	-	-
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	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	137	0	0	63	0	0
Future Vol, veh/h	137	0	0	63	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	86	86	86	86	92	92
Heavy Vehicles, %	6	2	1	18	2	2
Mvmt Flow	159	0	0	73	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	159	0	232	159
Stage 1	-	-	-	-	159	-
Stage 2	-	-	-	-	73	-
Critical Hdwy	-	-	4.11	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.209	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1427	-	756	886
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	950	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1427	-	756	886
Mov Cap-2 Maneuver	-	-	-	-	756	-
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	950	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1427	-
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	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	137	0	0	63	0	0
Future Vol, veh/h	137	0	0	63	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	86	86	86	86	92	92
Heavy Vehicles, %	6	2	2	18	2	2
Mvmt Flow	159	0	0	73	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	159	0	232	159
Stage 1	-	-	-	-	159	-
Stage 2	-	-	-	-	73	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1420	-	756	886
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	950	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1420	-	756	886
Mov Cap-2 Maneuver	-	-	-	-	756	-
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	950	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1420	-
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	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	137	63	0	0	0
Future Vol, veh/h	0	137	63	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	86	86	86	86	92	92
Heavy Vehicles, %	2	6	18	2	2	2
Mvmt Flow	0	159	73	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	73	0	-	0	232	73
Stage 1	-	-	-	-	73	-
Stage 2	-	-	-	-	159	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1527	-	-	-	756	989
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	870	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1527	-	-	-	756	989
Mov Cap-2 Maneuver	-	-	-	-	756	-
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	870	-

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)	1527	-	-	-	-
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	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↱						↕	
Traffic Vol, veh/h	0	162	0	6	338	0	0	0	0	38	4	18
Future Vol, veh/h	0	162	0	6	338	0	0	0	0	38	4	18
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	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	12	0	0	18	0	2	2	2	79	75	28
Mvmt Flow	0	200	0	7	417	0	0	0	0	47	5	22

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	-	200	0	0	631	631	417
Stage 1	-	-	-	-	-	-	431	431	-
Stage 2	-	-	-	-	-	-	200	200	-
Critical Hdwy	-	-	-	4.1	-	-	7.19	7.25	6.48
Critical Hdwy Stg 1	-	-	-	-	-	-	6.19	6.25	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.19	6.25	-
Follow-up Hdwy	-	-	-	2.2	-	-	4.211	4.675	3.552
Pot Cap-1 Maneuver	0	-	0	1384	-	0	343	317	584
Stage 1	0	-	0	-	-	0	519	476	-
Stage 2	0	-	0	-	-	0	680	618	-
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	-	-	-	1384	-	-	341	0	584
Mov Cap-2 Maneuver	-	-	-	-	-	-	341	0	-
Stage 1	-	-	-	-	-	-	519	0	-
Stage 2	-	-	-	-	-	-	675	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.1	16.2
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBL	WBT	SBLn1
Capacity (veh/h)	-	1384	-	394
HCM Lane V/C Ratio	-	0.005	-	0.188
HCM Control Delay (s)	-	7.6	0	16.2
HCM Lane LOS	-	A	A	C
HCM 95th %tile Q(veh)	-	0	-	0.7

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	160	13	17	224	1	68	4	4	3	7	48
Future Vol, veh/h	29	160	13	17	224	1	68	4	4	3	7	48
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	125	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	54	20	41	100	20	0	31	0	25	33	71	8
Mvmt Flow	37	203	16	22	284	1	86	5	5	4	9	61

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	285	0	0	219	0	0	649	614	211	619	622	285
Stage 1	-	-	-	-	-	-	285	285	-	329	329	-
Stage 2	-	-	-	-	-	-	364	329	-	290	293	-
Critical Hdwy	4.64	-	-	5.1	-	-	7.41	6.5	6.45	7.43	7.21	6.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.41	5.5	-	6.43	6.21	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.41	5.5	-	6.43	6.21	-
Follow-up Hdwy	2.686	-	-	3.1	-	-	3.779	4	3.525	3.797	4.639	3.372
Pot Cap-1 Maneuver	1030	-	-	934	-	-	345	410	775	360	325	740
Stage 1	-	-	-	-	-	-	664	679	-	623	540	-
Stage 2	-	-	-	-	-	-	599	650	-	656	562	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1030	-	-	934	-	-	296	386	775	338	306	740
Mov Cap-2 Maneuver	-	-	-	-	-	-	296	386	-	338	306	-
Stage 1	-	-	-	-	-	-	640	655	-	601	527	-
Stage 2	-	-	-	-	-	-	528	634	-	623	542	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	0.6	21.8	11.8
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	310	1030	-	-	934	-	-	600
HCM Lane V/C Ratio	0.31	0.036	-	-	0.023	-	-	0.122
HCM Control Delay (s)	21.8	8.6	-	-	8.9	-	-	11.8
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.3	0.1	-	-	0.1	-	-	0.4

Intersection	
Intersection Delay, s/veh	13
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	61	4	18	231	11	12	85	11	38	129	67
Future Vol, veh/h	50	61	4	18	231	11	12	85	11	38	129	67
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	30	13	50	11	17	54	25	17	18	21	12	15
Mvmt Flow	61	74	5	22	282	13	15	104	13	46	157	82
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	11.4	14	11	13.5
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	11%	43%	7%	16%
Vol Thru, %	79%	53%	89%	55%
Vol Right, %	10%	3%	4%	29%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	108	115	260	234
LT Vol	12	50	18	38
Through Vol	85	61	231	129
RT Vol	11	4	11	67
Lane Flow Rate	132	140	317	285
Geometry Grp	1	1	1	1
Degree of Util (X)	0.226	0.245	0.493	0.454
Departure Headway (Hd)	6.173	6.294	5.594	5.722
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	580	568	644	628
Service Time	4.233	4.354	3.641	3.771
HCM Lane V/C Ratio	0.228	0.246	0.492	0.454
HCM Control Delay	11	11.4	14	13.5
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	0.9	1	2.7	2.4

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	44	2	31	61	86	0	0	128	0
Future Vol, veh/h	0	0	0	44	2	31	61	86	0	0	128	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	-	-	-	-	-	-	-	-	-	-	-	50
Veh in Median Storage, #	-	1	-	-	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, %	2	2	2	41	0	45	39	5	0	0	16	0
Mvmt Flow	0	0	0	46	2	32	64	90	0	0	133	0

Major/Minor	Minor1			Major1				Major2			
Conflicting Flow All	351	351	90	133	0	-	-	-	0		
Stage 1	218	218	-	-	-	-	-	-	-		
Stage 2	133	133	-	-	-	-	-	-	-		
Critical Hdwy	6.81	6.5	6.65	4.49	-	-	-	-	-		
Critical Hdwy Stg 1	5.81	5.5	-	-	-	-	-	-	-		
Critical Hdwy Stg 2	5.81	5.5	-	-	-	-	-	-	-		
Follow-up Hdwy	3.869	4	3.705	2.551	-	-	-	-	-		
Pot Cap-1 Maneuver	575	577	862	1253	-	0	0	-	-		
Stage 1	734	726	-	-	-	0	0	-	-		
Stage 2	806	790	-	-	-	0	0	-	-		
Platoon blocked, %					-			-	-		
Mov Cap-1 Maneuver	544	0	862	1253	-	-	-	-	-		
Mov Cap-2 Maneuver	544	0	-	-	-	-	-	-	-		
Stage 1	694	0	-	-	-	-	-	-	-		
Stage 2	806	0	-	-	-	-	-	-	-		

Approach	WB	NB	SB
HCM Control Delay, s	11.4	3.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	1253	-	642	-	-
HCM Lane V/C Ratio	0.051	-	0.125	-	-
HCM Control Delay (s)	8	0	11.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	-	-

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	1	47	0	0	0	0	145	35	22	152	0
Future Vol, veh/h	4	1	47	0	0	0	0	145	35	22	152	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	-	-	-	-	-	-	-	-	50	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	75	100	30	2	2	2	0	25	51	68	28	2
Mvmt Flow	4	1	50	0	0	0	0	154	37	23	162	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	381	399	162	-	0	0	191	0	0
Stage 1	208	208	-	-	-	-	-	-	-
Stage 2	173	191	-	-	-	-	-	-	-
Critical Hdwy	7.15	7.5	6.5	-	-	-	4.78	-	-
Critical Hdwy Stg 1	6.15	6.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	6.5	-	-	-	-	-	-	-
Follow-up Hdwy	4.175	4.9	3.57	-	-	-	2.812	-	-
Pot Cap-1 Maneuver	501	415	815	0	-	-	1069	-	0
Stage 1	680	579	-	0	-	-	-	-	0
Stage 2	708	591	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	489	0	815	-	-	-	1069	-	-
Mov Cap-2 Maneuver	489	0	-	-	-	-	-	-	-
Stage 1	680	0	-	-	-	-	-	-	-
Stage 2	691	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	775	1069	-
HCM Lane V/C Ratio	-	-	0.071	0.022	-
HCM Control Delay (s)	-	-	10	8.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	133	9	16	260	2	0
Future Vol, veh/h	133	9	16	260	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	78	78	78	78	78	78
Heavy Vehicles, %	22	22	0	19	100	0
Mvmt Flow	171	12	21	333	3	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	183	0	552	177
Stage 1	-	-	-	-	177	-
Stage 2	-	-	-	-	375	-
Critical Hdwy	-	-	4.1	-	7.4	6.2
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	-	-	2.2	-	4.4	3.3
Pot Cap-1 Maneuver	-	-	1404	-	362	871
Stage 1	-	-	-	-	664	-
Stage 2	-	-	-	-	524	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1404	-	355	871
Mov Cap-2 Maneuver	-	-	-	-	355	-
Stage 1	-	-	-	-	664	-
Stage 2	-	-	-	-	515	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	15.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	355	-	-	1404	-
HCM Lane V/C Ratio	0.007	-	-	0.015	-
HCM Control Delay (s)	15.2	-	-	7.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	130	3	0	274	1	0
Future Vol, veh/h	130	3	0	274	1	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	78	78	78	78	78	78
Heavy Vehicles, %	22	33	0	18	100	2
Mvmt Flow	167	4	0	351	1	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	171	0	520	169
Stage 1	-	-	-	-	169	-
Stage 2	-	-	-	-	351	-
Critical Hdwy	-	-	4.1	-	7.4	6.22
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	-	-	2.2	-	4.4	3.318
Pot Cap-1 Maneuver	-	-	1418	-	380	875
Stage 1	-	-	-	-	671	-
Stage 2	-	-	-	-	539	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1418	-	380	875
Mov Cap-2 Maneuver	-	-	-	-	380	-
Stage 1	-	-	-	-	671	-
Stage 2	-	-	-	-	539	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	380	-	-	1418	-
HCM Lane V/C Ratio	0.003	-	-	-	-
HCM Control Delay (s)	14.5	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	129	0	7	273	2	0	0	0	0	0	2
Future Vol, veh/h	1	129	0	7	273	2	0	0	0	0	0	2
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	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	22	0	0	18	100	0	0	0	0	0	0
Mvmt Flow	1	165	0	9	350	3	0	0	0	0	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	353	0	0	165	0	0	538	538	165	537	537	352
Stage 1	-	-	-	-	-	-	167	167	-	370	370	-
Stage 2	-	-	-	-	-	-	371	371	-	167	167	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1217	-	-	1426	-	-	457	453	885	458	453	696
Stage 1	-	-	-	-	-	-	840	764	-	654	624	-
Stage 2	-	-	-	-	-	-	653	623	-	840	764	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1217	-	-	1426	-	-	452	449	885	455	449	696
Mov Cap-2 Maneuver	-	-	-	-	-	-	452	449	-	455	449	-
Stage 1	-	-	-	-	-	-	839	763	-	653	619	-
Stage 2	-	-	-	-	-	-	645	618	-	839	763	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	0	10.2
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1217	-	-	1426	-	-	696
HCM Lane V/C Ratio	-	0.001	-	-	0.006	-	-	0.004
HCM Control Delay (s)	0	8	0	-	7.5	0	-	10.2
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	124	5	12	280	2	0
Future Vol, veh/h	124	5	12	280	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	78	78	78	78	92	92
Heavy Vehicles, %	21	40	0	17	100	0
Mvmt Flow	159	6	15	359	2	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	165	0	551	162
Stage 1	-	-	-	-	162	-
Stage 2	-	-	-	-	389	-
Critical Hdwy	-	-	4.1	-	7.4	6.2
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	-	-	2.2	-	4.4	3.3
Pot Cap-1 Maneuver	-	-	1426	-	362	888
Stage 1	-	-	-	-	676	-
Stage 2	-	-	-	-	515	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1426	-	357	888
Mov Cap-2 Maneuver	-	-	-	-	357	-
Stage 1	-	-	-	-	676	-
Stage 2	-	-	-	-	508	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	15.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	357	-	-	1426	-
HCM Lane V/C Ratio	0.006	-	-	0.011	-
HCM Control Delay (s)	15.1	-	-	7.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	117	7	14	291	1	1
Future Vol, veh/h	117	7	14	291	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	21	14	7	16	100	100
Mvmt Flow	150	9	18	373	1	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	159	0	564	155
Stage 1	-	-	-	-	155	-
Stage 2	-	-	-	-	409	-
Critical Hdwy	-	-	4.17	-	7.4	7.2
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	-	-	2.263	-	4.4	4.2
Pot Cap-1 Maneuver	-	-	1390	-	355	687
Stage 1	-	-	-	-	682	-
Stage 2	-	-	-	-	502	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1390	-	349	687
Mov Cap-2 Maneuver	-	-	-	-	349	-
Stage 1	-	-	-	-	682	-
Stage 2	-	-	-	-	494	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	12.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	463	-	-	1390	-
HCM Lane V/C Ratio	0.006	-	-	0.013	-
HCM Control Delay (s)	12.8	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	114	4	0	297	1	0
Future Vol, veh/h	114	4	0	297	1	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	78	78	92	78	92	92
Heavy Vehicles, %	7	25	0	3	100	2
Mvmt Flow	146	5	0	381	1	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	151	0	530	149
Stage 1	-	-	-	-	149	-
Stage 2	-	-	-	-	381	-
Critical Hdwy	-	-	4.1	-	7.4	6.22
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	-	-	2.2	-	4.4	3.318
Pot Cap-1 Maneuver	-	-	1442	-	374	898
Stage 1	-	-	-	-	687	-
Stage 2	-	-	-	-	520	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1442	-	374	898
Mov Cap-2 Maneuver	-	-	-	-	374	-
Stage 1	-	-	-	-	687	-
Stage 2	-	-	-	-	520	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	374	-	-	1442	-
HCM Lane V/C Ratio	0.003	-	-	-	-
HCM Control Delay (s)	14.7	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	114	0	13	297	0	1
Future Vol, veh/h	114	0	13	297	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	92	92
Heavy Vehicles, %	22	0	8	15	0	100
Mvmt Flow	146	0	17	381	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	146	0	561	146
Stage 1	-	-	-	-	146	-
Stage 2	-	-	-	-	415	-
Critical Hdwy	-	-	4.18	-	6.4	7.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.272	-	3.5	4.2
Pot Cap-1 Maneuver	-	-	1400	-	492	696
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	671	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1400	-	485	696
Mov Cap-2 Maneuver	-	-	-	-	485	-
Stage 1	-	-	-	-	886	-
Stage 2	-	-	-	-	661	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	696	-	-	1400	-
HCM Lane V/C Ratio	0.002	-	-	0.012	-
HCM Control Delay (s)	10.2	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	7	108	131	10
Future Vol, veh/h	0	3	7	108	131	10
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	82	82	82	82
Heavy Vehicles, %	0	100	43	18	15	0
Mvmt Flow	0	3	9	132	160	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	316	166	172	0	-	0
Stage 1	166	-	-	-	-	-
Stage 2	150	-	-	-	-	-
Critical Hdwy	6.4	7.2	4.53	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	2.587	-	-	-
Pot Cap-1 Maneuver	681	676	1191	-	-	-
Stage 1	868	-	-	-	-	-
Stage 2	883	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	676	676	1191	-	-	-
Mov Cap-2 Maneuver	676	-	-	-	-	-
Stage 1	861	-	-	-	-	-
Stage 2	883	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1191	-	676	-	-
HCM Lane V/C Ratio	0.007	-	0.005	-	-
HCM Control Delay (s)	8	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	108	141	10
Future Vol, veh/h	0	0	0	108	141	10
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	82	82	82	82
Heavy Vehicles, %	0	0	0	18	14	0
Mvmt Flow	0	0	0	132	172	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	310	178	184	0	-	0
Stage 1	178	-	-	-	-	-
Stage 2	132	-	-	-	-	-
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	687	870	1403	-	-	-
Stage 1	858	-	-	-	-	-
Stage 2	899	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	687	870	1403	-	-	-
Mov Cap-2 Maneuver	687	-	-	-	-	-
Stage 1	858	-	-	-	-	-
Stage 2	899	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1403	-	-	-	-
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	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	7	0	0	0	113	33	0	227	0
Future Vol, veh/h	0	0	0	7	0	0	0	113	33	0	227	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	82	82	82	82	92
Heavy Vehicles, %	2	2	2	100	0	0	2	24	21	0	12	0
Mvmt Flow	0	0	0	8	0	0	0	138	40	0	277	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	435	455	277	435	435	158	277	0	0	178	0	0
Stage 1	277	277	-	158	158	-	-	-	-	-	-	-
Stage 2	158	178	-	277	277	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	8.1	6.5	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.52	-	7.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	7.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	4.4	4	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	531	501	762	396	517	893	1286	-	-	1410	-	-
Stage 1	729	681	-	659	771	-	-	-	-	-	-	-
Stage 2	844	752	-	559	685	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	531	501	762	396	517	893	1286	-	-	1410	-	-
Mov Cap-2 Maneuver	531	501	-	396	517	-	-	-	-	-	-	-
Stage 1	729	681	-	659	771	-	-	-	-	-	-	-
Stage 2	844	752	-	559	685	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	14.3	0	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1286	-	-	-	396	1410	-	-
HCM Lane V/C Ratio	-	-	-	-	0.019	-	-	-
HCM Control Delay (s)	0	-	-	0	14.3	0	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	1	0	113	0	17	227	0
Future Vol, veh/h	0	0	0	0	0	1	0	113	0	17	227	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	82	82	82	82	92
Heavy Vehicles, %	2	2	2	2	10	100	0	24	2	6	12	0
Mvmt Flow	0	0	0	0	0	1	0	138	0	21	277	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	458	457	277	457	457	138	277	0	0	138	0	0
Stage 1	319	319	-	138	138	-	-	-	-	-	-	-
Stage 2	139	138	-	319	319	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.6	7.2	4.1	-	-	4.16	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.09	4.2	2.2	-	-	2.254	-	-
Pot Cap-1 Maneuver	513	500	762	514	488	704	1298	-	-	1421	-	-
Stage 1	693	653	-	865	767	-	-	-	-	-	-	-
Stage 2	864	782	-	693	639	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	506	492	762	507	480	704	1298	-	-	1421	-	-
Mov Cap-2 Maneuver	506	492	-	507	480	-	-	-	-	-	-	-
Stage 1	693	642	-	865	767	-	-	-	-	-	-	-
Stage 2	863	782	-	681	628	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	10.1	0	0.5
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1298	-	-	-	704	1421	-	-
HCM Lane V/C Ratio	-	-	-	-	0.002	0.015	-	-
HCM Control Delay (s)	0	-	-	0	10.1	7.6	0	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	110	260	49	1	0
Future Vol, veh/h	0	110	260	49	1	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	82	82	82	82	82	82
Heavy Vehicles, %	0	16	18	2	100	0
Mvmt Flow	0	134	317	60	1	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	377	0	-	0	481	347
Stage 1	-	-	-	-	347	-
Stage 2	-	-	-	-	134	-
Critical Hdwy	4.1	-	-	-	7.4	6.2
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	2.2	-	-	-	4.4	3.3
Pot Cap-1 Maneuver	1193	-	-	-	403	701
Stage 1	-	-	-	-	542	-
Stage 2	-	-	-	-	699	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1193	-	-	-	403	701
Mov Cap-2 Maneuver	-	-	-	-	403	-
Stage 1	-	-	-	-	542	-
Stage 2	-	-	-	-	699	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1193	-	-	-	403
HCM Lane V/C Ratio	-	-	-	-	0.003
HCM Control Delay (s)	0	-	-	-	14
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	97	14	13	307	2	0
Future Vol, veh/h	97	14	13	307	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	82	82	82	82	92	92
Heavy Vehicles, %	17	14	0	15	100	0
Mvmt Flow	118	17	16	374	2	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	135	0	533	127
Stage 1	-	-	-	-	127	-
Stage 2	-	-	-	-	406	-
Critical Hdwy	-	-	4.1	-	7.4	6.2
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	-	-	2.2	-	4.4	3.3
Pot Cap-1 Maneuver	-	-	1462	-	372	929
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	504	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1462	-	367	929
Mov Cap-2 Maneuver	-	-	-	-	367	-
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	497	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	14.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	367	-	-	1462	-
HCM Lane V/C Ratio	0.006	-	-	0.011	-
HCM Control Delay (s)	14.9	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	83	14	14	318	2	1
Future Vol, veh/h	83	14	14	318	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	92	92
Heavy Vehicles, %	18	14	7	14	100	100
Mvmt Flow	101	17	17	388	2	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	118	0	532	110
Stage 1	-	-	-	-	110	-
Stage 2	-	-	-	-	422	-
Critical Hdwy	-	-	4.17	-	7.4	7.2
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	-	-	2.263	-	4.4	4.2
Pot Cap-1 Maneuver	-	-	1440	-	373	733
Stage 1	-	-	-	-	719	-
Stage 2	-	-	-	-	495	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1440	-	367	733
Mov Cap-2 Maneuver	-	-	-	-	367	-
Stage 1	-	-	-	-	719	-
Stage 2	-	-	-	-	488	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	13.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	440	-	-	1440	-
HCM Lane V/C Ratio	0.007	-	-	0.012	-
HCM Control Delay (s)	13.2	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	19	65	329	17	0	3
Future Vol, veh/h	19	65	329	17	0	3
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	82	82	82	82	92	92
Heavy Vehicles, %	16	20	13	0	100	100
Mvmt Flow	23	79	401	21	0	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	422	0	-	0	537	412
Stage 1	-	-	-	-	412	-
Stage 2	-	-	-	-	125	-
Critical Hdwy	4.26	-	-	-	7.4	7.2
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	2.344	-	-	-	4.4	4.2
Pot Cap-1 Maneuver	1066	-	-	-	370	474
Stage 1	-	-	-	-	501	-
Stage 2	-	-	-	-	706	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1066	-	-	-	361	474
Mov Cap-2 Maneuver	-	-	-	-	361	-
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	706	-

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	12.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1066	-	-	-	474
HCM Lane V/C Ratio	0.022	-	-	-	0.007
HCM Control Delay (s)	8.5	0	-	-	12.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↰						↕	
Traffic Vol, veh/h	0	239	0	13	246	0	0	0	0	27	4	22
Future Vol, veh/h	0	239	0	13	246	0	0	0	0	27	4	22
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	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	11	2	15	16	2	2	2	2	100	100	36
Mvmt Flow	0	269	0	15	276	0	0	0	0	30	4	25

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	-	269	0	0	575	575	276
Stage 1	-	-	-	-	-	-	306	306	-
Stage 2	-	-	-	-	-	-	269	269	-
Critical Hdwy	-	-	-	4.25	-	-	7.4	7.5	6.56
Critical Hdwy Stg 1	-	-	-	-	-	-	6.4	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.4	6.5	-
Follow-up Hdwy	-	-	-	2.335	-	-	4.4	4.9	3.624
Pot Cap-1 Maneuver	0	-	0	1223	-	0	349	320	688
Stage 1	0	-	0	-	-	0	569	517	-
Stage 2	0	-	0	-	-	0	595	540	-
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	-	-	-	1223	-	-	344	0	688
Mov Cap-2 Maneuver	-	-	-	-	-	-	344	0	-
Stage 1	-	-	-	-	-	-	569	0	-
Stage 2	-	-	-	-	-	-	587	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.4	14.4
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBL	WBT	SBLn1
Capacity (veh/h)	-	1223	-	444
HCM Lane V/C Ratio	-	0.012	-	0.134
HCM Control Delay (s)	-	8	0	14.4
HCM Lane LOS	-	A	A	B
HCM 95th %tile Q(veh)	-	0	-	0.5

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	56	175	31	26	168	2	48	4	1	1	18	46
Future Vol, veh/h	56	175	31	26	168	2	48	4	1	1	18	46
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	125	-	-	125	-	-	-	-	-	-	-	-
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, %	21	6	45	77	10	50	25	0	100	0	83	2
Mvmt Flow	65	203	36	30	195	2	56	5	1	1	21	53

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	197	0	0	239	0	0	644	608	221	610	625	196
Stage 1	-	-	-	-	-	-	351	351	-	256	256	-
Stage 2	-	-	-	-	-	-	293	257	-	354	369	-
Critical Hdwy	4.31	-	-	4.87	-	-	7.35	6.5	7.2	7.1	7.33	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.35	5.5	-	6.1	6.33	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.35	5.5	-	6.1	6.33	-
Follow-up Hdwy	2.389	-	-	2.893	-	-	3.725	4	4.2	3.5	4.747	3.318
Pot Cap-1 Maneuver	1270	-	-	990	-	-	356	413	625	409	312	845
Stage 1	-	-	-	-	-	-	621	636	-	753	570	-
Stage 2	-	-	-	-	-	-	668	699	-	667	501	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1270	-	-	990	-	-	296	380	625	380	287	845
Mov Cap-2 Maneuver	-	-	-	-	-	-	296	380	-	380	287	-
Stage 1	-	-	-	-	-	-	589	604	-	715	553	-
Stage 2	-	-	-	-	-	-	584	678	-	627	475	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.7	1.2	19.8	12.7
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	304	1270	-	-	990	-	-	543
HCM Lane V/C Ratio	0.203	0.051	-	-	0.031	-	-	0.139
HCM Control Delay (s)	19.8	8	-	-	8.8	-	-	12.7
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.7	0.2	-	-	0.1	-	-	0.5

Intersection	
Intersection Delay, s/veh	13
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	97	170	8	14	59	37	4	124	23	6	120	73
Future Vol, veh/h	97	170	8	14	59	37	4	124	23	6	120	73
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	15	6	38	21	19	11	50	14	22	33	16	22
Mvmt Flow	113	198	9	16	69	43	5	144	27	7	140	85
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	14.5	10.6	12.4	12.6
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	35%	13%	3%
Vol Thru, %	82%	62%	54%	60%
Vol Right, %	15%	3%	34%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	151	275	110	199
LT Vol	4	97	14	6
Through Vol	124	170	59	120
RT Vol	23	8	37	73
Lane Flow Rate	176	320	128	231
Geometry Grp	1	1	1	1
Degree of Util (X)	0.314	0.507	0.211	0.381
Departure Headway (Hd)	6.428	5.706	5.934	5.924
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	558	630	602	606
Service Time	4.486	3.756	3.998	3.978
HCM Lane V/C Ratio	0.315	0.508	0.213	0.381
HCM Control Delay	12.4	14.5	10.6	12.6
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.3	2.9	0.8	1.8

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	64	0	29	75	92	0	0	159	0
Future Vol, veh/h	0	0	0	64	0	29	75	92	0	0	159	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	-	-	-	-	-	-	-	-	-	-	-	50
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	42	0	55	27	12	0	0	19	0
Mvmt Flow	0	0	0	74	0	34	87	107	0	0	185	0

Major/Minor	Minor1			Major1				Major2			
Conflicting Flow All	466	466	107	185	0	-	-	-	0		
Stage 1	281	281	-	-	-	-	-	-	-		
Stage 2	185	185	-	-	-	-	-	-	-		
Critical Hdwy	6.82	6.5	6.75	4.37	-	-	-	-	-		
Critical Hdwy Stg 1	5.82	5.5	-	-	-	-	-	-	-		
Critical Hdwy Stg 2	5.82	5.5	-	-	-	-	-	-	-		
Follow-up Hdwy	3.878	4	3.795	2.443	-	-	-	-	-		
Pot Cap-1 Maneuver	488	497	821	1253	-	0	0	-	-		
Stage 1	683	682	-	-	-	0	0	-	-		
Stage 2	759	751	-	-	-	0	0	-	-		
Platoon blocked, %					-			-	-		
Mov Cap-1 Maneuver	452	0	821	1253	-	-	-	-	-		
Mov Cap-2 Maneuver	452	0	-	-	-	-	-	-	-		
Stage 1	632	0	-	-	-	-	-	-	-		
Stage 2	759	0	-	-	-	-	-	-	-		

Approach	WB	NB	SB
HCM Control Delay, s	13.6	3.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	1253	-	526	-	-
HCM Lane V/C Ratio	0.07	-	0.206	-	-
HCM Control Delay (s)	8.1	0	13.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.8	-	-

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	0	57	0	0	0	0	154	61	34	180	0
Future Vol, veh/h	4	0	57	0	0	0	0	154	61	34	180	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	-	-	-	-	-	-	-	-	50	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	50	0	47	2	2	2	2	19	49	59	18	0
Mvmt Flow	4	0	63	0	0	0	0	171	68	38	200	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	481	515	200	-	0	0	239	0	0
Stage 1	276	276	-	-	-	-	-	-	-
Stage 2	205	239	-	-	-	-	-	-	-
Critical Hdwy	6.9	6.5	6.67	-	-	-	4.69	-	-
Critical Hdwy Stg 1	5.9	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.9	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.95	4	3.723	-	-	-	2.731	-	-
Pot Cap-1 Maneuver	467	466	739	0	-	-	1056	-	0
Stage 1	672	685	-	0	-	-	-	-	0
Stage 2	727	711	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	448	0	739	-	-	-	1056	-	-
Mov Cap-2 Maneuver	448	0	-	-	-	-	-	-	-
Stage 1	672	0	-	-	-	-	-	-	-
Stage 2	698	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0	1.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	709	1056	-
HCM Lane V/C Ratio	-	-	0.096	0.036	-
HCM Control Delay (s)	-	-	10.6	8.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	221	2	0	166	9	16
Future Vol, veh/h	221	2	0	166	9	16
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	81	81	81	81	92	92
Heavy Vehicles, %	13	100	100	22	22	0
Mvmt Flow	273	2	0	205	10	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	275	0	479	274
Stage 1	-	-	-	-	274	-
Stage 2	-	-	-	-	205	-
Critical Hdwy	-	-	5.1	-	6.62	6.2
Critical Hdwy Stg 1	-	-	-	-	5.62	-
Critical Hdwy Stg 2	-	-	-	-	5.62	-
Follow-up Hdwy	-	-	3.1	-	3.698	3.3
Pot Cap-1 Maneuver	-	-	883	-	511	770
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	784	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	883	-	511	770
Mov Cap-2 Maneuver	-	-	-	-	511	-
Stage 1	-	-	-	-	728	-
Stage 2	-	-	-	-	784	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	651	-	-	883	-
HCM Lane V/C Ratio	0.042	-	-	-	-
HCM Control Delay (s)	10.8	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	236	1	0	163	3	0
Future Vol, veh/h	236	1	0	163	3	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	81	81	81	81	92	92
Heavy Vehicles, %	12	100	0	22	33	2
Mvmt Flow	291	1	0	201	3	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	292	0	493	292
Stage 1	-	-	-	-	292	-
Stage 2	-	-	-	-	201	-
Critical Hdwy	-	-	4.1	-	6.73	6.22
Critical Hdwy Stg 1	-	-	-	-	5.73	-
Critical Hdwy Stg 2	-	-	-	-	5.73	-
Follow-up Hdwy	-	-	2.2	-	3.797	3.318
Pot Cap-1 Maneuver	-	-	1281	-	484	747
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	764	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1281	-	484	747
Mov Cap-2 Maneuver	-	-	-	-	484	-
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	764	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	484	-	-	1281	-
HCM Lane V/C Ratio	0.007	-	-	-	-
HCM Control Delay (s)	12.5	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	236	0	0	160	0	0	0	7	0	0	3
Future Vol, veh/h	0	236	0	0	160	0	0	0	7	0	0	3
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	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	12	0	2	22	2	2	2	2	2	2	0
Mvmt Flow	0	291	0	0	198	0	0	0	9	0	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	198	0	0	291	0	0	491	489	291	494	489	198
Stage 1	-	-	-	-	-	-	291	291	-	198	198	-
Stage 2	-	-	-	-	-	-	200	198	-	296	291	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.3
Pot Cap-1 Maneuver	1375	-	-	1271	-	-	488	480	748	486	480	848
Stage 1	-	-	-	-	-	-	717	672	-	804	737	-
Stage 2	-	-	-	-	-	-	802	737	-	712	672	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1375	-	-	1271	-	-	486	480	748	480	480	848
Mov Cap-2 Maneuver	-	-	-	-	-	-	486	480	-	480	480	-
Stage 1	-	-	-	-	-	-	717	672	-	804	737	-
Stage 2	-	-	-	-	-	-	798	737	-	704	672	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	9.9	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	748	1375	-	-	1271	-	-	848
HCM Lane V/C Ratio	0.012	-	-	-	-	-	-	0.004
HCM Control Delay (s)	9.9	0	-	-	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	241	2	0	155	5	12
Future Vol, veh/h	241	2	0	155	5	12
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	81	81	81	81	92	92
Heavy Vehicles, %	11	100	0	21	40	0
Mvmt Flow	298	2	0	191	5	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	300	0	490	299
Stage 1	-	-	-	-	299	-
Stage 2	-	-	-	-	191	-
Critical Hdwy	-	-	4.1	-	6.8	6.2
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.86	3.3
Pot Cap-1 Maneuver	-	-	1273	-	475	745
Stage 1	-	-	-	-	673	-
Stage 2	-	-	-	-	758	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1273	-	475	745
Mov Cap-2 Maneuver	-	-	-	-	475	-
Stage 1	-	-	-	-	673	-
Stage 2	-	-	-	-	758	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	638	-	-	1273	-
HCM Lane V/C Ratio	0.029	-	-	-	-
HCM Control Delay (s)	10.8	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	251	2	1	147	8	14
Future Vol, veh/h	251	2	1	147	8	14
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	81	81	81	81	92	92
Heavy Vehicles, %	10	100	100	21	25	7
Mvmt Flow	310	2	1	181	9	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	312	0	494	311
Stage 1	-	-	-	-	311	-
Stage 2	-	-	-	-	183	-
Critical Hdwy	-	-	5.1	-	6.65	6.27
Critical Hdwy Stg 1	-	-	-	-	5.65	-
Critical Hdwy Stg 2	-	-	-	-	5.65	-
Follow-up Hdwy	-	-	3.1	-	3.725	3.363
Pot Cap-1 Maneuver	-	-	851	-	496	718
Stage 1	-	-	-	-	694	-
Stage 2	-	-	-	-	796	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	851	-	496	718
Mov Cap-2 Maneuver	-	-	-	-	496	-
Stage 1	-	-	-	-	694	-
Stage 2	-	-	-	-	795	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	617	-	-	851	-
HCM Lane V/C Ratio	0.039	-	-	0.001	-
HCM Control Delay (s)	11.1	-	-	9.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	262	1	0	135	4	0
Future Vol, veh/h	262	1	0	135	4	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	81	81	81	81	92	92
Heavy Vehicles, %	9	100	0	22	25	0
Mvmt Flow	323	1	0	167	4	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	324	0	491	324
Stage 1	-	-	-	-	324	-
Stage 2	-	-	-	-	167	-
Critical Hdwy	-	-	4.1	-	6.65	6.2
Critical Hdwy Stg 1	-	-	-	-	5.65	-
Critical Hdwy Stg 2	-	-	-	-	5.65	-
Follow-up Hdwy	-	-	2.2	-	3.725	3.3
Pot Cap-1 Maneuver	-	-	1247	-	498	722
Stage 1	-	-	-	-	684	-
Stage 2	-	-	-	-	810	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1247	-	498	722
Mov Cap-2 Maneuver	-	-	-	-	498	-
Stage 1	-	-	-	-	684	-
Stage 2	-	-	-	-	810	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	498	-	-	1247	-
HCM Lane V/C Ratio	0.009	-	-	-	-
HCM Control Delay (s)	12.3	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	262	0	1	135	0	13
Future Vol, veh/h	262	0	1	135	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	81	81	81	81	92	92
Heavy Vehicles, %	9	0	100	22	0	8
Mvmt Flow	323	0	1	167	0	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	323	0	492	323
Stage 1	-	-	-	-	323	-
Stage 2	-	-	-	-	169	-
Critical Hdwy	-	-	5.1	-	6.4	6.28
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	3.1	-	3.5	3.372
Pot Cap-1 Maneuver	-	-	842	-	540	704
Stage 1	-	-	-	-	738	-
Stage 2	-	-	-	-	866	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	842	-	539	704
Mov Cap-2 Maneuver	-	-	-	-	539	-
Stage 1	-	-	-	-	738	-
Stage 2	-	-	-	-	865	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	704	-	-	842	-
HCM Lane V/C Ratio	0.02	-	-	0.001	-
HCM Control Delay (s)	10.2	-	-	9.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	7	3	131	142	0
Future Vol, veh/h	10	7	3	131	142	0
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	86	86	86	86
Heavy Vehicles, %	0	43	100	19	18	0
Mvmt Flow	11	8	3	152	165	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	323	165	165	0	-	0
Stage 1	165	-	-	-	-	-
Stage 2	158	-	-	-	-	-
Critical Hdwy	6.4	6.63	5.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.687	3.1	-	-	-
Pot Cap-1 Maneuver	675	783	986	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	673	783	986	-	-	-
Mov Cap-2 Maneuver	673	-	-	-	-	-
Stage 1	866	-	-	-	-	-
Stage 2	875	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	986	-	714	-	-
HCM Lane V/C Ratio	0.004	-	0.026	-	-
HCM Control Delay (s)	8.7	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	0	0	141	142	0
Future Vol, veh/h	10	0	0	141	142	0
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	86	86	86	86
Heavy Vehicles, %	0	0	0	18	18	0
Mvmt Flow	11	0	0	164	165	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	329	165	165	0	-	0
Stage 1	165	-	-	-	-	-
Stage 2	164	-	-	-	-	-
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	670	885	1426	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	870	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	670	885	1426	-	-	-
Mov Cap-2 Maneuver	670	-	-	-	-	-
Stage 1	869	-	-	-	-	-
Stage 2	870	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1426	-	670	-	-
HCM Lane V/C Ratio	-	-	0.016	-	-
HCM Control Delay (s)	0	-	10.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

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	0	0	0	33	0	0	0	251	7	0	166	0
Future Vol, veh/h	0	0	0	33	0	0	0	251	7	0	166	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	25	92	92	86	86	86	86	92
Heavy Vehicles, %	2	2	2	21	0	0	0	12	100	0	18	2
Mvmt Flow	0	0	0	36	0	0	0	292	8	0	193	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	489	493	193	489	489	296	193	0	0	300	0	0
Stage 1	193	193	-	296	296	-	-	-	-	-	-	-
Stage 2	296	300	-	193	193	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.31	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.31	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.31	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.689	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	489	477	849	460	482	748	1392	-	-	1273	-	-
Stage 1	809	741	-	673	672	-	-	-	-	-	-	-
Stage 2	712	666	-	767	745	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	489	477	849	460	482	748	1392	-	-	1273	-	-
Mov Cap-2 Maneuver	489	477	-	460	482	-	-	-	-	-	-	-
Stage 1	809	741	-	673	672	-	-	-	-	-	-	-
Stage 2	712	666	-	767	745	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	13.5	0	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1392	-	-	-	460	1273	-	-
HCM Lane V/C Ratio	-	-	-	-	0.078	-	-	-
HCM Control Delay (s)	0	-	-	0	13.5	0	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	17	0	251	0	1	166	0
Future Vol, veh/h	0	0	0	0	0	17	0	251	0	1	166	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	86	86	86	86	92
Heavy Vehicles, %	2	2	2	0	0	6	0	12	0	100	18	2
Mvmt Flow	0	0	0	0	0	18	0	292	0	1	193	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	496	487	193	487	487	292	193	0	0	292	0	0
Stage 1	195	195	-	292	292	-	-	-	-	-	-	-
Stage 2	301	292	-	195	195	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.5	6.26	4.1	-	-	5.1	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4	3.354	2.2	-	-	3.1	-	-
Pot Cap-1 Maneuver	484	481	849	494	484	738	1392	-	-	868	-	-
Stage 1	807	739	-	720	675	-	-	-	-	-	-	-
Stage 2	708	671	-	811	743	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	471	481	849	494	484	738	1392	-	-	868	-	-
Mov Cap-2 Maneuver	471	481	-	494	484	-	-	-	-	-	-	-
Stage 1	807	738	-	720	675	-	-	-	-	-	-	-
Stage 2	690	671	-	810	742	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	10	0	0.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1392	-	-	-	738	868	-	-
HCM Lane V/C Ratio	-	-	-	-	0.025	0.001	-	-
HCM Control Delay (s)	0	-	-	0	10	9.2	0	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	199	110	1	49	0
Future Vol, veh/h	0	199	110	1	49	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	86	86	86	86	92	92
Heavy Vehicles, %	2	8	17	100	2	0
Mvmt Flow	0	231	128	1	53	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	129	0	-	0	360	129
Stage 1	-	-	-	-	129	-
Stage 2	-	-	-	-	231	-
Critical Hdwy	4.12	-	-	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.3
Pot Cap-1 Maneuver	1457	-	-	-	639	926
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	807	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1457	-	-	-	639	926
Mov Cap-2 Maneuver	-	-	-	-	639	-
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	807	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1457	-	-	-	639
HCM Lane V/C Ratio	-	-	-	-	0.083
HCM Control Delay (s)	0	-	-	-	11.1
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	246	2	0	97	14	13
Future Vol, veh/h	246	2	0	97	14	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	86	86	86	86	92	92
Heavy Vehicles, %	6	100	0	18	14	0
Mvmt Flow	286	2	0	113	15	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	288	0	400	287
Stage 1	-	-	-	-	287	-
Stage 2	-	-	-	-	113	-
Critical Hdwy	-	-	4.1	-	6.54	6.2
Critical Hdwy Stg 1	-	-	-	-	5.54	-
Critical Hdwy Stg 2	-	-	-	-	5.54	-
Follow-up Hdwy	-	-	2.2	-	3.626	3.3
Pot Cap-1 Maneuver	-	-	1286	-	583	757
Stage 1	-	-	-	-	735	-
Stage 2	-	-	-	-	883	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1286	-	583	757
Mov Cap-2 Maneuver	-	-	-	-	583	-
Stage 1	-	-	-	-	735	-
Stage 2	-	-	-	-	883	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	656	-	-	1286	-
HCM Lane V/C Ratio	0.045	-	-	-	-
HCM Control Delay (s)	10.7	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	257	2	1	83	14	14
Future Vol, veh/h	257	2	1	83	14	14
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	86	86	86	86	92	92
Heavy Vehicles, %	5	100	100	18	14	7
Mvmt Flow	299	2	1	97	15	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	301	0	399	300
Stage 1	-	-	-	-	300	-
Stage 2	-	-	-	-	99	-
Critical Hdwy	-	-	5.1	-	6.54	6.27
Critical Hdwy Stg 1	-	-	-	-	5.54	-
Critical Hdwy Stg 2	-	-	-	-	5.54	-
Follow-up Hdwy	-	-	3.1	-	3.626	3.363
Pot Cap-1 Maneuver	-	-	861	-	584	728
Stage 1	-	-	-	-	725	-
Stage 2	-	-	-	-	896	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	861	-	583	728
Mov Cap-2 Maneuver	-	-	-	-	583	-
Stage 1	-	-	-	-	725	-
Stage 2	-	-	-	-	895	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	647	-	-	861	-
HCM Lane V/C Ratio	0.047	-	-	0.001	-
HCM Control Delay (s)	10.8	-	-	9.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	268	65	0	17	19
Future Vol, veh/h	3	268	65	0	17	19
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	86	86	86	86	92	92
Heavy Vehicles, %	100	4	21	0	0	16
Mvmt Flow	3	312	76	0	18	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	76	0	-	0	394	76
Stage 1	-	-	-	-	76	-
Stage 2	-	-	-	-	318	-
Critical Hdwy	5.1	-	-	-	6.4	6.36
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	3.1	-	-	-	3.5	3.444
Pot Cap-1 Maneuver	1077	-	-	-	615	948
Stage 1	-	-	-	-	952	-
Stage 2	-	-	-	-	742	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1077	-	-	-	613	948
Mov Cap-2 Maneuver	-	-	-	-	613	-
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	742	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1077	-	-	-	754
HCM Lane V/C Ratio	0.003	-	-	-	0.052
HCM Control Delay (s)	8.4	0	-	-	10
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

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	0	116	0	6	341	0	0	0	0	41	4	18
Future Vol, veh/h	0	116	0	6	341	0	0	0	0	41	4	18
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	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	18	0	0	18	0	2	2	2	73	75	28
Mvmt Flow	0	143	0	7	421	0	0	0	0	51	5	22

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	-	143	0	0	578	578	421
Stage 1	-	-	-	-	-	-	435	435	-
Stage 2	-	-	-	-	-	-	143	143	-
Critical Hdwy	-	-	-	4.1	-	-	7.13	7.25	6.48
Critical Hdwy Stg 1	-	-	-	-	-	-	6.13	6.25	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.13	6.25	-
Follow-up Hdwy	-	-	-	2.2	-	-	4.157	4.675	3.552
Pot Cap-1 Maneuver	0	-	0	1452	-	0	378	342	581
Stage 1	0	-	0	-	-	0	525	474	-
Stage 2	0	-	0	-	-	0	736	658	-
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	-	-	-	1452	-	-	376	0	581
Mov Cap-2 Maneuver	-	-	-	-	-	-	376	0	-
Stage 1	-	-	-	-	-	-	525	0	-
Stage 2	-	-	-	-	-	-	732	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.1	15.5
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBL	WBT	SBLn1
Capacity (veh/h)	-	1452	-	421
HCM Lane V/C Ratio	-	0.005	-	0.185
HCM Control Delay (s)	-	7.5	0	15.5
HCM Lane LOS	-	A	A	C
HCM 95th %tile Q(veh)	-	0	-	0.7

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	117	13	11	235	1	68	4	23	3	7	48
Future Vol, veh/h	29	117	13	11	235	1	68	4	23	3	7	48
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	125	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	41	20	54	100	20	0	31	0	25	33	71	8
Mvmt Flow	37	148	16	14	297	1	86	5	29	4	9	61

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	298	0	0	164	0	0	591	556	156	573	564	298
Stage 1	-	-	-	-	-	-	230	230	-	326	326	-
Stage 2	-	-	-	-	-	-	361	326	-	247	238	-
Critical Hdwy	4.51	-	-	5.1	-	-	7.41	6.5	6.45	7.43	7.21	6.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.41	5.5	-	6.43	6.21	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.41	5.5	-	6.43	6.21	-
Follow-up Hdwy	2.569	-	-	3.1	-	-	3.779	4	3.525	3.797	4.639	3.372
Pot Cap-1 Maneuver	1071	-	-	987	-	-	379	442	833	387	353	728
Stage 1	-	-	-	-	-	-	712	718	-	626	542	-
Stage 2	-	-	-	-	-	-	602	652	-	693	598	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1071	-	-	987	-	-	328	420	833	356	336	728
Mov Cap-2 Maneuver	-	-	-	-	-	-	328	420	-	356	336	-
Stage 1	-	-	-	-	-	-	687	693	-	604	534	-
Stage 2	-	-	-	-	-	-	535	643	-	641	577	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0.4	18.3	11.7
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	389	1071	-	-	987	-	-	609
HCM Lane V/C Ratio	0.309	0.034	-	-	0.014	-	-	0.121
HCM Control Delay (s)	18.3	8.5	-	-	8.7	-	-	11.7
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.3	0.1	-	-	0	-	-	0.4

Intersection	
Intersection Delay, s/veh	10.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	41	3	2	188	9	7	74	1	21	120	54
Future Vol, veh/h	30	41	3	2	188	9	7	74	1	21	120	54
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	39	12	0	0	19	44	20	15	0	29	10	12
Mvmt Flow	37	50	4	2	229	11	9	90	1	26	146	66
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	9.9	10.4	9.5	11.1
HCM LOS	A	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	9%	41%	1%	11%
Vol Thru, %	90%	55%	94%	62%
Vol Right, %	1%	4%	5%	28%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	82	74	199	195
LT Vol	7	30	2	21
Through Vol	74	41	188	120
RT Vol	1	3	9	54
Lane Flow Rate	100	90	243	238
Geometry Grp	1	1	1	1
Degree of Util (X)	0.151	0.146	0.33	0.346
Departure Headway (Hd)	5.434	5.835	4.899	5.236
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	652	608	728	680
Service Time	3.53	3.93	2.973	3.316
HCM Lane V/C Ratio	0.153	0.148	0.334	0.35
HCM Control Delay	9.5	9.9	10.4	11.1
HCM Lane LOS	A	A	B	B
HCM 95th-tile Q	0.5	0.5	1.4	1.5

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	44	2	16	61	66	0	0	118	0
Future Vol, veh/h	0	0	0	44	2	16	61	66	0	0	118	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	-	-	-	-	-	-	-	-	-	-	-	50
Veh in Median Storage, #	-	1	-	-	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, %	2	2	2	41	0	25	39	6	0	0	9	0
Mvmt Flow	0	0	0	46	2	17	64	69	0	0	123	0

Major/Minor	Minor1			Major1				Major2			
Conflicting Flow All	320	320	69	123	0	-	-	-	0		
Stage 1	197	197	-	-	-	-	-	-	-		
Stage 2	123	123	-	-	-	-	-	-	-		
Critical Hdwy	6.81	6.5	6.45	4.49	-	-	-	-	-		
Critical Hdwy Stg 1	5.81	5.5	-	-	-	-	-	-	-		
Critical Hdwy Stg 2	5.81	5.5	-	-	-	-	-	-	-		
Follow-up Hdwy	3.869	4	3.525	2.551	-	-	-	-	-		
Pot Cap-1 Maneuver	600	600	933	1264	-	0	0	-	-		
Stage 1	751	742	-	-	-	0	0	-	-		
Stage 2	814	798	-	-	-	0	0	-	-		
Platoon blocked, %					-			-	-		
Mov Cap-1 Maneuver	568	0	933	1264	-	-	-	-	-		
Mov Cap-2 Maneuver	568	0	-	-	-	-	-	-	-		
Stage 1	711	0	-	-	-	-	-	-	-		
Stage 2	814	0	-	-	-	-	-	-	-		

Approach	WB	NB	SB
HCM Control Delay, s	11.3	3.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	1264	-	634	-	-
HCM Lane V/C Ratio	0.05	-	0.102	-	-
HCM Control Delay (s)	8	0	11.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	1	47	0	0	0	0	125	35	12	152	0
Future Vol, veh/h	4	1	47	0	0	0	0	125	35	12	152	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	-	-	-	-	-	-	-	-	50	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	75	100	30	2	2	2	0	29	51	42	21	2
Mvmt Flow	4	1	50	0	0	0	0	133	37	13	162	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	340	358	162	-	0	0	170	0	0
Stage 1	188	188	-	-	-	-	-	-	-
Stage 2	152	170	-	-	-	-	-	-	-
Critical Hdwy	7.15	7.5	6.5	-	-	-	4.52	-	-
Critical Hdwy Stg 1	6.15	6.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	6.5	-	-	-	-	-	-	-
Follow-up Hdwy	4.175	4.9	3.57	-	-	-	2.578	-	-
Pot Cap-1 Maneuver	531	440	815	0	-	-	1198	-	0
Stage 1	696	593	-	0	-	-	-	-	0
Stage 2	725	605	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	525	0	815	-	-	-	1198	-	-
Mov Cap-2 Maneuver	525	0	-	-	-	-	-	-	-
Stage 1	696	0	-	-	-	-	-	-	-
Stage 2	716	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	781	1198	-
HCM Lane V/C Ratio	-	-	0.071	0.011	-
HCM Control Delay (s)	-	-	10	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	75	0	0	256	0	0
Future Vol, veh/h	75	0	0	256	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	78	78	78	78	78	78
Heavy Vehicles, %	24	2	2	15	2	2
Mvmt Flow	96	0	0	328	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	96	0	424	96
Stage 1	-	-	-	-	96	-
Stage 2	-	-	-	-	328	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1498	-	587	960
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	730	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1498	-	587	960
Mov Cap-2 Maneuver	-	-	-	-	587	-
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	730	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1498	-
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	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	75	0	0	256	0	0
Future Vol, veh/h	75	0	0	256	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	78	78	78	78	92	92
Heavy Vehicles, %	24	2	2	15	2	2
Mvmt Flow	96	0	0	328	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	96	0	424	96
Stage 1	-	-	-	-	96	-
Stage 2	-	-	-	-	328	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1498	-	587	960
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	730	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1498	-	587	960
Mov Cap-2 Maneuver	-	-	-	-	587	-
Stage 1	-	-	-	-	928	-
Stage 2	-	-	-	-	730	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1498	-
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	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	74	0	0	254	2	0	0	0	0	0	2
Future Vol, veh/h	1	74	0	0	254	2	0	0	0	0	0	2
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	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	24	0	0	15	100	0	0	0	0	0	0
Mvmt Flow	1	95	0	0	326	3	0	0	0	0	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	329	0	0	95	0	0	426	426	95	425	425	328
Stage 1	-	-	-	-	-	-	97	97	-	328	328	-
Stage 2	-	-	-	-	-	-	329	329	-	97	97	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1242	-	-	1512	-	-	542	524	967	543	524	718
Stage 1	-	-	-	-	-	-	914	819	-	689	651	-
Stage 2	-	-	-	-	-	-	688	650	-	914	819	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1242	-	-	1512	-	-	540	523	967	542	523	718
Mov Cap-2 Maneuver	-	-	-	-	-	-	540	523	-	542	523	-
Stage 1	-	-	-	-	-	-	913	818	-	688	651	-
Stage 2	-	-	-	-	-	-	686	650	-	913	818	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	0	10
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1242	-	-	1512	-	-	718
HCM Lane V/C Ratio	-	0.001	-	-	-	-	-	0.004
HCM Control Delay (s)	0	7.9	0	-	0	-	-	10
HCM Lane LOS	A	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	74	0	0	256	0	0
Future Vol, veh/h	74	0	0	256	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	78	78	78	78	92	92
Heavy Vehicles, %	24	2	2	15	2	2
Mvmt Flow	95	0	0	328	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	95	0	423	95
Stage 1	-	-	-	-	95	-
Stage 2	-	-	-	-	328	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1499	-	588	962
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	730	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1499	-	588	962
Mov Cap-2 Maneuver	-	-	-	-	588	-
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	730	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1499	-
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	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	74	0	0	256	0	0
Future Vol, veh/h	74	0	0	256	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	78	78	78	78	78	78
Heavy Vehicles, %	24	2	2	15	2	2
Mvmt Flow	95	0	0	328	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	95	0	423	95
Stage 1	-	-	-	-	95	-
Stage 2	-	-	-	-	328	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1499	-	588	962
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	730	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1499	-	588	962
Mov Cap-2 Maneuver	-	-	-	-	588	-
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	730	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1499	-
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	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	74	0	0	249	0	0
Future Vol, veh/h	74	0	0	249	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	78	78	92	78	92	92
Heavy Vehicles, %	24	2	2	15	2	2
Mvmt Flow	95	0	0	319	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	95	0	414	95
Stage 1	-	-	-	-	95	-
Stage 2	-	-	-	-	319	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1499	-	595	962
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	737	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1499	-	595	962
Mov Cap-2 Maneuver	-	-	-	-	595	-
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	737	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1499	-
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	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	74	0	0	249	0	0
Future Vol, veh/h	74	0	0	249	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	78	78	78	78	92	92
Heavy Vehicles, %	24	2	2	15	2	2
Mvmt Flow	95	0	0	319	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	95	0	414	95
Stage 1	-	-	-	-	95	-
Stage 2	-	-	-	-	319	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1499	-	595	962
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	737	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1499	-	595	962
Mov Cap-2 Maneuver	-	-	-	-	595	-
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	737	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1499	-
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	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	82	125	0
Future Vol, veh/h	0	0	0	82	125	0
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	82	82	82	82
Heavy Vehicles, %	2	2	2	15	10	2
Mvmt Flow	0	0	0	100	152	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	252	152	152	0	-	0
Stage 1	152	-	-	-	-	-
Stage 2	100	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	737	894	1429	-	-	-
Stage 1	876	-	-	-	-	-
Stage 2	924	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	737	894	1429	-	-	-
Mov Cap-2 Maneuver	737	-	-	-	-	-
Stage 1	876	-	-	-	-	-
Stage 2	924	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1429	-	-	-	-
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	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	82	125	0
Future Vol, veh/h	0	0	0	82	125	0
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	82	82	82	82
Heavy Vehicles, %	2	2	2	15	10	2
Mvmt Flow	0	0	0	100	152	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	252	152	152	0	-	0
Stage 1	152	-	-	-	-	-
Stage 2	100	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	737	894	1429	-	-	-
Stage 1	876	-	-	-	-	-
Stage 2	924	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	737	894	1429	-	-	-
Mov Cap-2 Maneuver	737	-	-	-	-	-
Stage 1	876	-	-	-	-	-
Stage 2	924	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1429	-	-	-	-
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	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	113	0	0	195	0
Future Vol, veh/h	0	0	0	0	0	0	0	113	0	0	195	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	82	82	82	82	92
Heavy Vehicles, %	2	2	2	2	2	2	2	23	2	2	13	2
Mvmt Flow	0	0	0	0	0	0	0	138	0	0	238	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	376	376	238	376	376	138	238	0	0	138	0	0
Stage 1	238	238	-	138	138	-	-	-	-	-	-	-
Stage 2	138	138	-	238	238	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	581	555	801	581	555	910	1329	-	-	1446	-	-
Stage 1	765	708	-	865	782	-	-	-	-	-	-	-
Stage 2	865	782	-	765	708	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	581	555	801	581	555	910	1329	-	-	1446	-	-
Mov Cap-2 Maneuver	581	555	-	581	555	-	-	-	-	-	-	-
Stage 1	765	708	-	865	782	-	-	-	-	-	-	-
Stage 2	865	782	-	765	708	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1329	-	-	-	-	1446	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	113	0	195	190	0
Future Vol, veh/h	0	0	0	0	0	0	0	113	0	195	190	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	82	82	82	82	92
Heavy Vehicles, %	2	2	2	2	2	2	2	23	2	2	13	2
Mvmt Flow	0	0	0	0	0	0	0	138	0	238	232	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	846	846	232	846	846	138	232	0	0	138	0	0
Stage 1	708	708	-	138	138	-	-	-	-	-	-	-
Stage 2	138	138	-	708	708	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	282	299	807	282	299	910	1336	-	-	1446	-	-
Stage 1	426	438	-	865	782	-	-	-	-	-	-	-
Stage 2	865	782	-	426	438	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	241	242	807	241	242	910	1336	-	-	1446	-	-
Mov Cap-2 Maneuver	241	242	-	241	242	-	-	-	-	-	-	-
Stage 1	426	355	-	865	782	-	-	-	-	-	-	-
Stage 2	865	782	-	345	355	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	4
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1336	-	-	-	-	1446	-	-
HCM Lane V/C Ratio	-	-	-	-	-	0.164	-	-
HCM Control Delay (s)	0	-	-	0	0	8	0	-
HCM Lane LOS	A	-	-	A	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0.6	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	63	199	0	0	0
Future Vol, veh/h	0	63	199	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	82	82	82	82	82	82
Heavy Vehicles, %	2	17	20	2	2	2
Mvmt Flow	0	77	243	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	243	0	-	0	320	243
Stage 1	-	-	-	-	243	-
Stage 2	-	-	-	-	77	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1323	-	-	-	673	796
Stage 1	-	-	-	-	797	-
Stage 2	-	-	-	-	946	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1323	-	-	-	673	796
Mov Cap-2 Maneuver	-	-	-	-	673	-
Stage 1	-	-	-	-	797	-
Stage 2	-	-	-	-	946	-

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	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	63	0	0	199	0	0
Future Vol, veh/h	63	0	0	199	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	82	82	82	82	92	92
Heavy Vehicles, %	17	2	2	20	2	2
Mvmt Flow	77	0	0	243	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	77	0	320	77
Stage 1	-	-	-	-	77	-
Stage 2	-	-	-	-	243	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1522	-	673	984
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	797	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1522	-	673	984
Mov Cap-2 Maneuver	-	-	-	-	673	-
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	797	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1522	-
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	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	63	0	0	199	0	0
Future Vol, veh/h	63	0	0	199	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	82	82	82	82	92	92
Heavy Vehicles, %	17	2	2	20	2	2
Mvmt Flow	77	0	0	243	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	77	0	320	77
Stage 1	-	-	-	-	77	-
Stage 2	-	-	-	-	243	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1522	-	673	984
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	797	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1522	-	673	984
Mov Cap-2 Maneuver	-	-	-	-	673	-
Stage 1	-	-	-	-	946	-
Stage 2	-	-	-	-	797	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1522	-
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	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	63	199	0	0	0
Future Vol, veh/h	0	63	199	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	82	82	82	82	92	92
Heavy Vehicles, %	2	17	2	20	2	2
Mvmt Flow	0	77	243	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	243	0	-	0	320	243
Stage 1	-	-	-	-	243	-
Stage 2	-	-	-	-	77	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1323	-	-	-	673	796
Stage 1	-	-	-	-	797	-
Stage 2	-	-	-	-	946	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1323	-	-	-	673	796
Mov Cap-2 Maneuver	-	-	-	-	673	-
Stage 1	-	-	-	-	797	-
Stage 2	-	-	-	-	946	-

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	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↱						↕	
Traffic Vol, veh/h	0	243	0	29	200	0	0	0	0	21	4	22
Future Vol, veh/h	0	243	0	29	200	0	0	0	0	21	4	22
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	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	11	2	15	20	2	2	2	2	100	100	36
Mvmt Flow	0	273	0	33	225	0	0	0	0	24	4	25

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	-	273	0	0	564	564	225
Stage 1	-	-	-	-	-	-	291	291	-
Stage 2	-	-	-	-	-	-	273	273	-
Critical Hdwy	-	-	-	4.25	-	-	7.4	7.5	6.56
Critical Hdwy Stg 1	-	-	-	-	-	-	6.4	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.4	6.5	-
Follow-up Hdwy	-	-	-	2.335	-	-	4.4	4.9	3.624
Pot Cap-1 Maneuver	0	-	0	1219	-	0	355	325	737
Stage 1	0	-	0	-	-	0	580	526	-
Stage 2	0	-	0	-	-	0	592	537	-
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	-	-	-	1219	-	-	344	0	737
Mov Cap-2 Maneuver	-	-	-	-	-	-	344	0	-
Stage 1	-	-	-	-	-	-	580	0	-
Stage 2	-	-	-	-	-	-	574	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	1	13.6
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBL	WBT	SBLn1
Capacity (veh/h)	-	1219	-	473
HCM Lane V/C Ratio	-	0.027	-	0.112
HCM Control Delay (s)	-	8	0	13.6
HCM Lane LOS	-	A	A	B
HCM 95th %tile Q(veh)	-	0.1	-	0.4

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	56	174	31	24	115	2	48	4	10	1	18	46
Future Vol, veh/h	56	174	31	24	115	2	48	4	10	1	18	46
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	125	-	-	125	-	-	-	-	-	-	-	-
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, %	21	6	45	63	14	50	25	0	100	0	83	2
Mvmt Flow	65	202	36	28	134	2	56	5	12	1	21	53

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	136	0	0	238	0	0	578	542	220	550	559	135
Stage 1	-	-	-	-	-	-	350	350	-	191	191	-
Stage 2	-	-	-	-	-	-	228	192	-	359	368	-
Critical Hdwy	4.31	-	-	4.73	-	-	7.35	6.5	7.2	7.1	7.33	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.35	5.5	-	6.1	6.33	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.35	5.5	-	6.1	6.33	-
Follow-up Hdwy	2.389	-	-	2.767	-	-	3.725	4	4.2	3.5	4.747	3.318
Pot Cap-1 Maneuver	1339	-	-	1041	-	-	395	450	626	449	343	914
Stage 1	-	-	-	-	-	-	621	636	-	815	613	-
Stage 2	-	-	-	-	-	-	726	745	-	663	501	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1339	-	-	1041	-	-	333	416	626	412	317	914
Mov Cap-2 Maneuver	-	-	-	-	-	-	333	416	-	412	317	-
Stage 1	-	-	-	-	-	-	591	605	-	775	596	-
Stage 2	-	-	-	-	-	-	642	725	-	614	476	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.7	1.5	17.3	12
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	365	1339	-	-	1041	-	-	593
HCM Lane V/C Ratio	0.198	0.049	-	-	0.027	-	-	0.127
HCM Control Delay (s)	17.3	7.8	-	-	8.6	-	-	12
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0.7	0.2	-	-	0.1	-	-	0.4

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	84	127	2	3	40	21	3	115	6	5	109	54
Future Vol, veh/h	84	127	2	3	40	21	3	115	6	5	109	54
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	13	6	100	0	21	14	0	13	33	20	15	24
Mvmt Flow	98	148	2	3	47	24	3	134	7	6	127	63
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	11	8.5	9.3	10.1
HCM LOS	B	A	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	2%	39%	5%	3%
Vol Thru, %	93%	60%	62%	65%
Vol Right, %	5%	1%	33%	32%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	124	213	64	168
LT Vol	3	84	3	5
Through Vol	115	127	40	109
RT Vol	6	2	21	54
Lane Flow Rate	144	248	74	195
Geometry Grp	1	1	1	1
Degree of Util (X)	0.199	0.353	0.101	0.275
Departure Headway (Hd)	4.959	5.128	4.899	5.061
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	717	696	723	705
Service Time	3.034	3.198	2.987	3.132
HCM Lane V/C Ratio	0.201	0.356	0.102	0.277
HCM Control Delay	9.3	11	8.5	10.1
HCM Lane LOS	A	B	A	B
HCM 95th-tile Q	0.7	1.6	0.3	1.1

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	64	0	18	75	92	0	0	123	0
Future Vol, veh/h	0	0	0	64	0	18	75	92	0	0	123	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	-	-	-	-	-	-	-	-	-	-	-	50
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	42	0	28	27	12	0	0	15	0
Mvmt Flow	0	0	0	74	0	21	87	107	0	0	143	0

Major/Minor	Minor1			Major1				Major2			
Conflicting Flow All	424	424	107	143	0	-	-	-	0		
Stage 1	281	281	-	-	-	-	-	-	-		
Stage 2	143	143	-	-	-	-	-	-	-		
Critical Hdwy	6.82	6.5	6.48	4.37	-	-	-	-	-		
Critical Hdwy Stg 1	5.82	5.5	-	-	-	-	-	-	-		
Critical Hdwy Stg 2	5.82	5.5	-	-	-	-	-	-	-		
Follow-up Hdwy	3.878	4	3.552	2.443	-	-	-	-	-		
Pot Cap-1 Maneuver	518	525	881	1300	-	0	0	-	-		
Stage 1	683	682	-	-	-	0	0	-	-		
Stage 2	795	782	-	-	-	0	0	-	-		
Platoon blocked, %					-			-	-		
Mov Cap-1 Maneuver	481	0	881	1300	-	-	-	-	-		
Mov Cap-2 Maneuver	481	0	-	-	-	-	-	-	-		
Stage 1	635	0	-	-	-	-	-	-	-		
Stage 2	795	0	-	-	-	-	-	-	-		

Approach	WB	NB	SB
HCM Control Delay, s	13.2	3.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	1300	-	534	-	-
HCM Lane V/C Ratio	0.067	-	0.179	-	-
HCM Control Delay (s)	8	0	13.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.6	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	4	0	57	0	0	0	0	154	61	18	160	0
Future Vol, veh/h	4	0	57	0	0	0	0	154	61	18	160	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	-	-	-	-	-	-	-	-	50	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	50	0	47	2	2	2	2	19	49	50	22	0
Mvmt Flow	4	0	63	0	0	0	0	171	68	20	178	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	423	457	178	-	0	0	239	0	0
Stage 1	218	218	-	-	-	-	-	-	-
Stage 2	205	239	-	-	-	-	-	-	-
Critical Hdwy	6.9	6.5	6.67	-	-	-	4.6	-	-
Critical Hdwy Stg 1	5.9	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.9	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.95	4	3.723	-	-	-	2.65	-	-
Pot Cap-1 Maneuver	506	503	761	0	-	-	1092	-	0
Stage 1	717	726	-	0	-	-	-	-	0
Stage 2	727	711	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	496	0	761	-	-	-	1092	-	-
Mov Cap-2 Maneuver	496	0	-	-	-	-	-	-	-
Stage 1	717	0	-	-	-	-	-	-	-
Stage 2	712	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	735	1092	-
HCM Lane V/C Ratio	-	-	0.092	0.018	-
HCM Control Delay (s)	-	-	10.4	8.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	215	0	0	108	0	0
Future Vol, veh/h	215	0	0	108	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	81	81	81	81	92	92
Heavy Vehicles, %	8	2	2	23	2	2
Mvmt Flow	265	0	0	133	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	265	0	398	265
Stage 1	-	-	-	-	265	-
Stage 2	-	-	-	-	133	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1299	-	607	774
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	893	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1299	-	607	774
Mov Cap-2 Maneuver	-	-	-	-	607	-
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	893	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1299	-
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	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	215	0	0	108	0	0
Future Vol, veh/h	215	0	0	108	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	81	81	81	81	92	92
Heavy Vehicles, %	8	2	2	23	2	2
Mvmt Flow	265	0	0	133	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	265	0	398	265
Stage 1	-	-	-	-	265	-
Stage 2	-	-	-	-	133	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1299	-	607	774
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	893	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1299	-	607	774
Mov Cap-2 Maneuver	-	-	-	-	607	-
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	893	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1299	-
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	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	215	0	0	105	0	0	0	0	0	0	3
Future Vol, veh/h	0	215	0	0	105	0	0	0	0	0	0	3
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	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	8	2	2	23	2	2	2	2	2	2	0
Mvmt Flow	0	265	0	0	130	0	0	0	0	0	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	130	0	0	265	0	0	397	395	265	395	395	130
Stage 1	-	-	-	-	-	-	265	265	-	130	130	-
Stage 2	-	-	-	-	-	-	132	130	-	265	265	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.3
Pot Cap-1 Maneuver	1455	-	-	1299	-	-	563	542	774	565	542	925
Stage 1	-	-	-	-	-	-	740	689	-	874	789	-
Stage 2	-	-	-	-	-	-	871	789	-	740	689	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1455	-	-	1299	-	-	561	542	774	565	542	925
Mov Cap-2 Maneuver	-	-	-	-	-	-	561	542	-	565	542	-
Stage 1	-	-	-	-	-	-	740	689	-	874	789	-
Stage 2	-	-	-	-	-	-	868	789	-	740	689	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	8.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1455	-	-	1299	-	-	925
HCM Lane V/C Ratio	-	-	-	-	-	-	-	0.004
HCM Control Delay (s)	0	0	-	-	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	215	0	0	105	0	0
Future Vol, veh/h	215	0	0	105	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	81	81	81	81	92	92
Heavy Vehicles, %	8	2	2	23	2	2
Mvmt Flow	265	0	0	130	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	265	0	395	265
Stage 1	-	-	-	-	265	-
Stage 2	-	-	-	-	130	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1299	-	610	774
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	896	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1299	-	610	774
Mov Cap-2 Maneuver	-	-	-	-	610	-
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	896	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1299	-
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	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	215	0	0	105	0	0
Future Vol, veh/h	215	0	0	105	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	81	81	81	81	92	92
Heavy Vehicles, %	8	2	2	23	2	2
Mvmt Flow	265	0	0	130	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	265	0	395	265
Stage 1	-	-	-	-	265	-
Stage 2	-	-	-	-	130	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1299	-	610	774
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	896	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1299	-	610	774
Mov Cap-2 Maneuver	-	-	-	-	610	-
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	896	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1299	-
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	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	213	0	0	96	0	0
Future Vol, veh/h	213	0	0	96	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	81	81	81	81	92	92
Heavy Vehicles, %	8	2	2	23	2	2
Mvmt Flow	263	0	0	119	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	263	0	382	263
Stage 1	-	-	-	-	263	-
Stage 2	-	-	-	-	119	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1301	-	620	776
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	906	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1301	-	620	776
Mov Cap-2 Maneuver	-	-	-	-	620	-
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	906	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1301	-
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	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	213	0	0	96	0	0
Future Vol, veh/h	213	0	0	96	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	81	81	81	81	92	92
Heavy Vehicles, %	8	2	2	23	2	2
Mvmt Flow	263	0	0	119	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	263	0	382	263
Stage 1	-	-	-	-	263	-
Stage 2	-	-	-	-	119	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1301	-	620	776
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	906	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1301	-	620	776
Mov Cap-2 Maneuver	-	-	-	-	620	-
Stage 1	-	-	-	-	781	-
Stage 2	-	-	-	-	906	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1301	-
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	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	124	114	0
Future Vol, veh/h	0	0	0	124	114	0
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	86	86	86	86
Heavy Vehicles, %	2	2	2	14	15	2
Mvmt Flow	0	0	0	144	133	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	277	133	133	0	-	0
Stage 1	133	-	-	-	-	-
Stage 2	144	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	713	916	1452	-	-	-
Stage 1	893	-	-	-	-	-
Stage 2	883	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	713	916	1452	-	-	-
Mov Cap-2 Maneuver	713	-	-	-	-	-
Stage 1	893	-	-	-	-	-
Stage 2	883	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1452	-	-	-	-
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	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	124	114	0
Future Vol, veh/h	0	0	0	124	114	0
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	86	86	86	86
Heavy Vehicles, %	2	2	2	14	15	2
Mvmt Flow	0	0	0	144	133	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	277	133	133	0	-	0
Stage 1	133	-	-	-	-	-
Stage 2	144	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	713	916	1452	-	-	-
Stage 1	893	-	-	-	-	-
Stage 2	883	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	713	916	1452	-	-	-
Mov Cap-2 Maneuver	713	-	-	-	-	-
Stage 1	893	-	-	-	-	-
Stage 2	883	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1452	-	-	-	-
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	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	220	0	0	168	0
Future Vol, veh/h	0	0	0	0	0	0	0	220	0	0	168	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	86	86	86	86	92
Heavy Vehicles, %	2	2	2	2	2	2	2	13	2	2	18	2
Mvmt Flow	0	0	0	0	0	0	0	256	0	0	195	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	451	451	195	451	451	256	195	0	0	256	0	0
Stage 1	195	195	-	256	256	-	-	-	-	-	-	-
Stage 2	256	256	-	195	195	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	519	504	846	519	504	783	1378	-	-	1309	-	-
Stage 1	807	739	-	749	696	-	-	-	-	-	-	-
Stage 2	749	696	-	807	739	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	519	504	846	519	504	783	1378	-	-	1309	-	-
Mov Cap-2 Maneuver	519	504	-	519	504	-	-	-	-	-	-	-
Stage 1	807	739	-	749	696	-	-	-	-	-	-	-
Stage 2	749	696	-	807	739	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1378	-	-	-	-	1309	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	0	0	220	0	0	168	0
Future Vol, veh/h	0	0	0	0	0	0	0	220	0	0	168	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	86	86	86	86	92
Heavy Vehicles, %	2	2	2	2	2	2	2	13	2	2	18	2
Mvmt Flow	0	0	0	0	0	0	0	256	0	0	195	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	451	451	195	451	451	256	195	0	0	256	0	0
Stage 1	195	195	-	256	256	-	-	-	-	-	-	-
Stage 2	256	256	-	195	195	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	519	504	846	519	504	783	1378	-	-	1309	-	-
Stage 1	807	739	-	749	696	-	-	-	-	-	-	-
Stage 2	749	696	-	807	739	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	519	504	846	519	504	783	1378	-	-	1309	-	-
Mov Cap-2 Maneuver	519	504	-	519	504	-	-	-	-	-	-	-
Stage 1	807	739	-	749	696	-	-	-	-	-	-	-
Stage 2	749	696	-	807	739	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	0	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1378	-	-	-	-	1309	-	-
HCM Lane V/C Ratio	-	-	-	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	0	0	-	-
HCM Lane LOS	A	-	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	138	64	0	0	0
Future Vol, veh/h	0	138	64	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	86	86	86	86	92	92
Heavy Vehicles, %	2	6	18	2	2	2
Mvmt Flow	0	160	74	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	74	0	-	0	234	74
Stage 1	-	-	-	-	74	-
Stage 2	-	-	-	-	160	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1526	-	-	-	754	988
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	869	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1526	-	-	-	754	988
Mov Cap-2 Maneuver	-	-	-	-	754	-
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	869	-

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)	1526	-	-	-	-
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	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	138	0	0	64	0	0
Future Vol, veh/h	138	0	0	64	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	86	86	86	86	92	92
Heavy Vehicles, %	6	2	1	18	2	2
Mvmt Flow	160	0	0	74	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	160	0	234	160
Stage 1	-	-	-	-	160	-
Stage 2	-	-	-	-	74	-
Critical Hdwy	-	-	4.11	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.209	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1425	-	754	885
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	949	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1425	-	754	885
Mov Cap-2 Maneuver	-	-	-	-	754	-
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	949	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1425	-
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	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	138	0	0	64	0	0
Future Vol, veh/h	138	0	0	64	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	86	86	86	86	92	92
Heavy Vehicles, %	6	2	2	18	2	2
Mvmt Flow	160	0	0	74	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	160	0	234	160
Stage 1	-	-	-	-	160	-
Stage 2	-	-	-	-	74	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1419	-	754	885
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	949	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1419	-	754	885
Mov Cap-2 Maneuver	-	-	-	-	754	-
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	949	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1419	-
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	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	138	64	0	0	0
Future Vol, veh/h	0	138	64	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	86	86	86	86	92	92
Heavy Vehicles, %	2	6	18	2	2	2
Mvmt Flow	0	160	74	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	74	0	-	0	234	74
Stage 1	-	-	-	-	74	-
Stage 2	-	-	-	-	160	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1526	-	-	-	754	988
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	869	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1526	-	-	-	754	988
Mov Cap-2 Maneuver	-	-	-	-	754	-
Stage 1	-	-	-	-	949	-
Stage 2	-	-	-	-	869	-

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)	1526	-	-	-	-
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	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	170	0	14	341	0	0	0	0	57	4	18
Future Vol, veh/h	0	170	0	14	341	0	0	0	0	57	4	18
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	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	0	12	0	0	18	0	2	2	2	79	75	28
Mvmt Flow	0	210	0	17	421	0	0	0	0	70	5	22

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	-	210	0	0	665	665	421
Stage 1	-	-	-	-	-	-	455	455	-
Stage 2	-	-	-	-	-	-	210	210	-
Critical Hdwy	-	-	-	4.1	-	-	7.19	7.25	6.48
Critical Hdwy Stg 1	-	-	-	-	-	-	6.19	6.25	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.19	6.25	-
Follow-up Hdwy	-	-	-	2.2	-	-	4.211	4.675	3.552
Pot Cap-1 Maneuver	0	-	0	1373	-	0	326	301	581
Stage 1	0	-	0	-	-	0	504	463	-
Stage 2	0	-	0	-	-	0	672	611	-
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	-	-	-	1373	-	-	321	0	581
Mov Cap-2 Maneuver	-	-	-	-	-	-	321	0	-
Stage 1	-	-	-	-	-	-	504	0	-
Stage 2	-	-	-	-	-	-	661	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.3	18.7
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBL	WBT	SBLn1
Capacity (veh/h)	-	1373	-	360
HCM Lane V/C Ratio	-	0.013	-	0.271
HCM Control Delay (s)	-	7.7	0	18.7
HCM Lane LOS	-	A	A	C
HCM 95th %tile Q(veh)	-	0	-	1.1

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	187	13	25	235	1	68	4	23	3	7	48
Future Vol, veh/h	29	187	13	25	235	1	68	4	23	3	7	48
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	125	-	-	125	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	54	20	41	100	20	0	31	0	25	33	71	8
Mvmt Flow	37	237	16	32	297	1	86	5	29	4	9	61

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	298	0	0	253	0	0	716	681	245	698	689	298
Stage 1	-	-	-	-	-	-	319	319	-	362	362	-
Stage 2	-	-	-	-	-	-	397	362	-	336	327	-
Critical Hdwy	4.64	-	-	5.1	-	-	7.41	6.5	6.45	7.43	7.21	6.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.41	5.5	-	6.43	6.21	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.41	5.5	-	6.43	6.21	-
Follow-up Hdwy	2.686	-	-	3.1	-	-	3.779	4	3.525	3.797	4.639	3.372
Pot Cap-1 Maneuver	1018	-	-	903	-	-	310	375	741	317	295	728
Stage 1	-	-	-	-	-	-	635	657	-	597	520	-
Stage 2	-	-	-	-	-	-	574	629	-	618	541	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1018	-	-	903	-	-	262	349	741	285	274	728
Mov Cap-2 Maneuver	-	-	-	-	-	-	262	349	-	285	274	-
Stage 1	-	-	-	-	-	-	612	633	-	576	502	-
Stage 2	-	-	-	-	-	-	498	607	-	568	522	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0.9	23.3	12.3
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	315	1018	-	-	903	-	-	569
HCM Lane V/C Ratio	0.382	0.036	-	-	0.035	-	-	0.129
HCM Control Delay (s)	23.3	8.7	-	-	9.1	-	-	12.3
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1.7	0.1	-	-	0.1	-	-	0.4

Intersection	
Intersection Delay, s/veh	13.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	61	5	18	232	11	14	85	11	38	129	72
Future Vol, veh/h	52	61	5	18	232	11	14	85	11	38	129	72
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles, %	30	13	50	11	17	54	25	17	18	21	12	15
Mvmt Flow	63	74	6	22	283	13	17	104	13	46	157	88
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	11.5	14.2	11.2	13.7
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	13%	44%	7%	16%
Vol Thru, %	77%	52%	89%	54%
Vol Right, %	10%	4%	4%	30%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	110	118	261	239
LT Vol	14	52	18	38
Through Vol	85	61	232	129
RT Vol	11	5	11	72
Lane Flow Rate	134	144	318	291
Geometry Grp	1	1	1	1
Degree of Util (X)	0.232	0.253	0.498	0.465
Departure Headway (Hd)	6.213	6.327	5.631	5.74
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	575	566	637	627
Service Time	4.279	4.392	3.684	3.794
HCM Lane V/C Ratio	0.233	0.254	0.499	0.464
HCM Control Delay	11.2	11.5	14.2	13.7
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	0.9	1	2.8	2.5

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	44	2	31	61	86	0	0	128	0
Future Vol, veh/h	0	0	0	44	2	31	61	86	0	0	128	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	-	-	-	-	-	-	-	-	-	-	-	50
Veh in Median Storage, #	-	1	-	-	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, %	2	2	2	41	0	45	39	5	0	0	16	0
Mvmt Flow	0	0	0	46	2	32	64	90	0	0	133	0

Major/Minor	Minor1			Major1			Major2			
Conflicting Flow All	351	351	90	133	0	-	-	-	0	
Stage 1	218	218	-	-	-	-	-	-	-	
Stage 2	133	133	-	-	-	-	-	-	-	
Critical Hdwy	6.81	6.5	6.65	4.49	-	-	-	-	-	
Critical Hdwy Stg 1	5.81	5.5	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	5.81	5.5	-	-	-	-	-	-	-	
Follow-up Hdwy	3.869	4	3.705	2.551	-	-	-	-	-	
Pot Cap-1 Maneuver	575	577	862	1253	-	0	0	-	-	
Stage 1	734	726	-	-	-	0	0	-	-	
Stage 2	806	790	-	-	-	0	0	-	-	
Platoon blocked, %					-			-	-	
Mov Cap-1 Maneuver	544	0	862	1253	-	-	-	-	-	
Mov Cap-2 Maneuver	544	0	-	-	-	-	-	-	-	
Stage 1	694	0	-	-	-	-	-	-	-	
Stage 2	806	0	-	-	-	-	-	-	-	

Approach	WB	NB	SB
HCM Control Delay, s	11.4	3.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	1253	-	642	-	-
HCM Lane V/C Ratio	0.051	-	0.125	-	-
HCM Control Delay (s)	8	0	11.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.4	-	-

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	1	47	0	0	0	0	145	35	22	152	0
Future Vol, veh/h	4	1	47	0	0	0	0	145	35	22	152	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	-	-	-	-	-	-	-	-	50	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	75	100	30	2	2	2	0	25	51	68	28	2
Mvmt Flow	4	1	50	0	0	0	0	154	37	23	162	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	381	399	162	-	0	0	191	0	0
Stage 1	208	208	-	-	-	-	-	-	-
Stage 2	173	191	-	-	-	-	-	-	-
Critical Hdwy	7.15	7.5	6.5	-	-	-	4.78	-	-
Critical Hdwy Stg 1	6.15	6.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	6.5	-	-	-	-	-	-	-
Follow-up Hdwy	4.175	4.9	3.57	-	-	-	2.812	-	-
Pot Cap-1 Maneuver	501	415	815	0	-	-	1069	-	0
Stage 1	680	579	-	0	-	-	-	-	0
Stage 2	708	591	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	489	0	815	-	-	-	1069	-	-
Mov Cap-2 Maneuver	489	0	-	-	-	-	-	-	-
Stage 1	680	0	-	-	-	-	-	-	-
Stage 2	691	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	775	1069	-
HCM Lane V/C Ratio	-	-	0.071	0.022	-
HCM Control Delay (s)	-	-	10	8.4	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	136	9	16	284	2	0
Future Vol, veh/h	136	9	16	284	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	78	78	78	78	78	78
Heavy Vehicles, %	22	22	0	19	100	0
Mvmt Flow	174	12	21	364	3	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	186	0	586	180
Stage 1	-	-	-	-	180	-
Stage 2	-	-	-	-	406	-
Critical Hdwy	-	-	4.1	-	7.4	6.2
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	-	-	2.2	-	4.4	3.3
Pot Cap-1 Maneuver	-	-	1401	-	344	868
Stage 1	-	-	-	-	662	-
Stage 2	-	-	-	-	504	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1401	-	337	868
Mov Cap-2 Maneuver	-	-	-	-	337	-
Stage 1	-	-	-	-	662	-
Stage 2	-	-	-	-	494	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	15.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	337	-	-	1401	-
HCM Lane V/C Ratio	0.008	-	-	0.015	-
HCM Control Delay (s)	15.8	-	-	7.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	133	3	0	283	1	0
Future Vol, veh/h	133	3	0	283	1	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	78	78	78	78	78	78
Heavy Vehicles, %	22	33	0	18	100	2
Mvmt Flow	171	4	0	363	1	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	175	0	536	173
Stage 1	-	-	-	-	173	-
Stage 2	-	-	-	-	363	-
Critical Hdwy	-	-	4.1	-	7.4	6.22
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	-	-	2.2	-	4.4	3.318
Pot Cap-1 Maneuver	-	-	1414	-	371	871
Stage 1	-	-	-	-	667	-
Stage 2	-	-	-	-	531	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1414	-	371	871
Mov Cap-2 Maneuver	-	-	-	-	371	-
Stage 1	-	-	-	-	667	-
Stage 2	-	-	-	-	531	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	371	-	-	1414	-
HCM Lane V/C Ratio	0.003	-	-	-	-
HCM Control Delay (s)	14.7	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	1	132	0	7	281	2	0	0	0	0	0	2
Future Vol, veh/h	1	132	0	7	281	2	0	0	0	0	0	2
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	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	0	22	0	0	18	100	0	0	0	0	0	0
Mvmt Flow	1	169	0	9	360	3	0	0	0	0	0	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	363	0	0	169	0	0	552	552	169	551	551	362
Stage 1	-	-	-	-	-	-	171	171	-	380	380	-
Stage 2	-	-	-	-	-	-	381	381	-	171	171	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
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	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1207	-	-	1421	-	-	447	444	880	448	445	687
Stage 1	-	-	-	-	-	-	836	761	-	646	617	-
Stage 2	-	-	-	-	-	-	645	617	-	836	761	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1207	-	-	1421	-	-	442	440	880	445	441	687
Mov Cap-2 Maneuver	-	-	-	-	-	-	442	440	-	445	441	-
Stage 1	-	-	-	-	-	-	835	760	-	645	612	-
Stage 2	-	-	-	-	-	-	637	612	-	835	760	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	0	10.3
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1207	-	-	1421	-	-	687
HCM Lane V/C Ratio	-	0.001	-	-	0.006	-	-	0.004
HCM Control Delay (s)	0	8	0	-	7.5	0	-	10.3
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	-	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	127	5	12	288	2	0
Future Vol, veh/h	127	5	12	288	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	78	78	78	78	92	92
Heavy Vehicles, %	21	40	0	17	100	0
Mvmt Flow	163	6	15	369	2	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	169	0	565	166
Stage 1	-	-	-	-	166	-
Stage 2	-	-	-	-	399	-
Critical Hdwy	-	-	4.1	-	7.4	6.2
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	-	-	2.2	-	4.4	3.3
Pot Cap-1 Maneuver	-	-	1421	-	355	884
Stage 1	-	-	-	-	673	-
Stage 2	-	-	-	-	509	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1421	-	350	884
Mov Cap-2 Maneuver	-	-	-	-	350	-
Stage 1	-	-	-	-	673	-
Stage 2	-	-	-	-	502	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	15.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	350	-	-	1421	-
HCM Lane V/C Ratio	0.006	-	-	0.011	-
HCM Control Delay (s)	15.4	-	-	7.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	120	7	14	299	1	1
Future Vol, veh/h	120	7	14	299	1	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	21	14	7	16	100	100
Mvmt Flow	154	9	18	383	1	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	163	0	578	159
Stage 1	-	-	-	-	159	-
Stage 2	-	-	-	-	419	-
Critical Hdwy	-	-	4.17	-	7.4	7.2
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	-	-	2.263	-	4.4	4.2
Pot Cap-1 Maneuver	-	-	1386	-	348	683
Stage 1	-	-	-	-	679	-
Stage 2	-	-	-	-	496	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1386	-	342	683
Mov Cap-2 Maneuver	-	-	-	-	342	-
Stage 1	-	-	-	-	679	-
Stage 2	-	-	-	-	488	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	12.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	456	-	-	1386	-
HCM Lane V/C Ratio	0.006	-	-	0.013	-
HCM Control Delay (s)	12.9	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	117	4	0	305	1	0
Future Vol, veh/h	117	4	0	305	1	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	78	78	92	78	92	92
Heavy Vehicles, %	7	25	0	3	100	2
Mvmt Flow	150	5	0	391	1	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	155	0	544	153
Stage 1	-	-	-	-	153	-
Stage 2	-	-	-	-	391	-
Critical Hdwy	-	-	4.1	-	7.4	6.22
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	-	-	2.2	-	4.4	3.318
Pot Cap-1 Maneuver	-	-	1438	-	366	893
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	514	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1438	-	366	893
Mov Cap-2 Maneuver	-	-	-	-	366	-
Stage 1	-	-	-	-	683	-
Stage 2	-	-	-	-	514	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	14.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	366	-	-	1438	-
HCM Lane V/C Ratio	0.003	-	-	-	-
HCM Control Delay (s)	14.9	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	117	0	13	305	0	1
Future Vol, veh/h	117	0	13	305	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	92	92
Heavy Vehicles, %	22	0	8	15	0	100
Mvmt Flow	150	0	17	391	0	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	150	0	575	150
Stage 1	-	-	-	-	150	-
Stage 2	-	-	-	-	425	-
Critical Hdwy	-	-	4.18	-	6.4	7.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.272	-	3.5	4.2
Pot Cap-1 Maneuver	-	-	1395	-	483	692
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	664	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1395	-	475	692
Mov Cap-2 Maneuver	-	-	-	-	475	-
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	653	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	692	-	-	1395	-
HCM Lane V/C Ratio	0.002	-	-	0.012	-
HCM Control Delay (s)	10.2	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	7	110	132	10
Future Vol, veh/h	0	3	7	110	132	10
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	82	82	82	82
Heavy Vehicles, %	0	100	43	18	15	0
Mvmt Flow	0	3	9	134	161	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	319	167	173	0	-	0
Stage 1	167	-	-	-	-	-
Stage 2	152	-	-	-	-	-
Critical Hdwy	6.4	7.2	4.53	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	2.587	-	-	-
Pot Cap-1 Maneuver	678	675	1190	-	-	-
Stage 1	867	-	-	-	-	-
Stage 2	881	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	673	675	1190	-	-	-
Mov Cap-2 Maneuver	673	-	-	-	-	-
Stage 1	860	-	-	-	-	-
Stage 2	881	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1190	-	675	-	-
HCM Lane V/C Ratio	0.007	-	0.005	-	-
HCM Control Delay (s)	8	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	110	142	10
Future Vol, veh/h	0	0	0	110	142	10
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	82	82	82	82
Heavy Vehicles, %	0	0	0	18	14	0
Mvmt Flow	0	0	0	134	173	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	313	179	185	0	-	0
Stage 1	179	-	-	-	-	-
Stage 2	134	-	-	-	-	-
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	684	869	1402	-	-	-
Stage 1	857	-	-	-	-	-
Stage 2	897	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	684	869	1402	-	-	-
Mov Cap-2 Maneuver	684	-	-	-	-	-
Stage 1	857	-	-	-	-	-
Stage 2	897	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1402	-	-	-	-
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	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	0	7	0	0	0	115	33	0	232	0
Future Vol, veh/h	0	0	0	7	0	0	0	115	33	0	232	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	82	82	82	82	92
Heavy Vehicles, %	2	2	2	100	0	0	2	24	21	0	12	0
Mvmt Flow	0	0	0	8	0	0	0	140	40	0	283	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	443	463	283	443	443	160	283	0	0	180	0	0
Stage 1	283	283	-	160	160	-	-	-	-	-	-	-
Stage 2	160	180	-	283	283	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	8.1	6.5	6.2	4.12	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.52	-	7.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	7.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	4.4	4	3.3	2.218	-	-	2.2	-	-
Pot Cap-1 Maneuver	525	496	756	391	512	890	1279	-	-	1408	-	-
Stage 1	724	677	-	657	769	-	-	-	-	-	-	-
Stage 2	842	750	-	554	681	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	525	496	756	391	512	890	1279	-	-	1408	-	-
Mov Cap-2 Maneuver	525	496	-	391	512	-	-	-	-	-	-	-
Stage 1	724	677	-	657	769	-	-	-	-	-	-	-
Stage 2	842	750	-	554	681	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	14.4	0	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1279	-	-	-	391	1408	-	-
HCM Lane V/C Ratio	-	-	-	-	0.019	-	-	-
HCM Control Delay (s)	0	-	-	0	14.4	0	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	1	0	115	0	17	232	0
Future Vol, veh/h	0	0	0	0	0	1	0	115	0	17	232	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	82	82	82	82	92
Heavy Vehicles, %	2	2	2	2	10	100	0	24	2	6	12	0
Mvmt Flow	0	0	0	0	0	1	0	140	0	21	283	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	466	465	283	465	465	140	283	0	0	140	0	0
Stage 1	325	325	-	140	140	-	-	-	-	-	-	-
Stage 2	141	140	-	325	325	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.6	7.2	4.1	-	-	4.16	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.6	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.6	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.09	4.2	2.2	-	-	2.254	-	-
Pot Cap-1 Maneuver	507	495	756	508	483	702	1291	-	-	1419	-	-
Stage 1	687	649	-	863	766	-	-	-	-	-	-	-
Stage 2	862	781	-	687	635	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	499	486	756	501	474	702	1291	-	-	1419	-	-
Mov Cap-2 Maneuver	499	486	-	501	474	-	-	-	-	-	-	-
Stage 1	687	637	-	863	766	-	-	-	-	-	-	-
Stage 2	861	781	-	675	624	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	10.1	0	0.5
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1291	-	-	-	702	1419	-	-
HCM Lane V/C Ratio	-	-	-	-	0.002	0.015	-	-
HCM Control Delay (s)	0	-	-	0	10.1	7.6	0	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	110	261	49	1	0
Future Vol, veh/h	0	110	261	49	1	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	82	82	82	82	82	82
Heavy Vehicles, %	0	16	18	2	100	0
Mvmt Flow	0	134	318	60	1	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	378	0	-	0	482	348
Stage 1	-	-	-	-	348	-
Stage 2	-	-	-	-	134	-
Critical Hdwy	4.1	-	-	-	7.4	6.2
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	2.2	-	-	-	4.4	3.3
Pot Cap-1 Maneuver	1192	-	-	-	402	700
Stage 1	-	-	-	-	541	-
Stage 2	-	-	-	-	699	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1192	-	-	-	402	700
Mov Cap-2 Maneuver	-	-	-	-	402	-
Stage 1	-	-	-	-	541	-
Stage 2	-	-	-	-	699	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1192	-	-	-	402
HCM Lane V/C Ratio	-	-	-	-	0.003
HCM Control Delay (s)	0	-	-	-	14
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	97	14	13	308	2	0
Future Vol, veh/h	97	14	13	308	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	82	82	82	82	92	92
Heavy Vehicles, %	17	14	0	15	100	0
Mvmt Flow	118	17	16	376	2	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	135	0	535	127
Stage 1	-	-	-	-	127	-
Stage 2	-	-	-	-	408	-
Critical Hdwy	-	-	4.1	-	7.4	6.2
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	-	-	2.2	-	4.4	3.3
Pot Cap-1 Maneuver	-	-	1462	-	371	929
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	503	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1462	-	366	929
Mov Cap-2 Maneuver	-	-	-	-	366	-
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	496	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	14.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	366	-	-	1462	-
HCM Lane V/C Ratio	0.006	-	-	0.011	-
HCM Control Delay (s)	14.9	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	83	14	14	319	2	1
Future Vol, veh/h	83	14	14	319	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	92	92
Heavy Vehicles, %	18	14	7	14	100	100
Mvmt Flow	101	17	17	389	2	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	118	0	533	110
Stage 1	-	-	-	-	110	-
Stage 2	-	-	-	-	423	-
Critical Hdwy	-	-	4.17	-	7.4	7.2
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	-	-	2.263	-	4.4	4.2
Pot Cap-1 Maneuver	-	-	1440	-	372	733
Stage 1	-	-	-	-	719	-
Stage 2	-	-	-	-	494	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1440	-	366	733
Mov Cap-2 Maneuver	-	-	-	-	366	-
Stage 1	-	-	-	-	719	-
Stage 2	-	-	-	-	487	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	13.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	439	-	-	1440	-
HCM Lane V/C Ratio	0.007	-	-	0.012	-
HCM Control Delay (s)	13.3	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	19	65	330	17	0	3
Future Vol, veh/h	19	65	330	17	0	3
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	82	82	82	82	92	92
Heavy Vehicles, %	16	20	13	0	100	100
Mvmt Flow	23	79	402	21	0	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	423	0	-	0	538	413
Stage 1	-	-	-	-	413	-
Stage 2	-	-	-	-	125	-
Critical Hdwy	4.26	-	-	-	7.4	7.2
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	2.344	-	-	-	4.4	4.2
Pot Cap-1 Maneuver	1065	-	-	-	369	473
Stage 1	-	-	-	-	500	-
Stage 2	-	-	-	-	706	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1065	-	-	-	361	473
Mov Cap-2 Maneuver	-	-	-	-	361	-
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	706	-

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	12.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1065	-	-	-	473
HCM Lane V/C Ratio	0.022	-	-	-	0.007
HCM Control Delay (s)	8.5	0	-	-	12.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑			↱						↕	
Traffic Vol, veh/h	0	243	0	29	253	0	0	0	0	36	4	22
Future Vol, veh/h	0	243	0	29	253	0	0	0	0	36	4	22
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	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	11	2	15	16	2	2	2	2	100	100	36
Mvmt Flow	0	273	0	33	284	0	0	0	0	40	4	25

Major/Minor	Major1			Major2			Minor2		
Conflicting Flow All	-	0	-	273	0	0	623	623	284
Stage 1	-	-	-	-	-	-	350	350	-
Stage 2	-	-	-	-	-	-	273	273	-
Critical Hdwy	-	-	-	4.25	-	-	7.4	7.5	6.56
Critical Hdwy Stg 1	-	-	-	-	-	-	6.4	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.4	6.5	-
Follow-up Hdwy	-	-	-	2.335	-	-	4.4	4.9	3.624
Pot Cap-1 Maneuver	0	-	0	1219	-	0	325	298	681
Stage 1	0	-	0	-	-	0	540	491	-
Stage 2	0	-	0	-	-	0	592	537	-
Platoon blocked, %		-			-				
Mov Cap-1 Maneuver	-	-	-	1219	-	-	315	0	681
Mov Cap-2 Maneuver	-	-	-	-	-	-	315	0	-
Stage 1	-	-	-	-	-	-	540	0	-
Stage 2	-	-	-	-	-	-	573	0	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0.8	16
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBL	WBT	SBLn1
Capacity (veh/h)	-	1219	-	396
HCM Lane V/C Ratio	-	0.027	-	0.176
HCM Control Delay (s)	-	8	0	16
HCM Lane LOS	-	A	A	C
HCM 95th %tile Q(veh)	-	0.1	-	0.6

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	56	189	31	42	181	2	48	4	10	1	18	46
Future Vol, veh/h	56	189	31	42	181	2	48	4	10	1	18	46
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	125	-	-	125	-	-	-	-	-	-	-	-
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, %	21	6	45	77	10	50	25	0	100	0	83	2
Mvmt Flow	65	220	36	49	210	2	56	5	12	1	21	53

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	212	0	0	256	0	0	714	678	238	686	695	211
Stage 1	-	-	-	-	-	-	368	368	-	309	309	-
Stage 2	-	-	-	-	-	-	346	310	-	377	386	-
Critical Hdwy	4.31	-	-	4.87	-	-	7.35	6.5	7.2	7.1	7.33	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.35	5.5	-	6.1	6.33	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.35	5.5	-	6.1	6.33	-
Follow-up Hdwy	2.389	-	-	2.893	-	-	3.725	4	4.2	3.5	4.747	3.318
Pot Cap-1 Maneuver	1253	-	-	974	-	-	318	377	610	364	281	829
Stage 1	-	-	-	-	-	-	607	625	-	705	536	-
Stage 2	-	-	-	-	-	-	625	663	-	649	491	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1253	-	-	974	-	-	258	340	610	327	253	829
Mov Cap-2 Maneuver	-	-	-	-	-	-	258	340	-	327	253	-
Stage 1	-	-	-	-	-	-	575	593	-	668	509	-
Stage 2	-	-	-	-	-	-	532	630	-	599	465	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.6	1.7	21.5	13.5
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	289	1253	-	-	974	-	-	501
HCM Lane V/C Ratio	0.249	0.052	-	-	0.05	-	-	0.151
HCM Control Delay (s)	21.5	8	-	-	8.9	-	-	13.5
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	1	0.2	-	-	0.2	-	-	0.5

Intersection	
Intersection Delay, s/veh	13.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	102	171	9	14	60	37	5	124	23	6	120	76
Future Vol, veh/h	102	171	9	14	60	37	5	124	23	6	120	76
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles, %	15	6	38	21	19	11	50	14	22	33	16	22
Mvmt Flow	119	199	10	16	70	43	6	144	27	7	140	88
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	14.9	10.7	12.6	12.8
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	36%	13%	3%
Vol Thru, %	82%	61%	54%	59%
Vol Right, %	15%	3%	33%	38%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	152	282	111	202
LT Vol	5	102	14	6
Through Vol	124	171	60	120
RT Vol	23	9	37	76
Lane Flow Rate	177	328	129	235
Geometry Grp	1	1	1	1
Degree of Util (X)	0.318	0.522	0.214	0.389
Departure Headway (Hd)	6.475	5.732	5.978	5.957
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	553	626	598	601
Service Time	4.535	3.783	4.044	4.013
HCM Lane V/C Ratio	0.32	0.524	0.216	0.391
HCM Control Delay	12.6	14.9	10.7	12.8
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	1.4	3	0.8	1.8

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	64	0	29	75	92	0	0	160	0
Future Vol, veh/h	0	0	0	64	0	29	75	92	0	0	160	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	-	-	-	-	-	-	-	-	-	-	-	50
Veh in Median Storage, #	-	1	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	42	0	55	27	12	0	0	19	0
Mvmt Flow	0	0	0	74	0	34	87	107	0	0	186	0

Major/Minor	Minor1			Major1			Major2			
Conflicting Flow All	467	467	107	186	0	-	-	-	0	
Stage 1	281	281	-	-	-	-	-	-	-	
Stage 2	186	186	-	-	-	-	-	-	-	
Critical Hdwy	6.82	6.5	6.75	4.37	-	-	-	-	-	
Critical Hdwy Stg 1	5.82	5.5	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	5.82	5.5	-	-	-	-	-	-	-	
Follow-up Hdwy	3.878	4	3.795	2.443	-	-	-	-	-	
Pot Cap-1 Maneuver	488	496	821	1252	-	0	0	-	-	
Stage 1	683	682	-	-	-	0	0	-	-	
Stage 2	758	750	-	-	-	0	0	-	-	
Platoon blocked, %					-			-	-	
Mov Cap-1 Maneuver	452	0	821	1252	-	-	-	-	-	
Mov Cap-2 Maneuver	452	0	-	-	-	-	-	-	-	
Stage 1	632	0	-	-	-	-	-	-	-	
Stage 2	758	0	-	-	-	-	-	-	-	

Approach	WB	NB	SB
HCM Control Delay, s	13.6	3.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	WBLn1	SBT	SBR
Capacity (veh/h)	1252	-	526	-	-
HCM Lane V/C Ratio	0.07	-	0.206	-	-
HCM Control Delay (s)	8.1	0	13.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	0.8	-	-

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	0	57	0	0	0	0	155	61	34	181	0
Future Vol, veh/h	4	0	57	0	0	0	0	155	61	34	181	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	-	-	-	-	-	-	-	-	50	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	50	0	47	2	2	2	2	19	49	59	18	0
Mvmt Flow	4	0	63	0	0	0	0	172	68	38	201	0

Major/Minor	Minor2			Major1			Major2		
Conflicting Flow All	483	517	201	-	0	0	240	0	0
Stage 1	277	277	-	-	-	-	-	-	-
Stage 2	206	240	-	-	-	-	-	-	-
Critical Hdwy	6.9	6.5	6.67	-	-	-	4.69	-	-
Critical Hdwy Stg 1	5.9	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.9	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.95	4	3.723	-	-	-	2.731	-	-
Pot Cap-1 Maneuver	465	465	738	0	-	-	1055	-	0
Stage 1	671	685	-	0	-	-	-	-	0
Stage 2	727	711	-	0	-	-	-	-	0
Platoon blocked, %					-	-		-	
Mov Cap-1 Maneuver	446	0	738	-	-	-	1055	-	-
Mov Cap-2 Maneuver	446	0	-	-	-	-	-	-	-
Stage 1	671	0	-	-	-	-	-	-	-
Stage 2	697	0	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0	1.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	SBL	SBT
Capacity (veh/h)	-	-	708	1055	-
HCM Lane V/C Ratio	-	-	0.096	0.036	-
HCM Control Delay (s)	-	-	10.6	8.5	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	228	2	0	170	9	16
Future Vol, veh/h	228	2	0	170	9	16
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	81	81	81	81	92	92
Heavy Vehicles, %	13	100	100	22	22	0
Mvmt Flow	281	2	0	210	10	17

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	283	0	492	282
Stage 1	-	-	-	-	282	-
Stage 2	-	-	-	-	210	-
Critical Hdwy	-	-	5.1	-	6.62	6.2
Critical Hdwy Stg 1	-	-	-	-	5.62	-
Critical Hdwy Stg 2	-	-	-	-	5.62	-
Follow-up Hdwy	-	-	3.1	-	3.698	3.3
Pot Cap-1 Maneuver	-	-	876	-	502	762
Stage 1	-	-	-	-	722	-
Stage 2	-	-	-	-	780	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	876	-	502	762
Mov Cap-2 Maneuver	-	-	-	-	502	-
Stage 1	-	-	-	-	722	-
Stage 2	-	-	-	-	780	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	642	-	-	876	-
HCM Lane V/C Ratio	0.042	-	-	-	-
HCM Control Delay (s)	10.9	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	243	1	0	167	3	0
Future Vol, veh/h	243	1	0	167	3	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	81	81	81	81	92	92
Heavy Vehicles, %	12	100	0	22	33	2
Mvmt Flow	300	1	0	206	3	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	301	0	507	301
Stage 1	-	-	-	-	301	-
Stage 2	-	-	-	-	206	-
Critical Hdwy	-	-	4.1	-	6.73	6.22
Critical Hdwy Stg 1	-	-	-	-	5.73	-
Critical Hdwy Stg 2	-	-	-	-	5.73	-
Follow-up Hdwy	-	-	2.2	-	3.797	3.318
Pot Cap-1 Maneuver	-	-	1272	-	474	739
Stage 1	-	-	-	-	685	-
Stage 2	-	-	-	-	760	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1272	-	474	739
Mov Cap-2 Maneuver	-	-	-	-	474	-
Stage 1	-	-	-	-	685	-
Stage 2	-	-	-	-	760	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	474	-	-	1272	-
HCM Lane V/C Ratio	0.007	-	-	-	-
HCM Control Delay (s)	12.6	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	243	0	0	164	0	0	0	7	0	0	3
Future Vol, veh/h	0	243	0	0	164	0	0	0	7	0	0	3
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	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	12	0	2	22	2	2	2	2	2	2	0
Mvmt Flow	0	300	0	0	202	0	0	0	9	0	0	4

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	202	0	0	300	0	0	504	502	300	507	502	202
Stage 1	-	-	-	-	-	-	300	300	-	202	202	-
Stage 2	-	-	-	-	-	-	204	202	-	305	300	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.3
Pot Cap-1 Maneuver	1370	-	-	1261	-	-	478	471	740	476	471	844
Stage 1	-	-	-	-	-	-	709	666	-	800	734	-
Stage 2	-	-	-	-	-	-	798	734	-	705	666	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1370	-	-	1261	-	-	476	471	740	470	471	844
Mov Cap-2 Maneuver	-	-	-	-	-	-	476	471	-	470	471	-
Stage 1	-	-	-	-	-	-	709	666	-	800	734	-
Stage 2	-	-	-	-	-	-	794	734	-	697	666	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	9.9	9.3
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	740	1370	-	-	1261	-	-	844
HCM Lane V/C Ratio	0.012	-	-	-	-	-	-	0.004
HCM Control Delay (s)	9.9	0	-	-	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	248	2	0	159	5	12
Future Vol, veh/h	248	2	0	159	5	12
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	81	81	81	81	92	92
Heavy Vehicles, %	11	100	0	21	40	0
Mvmt Flow	306	2	0	196	5	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	308	0	503	307
Stage 1	-	-	-	-	307	-
Stage 2	-	-	-	-	196	-
Critical Hdwy	-	-	4.1	-	6.8	6.2
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.86	3.3
Pot Cap-1 Maneuver	-	-	1264	-	467	738
Stage 1	-	-	-	-	667	-
Stage 2	-	-	-	-	754	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1264	-	467	738
Mov Cap-2 Maneuver	-	-	-	-	467	-
Stage 1	-	-	-	-	667	-
Stage 2	-	-	-	-	754	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	630	-	-	1264	-
HCM Lane V/C Ratio	0.029	-	-	-	-
HCM Control Delay (s)	10.9	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	258	2	1	151	8	14
Future Vol, veh/h	258	2	1	151	8	14
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	81	81	81	81	92	92
Heavy Vehicles, %	10	100	100	21	25	7
Mvmt Flow	319	2	1	186	9	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	321	0	508	320
Stage 1	-	-	-	-	320	-
Stage 2	-	-	-	-	188	-
Critical Hdwy	-	-	5.1	-	6.65	6.27
Critical Hdwy Stg 1	-	-	-	-	5.65	-
Critical Hdwy Stg 2	-	-	-	-	5.65	-
Follow-up Hdwy	-	-	3.1	-	3.725	3.363
Pot Cap-1 Maneuver	-	-	844	-	486	709
Stage 1	-	-	-	-	687	-
Stage 2	-	-	-	-	792	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	844	-	486	709
Mov Cap-2 Maneuver	-	-	-	-	486	-
Stage 1	-	-	-	-	687	-
Stage 2	-	-	-	-	791	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	608	-	-	844	-
HCM Lane V/C Ratio	0.039	-	-	0.001	-
HCM Control Delay (s)	11.2	-	-	9.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	269	1	0	139	4	0
Future Vol, veh/h	269	1	0	139	4	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	81	81	81	81	92	92
Heavy Vehicles, %	9	100	0	22	25	0
Mvmt Flow	332	1	0	172	4	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	333	0	505	333
Stage 1	-	-	-	-	333	-
Stage 2	-	-	-	-	172	-
Critical Hdwy	-	-	4.1	-	6.65	6.2
Critical Hdwy Stg 1	-	-	-	-	5.65	-
Critical Hdwy Stg 2	-	-	-	-	5.65	-
Follow-up Hdwy	-	-	2.2	-	3.725	3.3
Pot Cap-1 Maneuver	-	-	1238	-	488	713
Stage 1	-	-	-	-	677	-
Stage 2	-	-	-	-	805	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1238	-	488	713
Mov Cap-2 Maneuver	-	-	-	-	488	-
Stage 1	-	-	-	-	677	-
Stage 2	-	-	-	-	805	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	488	-	-	1238	-
HCM Lane V/C Ratio	0.009	-	-	-	-
HCM Control Delay (s)	12.4	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	269	0	1	139	0	13
Future Vol, veh/h	269	0	1	139	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	81	81	81	81	92	92
Heavy Vehicles, %	9	0	100	22	0	8
Mvmt Flow	332	0	1	172	0	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	332	0	506	332
Stage 1	-	-	-	-	332	-
Stage 2	-	-	-	-	174	-
Critical Hdwy	-	-	5.1	-	6.4	6.28
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	3.1	-	3.5	3.372
Pot Cap-1 Maneuver	-	-	834	-	530	696
Stage 1	-	-	-	-	731	-
Stage 2	-	-	-	-	861	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	834	-	529	696
Mov Cap-2 Maneuver	-	-	-	-	529	-
Stage 1	-	-	-	-	731	-
Stage 2	-	-	-	-	860	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	696	-	-	834	-
HCM Lane V/C Ratio	0.02	-	-	0.001	-
HCM Control Delay (s)	10.3	-	-	9.3	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	7	3	132	143	0
Future Vol, veh/h	10	7	3	132	143	0
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	86	86	86	86
Heavy Vehicles, %	0	43	100	19	18	0
Mvmt Flow	11	8	3	153	166	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	325	166	166	0	-	0
Stage 1	166	-	-	-	-	-
Stage 2	159	-	-	-	-	-
Critical Hdwy	6.4	6.63	5.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.687	3.1	-	-	-
Pot Cap-1 Maneuver	673	782	985	-	-	-
Stage 1	868	-	-	-	-	-
Stage 2	875	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	671	782	985	-	-	-
Mov Cap-2 Maneuver	671	-	-	-	-	-
Stage 1	865	-	-	-	-	-
Stage 2	875	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.2	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	985	-	713	-	-
HCM Lane V/C Ratio	0.004	-	0.026	-	-
HCM Control Delay (s)	8.7	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	0	0	142	143	0
Future Vol, veh/h	10	0	0	142	143	0
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	86	86	86	86
Heavy Vehicles, %	0	0	0	18	18	0
Mvmt Flow	11	0	0	165	166	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	331	166	166	0	-	0
Stage 1	166	-	-	-	-	-
Stage 2	165	-	-	-	-	-
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	668	884	1424	-	-	-
Stage 1	868	-	-	-	-	-
Stage 2	869	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	668	884	1424	-	-	-
Mov Cap-2 Maneuver	668	-	-	-	-	-
Stage 1	868	-	-	-	-	-
Stage 2	869	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1424	-	668	-	-
HCM Lane V/C Ratio	-	-	0.016	-	-
HCM Control Delay (s)	0	-	10.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

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	0	0	0	33	0	0	0	256	7	0	169	0
Future Vol, veh/h	0	0	0	33	0	0	0	256	7	0	169	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	25	92	92	86	86	86	86	92
Heavy Vehicles, %	2	2	2	21	0	0	0	12	100	0	18	2
Mvmt Flow	0	0	0	36	0	0	0	298	8	0	197	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	499	503	197	499	499	302	197	0	0	306	0	0
Stage 1	197	197	-	302	302	-	-	-	-	-	-	-
Stage 2	302	306	-	197	197	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.31	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.31	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.31	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.689	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	482	471	844	453	476	742	1388	-	-	1266	-	-
Stage 1	805	738	-	668	668	-	-	-	-	-	-	-
Stage 2	707	662	-	763	742	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	482	471	844	453	476	742	1388	-	-	1266	-	-
Mov Cap-2 Maneuver	482	471	-	453	476	-	-	-	-	-	-	-
Stage 1	805	738	-	668	668	-	-	-	-	-	-	-
Stage 2	707	662	-	763	742	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	13.6	0	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1388	-	-	-	453	1266	-	-
HCM Lane V/C Ratio	-	-	-	-	0.079	-	-	-
HCM Control Delay (s)	0	-	-	0	13.6	0	-	-
HCM Lane LOS	A	-	-	A	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	0.3	0	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	17	0	256	0	1	169	0
Future Vol, veh/h	0	0	0	0	0	17	0	256	0	1	169	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	86	86	86	86	92
Heavy Vehicles, %	2	2	2	0	0	6	0	12	0	100	18	2
Mvmt Flow	0	0	0	0	0	18	0	298	0	1	197	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	506	497	197	497	497	298	197	0	0	298	0	0
Stage 1	199	199	-	298	298	-	-	-	-	-	-	-
Stage 2	307	298	-	199	199	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.1	6.5	6.26	4.1	-	-	5.1	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.5	4	3.354	2.2	-	-	3.1	-	-
Pot Cap-1 Maneuver	477	475	844	487	477	732	1388	-	-	863	-	-
Stage 1	803	736	-	715	671	-	-	-	-	-	-	-
Stage 2	703	667	-	807	740	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	465	475	844	487	477	732	1388	-	-	863	-	-
Mov Cap-2 Maneuver	465	475	-	487	477	-	-	-	-	-	-	-
Stage 1	803	735	-	715	671	-	-	-	-	-	-	-
Stage 2	685	667	-	806	739	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	10	0	0.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1388	-	-	-	732	863	-	-
HCM Lane V/C Ratio	-	-	-	-	0.025	0.001	-	-
HCM Control Delay (s)	0	-	-	0	10	9.2	0	-
HCM Lane LOS	A	-	-	A	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	200	111	1	49	0
Future Vol, veh/h	0	200	111	1	49	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	86	86	86	86	92	92
Heavy Vehicles, %	2	8	17	100	2	0
Mvmt Flow	0	233	129	1	53	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	130	0	-	0	363	130
Stage 1	-	-	-	-	130	-
Stage 2	-	-	-	-	233	-
Critical Hdwy	4.12	-	-	-	6.42	6.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.3
Pot Cap-1 Maneuver	1455	-	-	-	636	925
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	806	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1455	-	-	-	636	925
Mov Cap-2 Maneuver	-	-	-	-	636	-
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	806	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1455	-	-	-	636
HCM Lane V/C Ratio	-	-	-	-	0.084
HCM Control Delay (s)	0	-	-	-	11.2
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	247	2	0	98	14	13
Future Vol, veh/h	247	2	0	98	14	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	86	86	86	86	92	92
Heavy Vehicles, %	6	100	0	18	14	0
Mvmt Flow	287	2	0	114	15	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	289	0	402	288
Stage 1	-	-	-	-	288	-
Stage 2	-	-	-	-	114	-
Critical Hdwy	-	-	4.1	-	6.54	6.2
Critical Hdwy Stg 1	-	-	-	-	5.54	-
Critical Hdwy Stg 2	-	-	-	-	5.54	-
Follow-up Hdwy	-	-	2.2	-	3.626	3.3
Pot Cap-1 Maneuver	-	-	1284	-	582	756
Stage 1	-	-	-	-	734	-
Stage 2	-	-	-	-	882	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1284	-	582	756
Mov Cap-2 Maneuver	-	-	-	-	582	-
Stage 1	-	-	-	-	734	-
Stage 2	-	-	-	-	882	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	655	-	-	1284	-
HCM Lane V/C Ratio	0.045	-	-	-	-
HCM Control Delay (s)	10.8	-	-	0	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	258	2	1	84	14	14
Future Vol, veh/h	258	2	1	84	14	14
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	86	86	86	86	92	92
Heavy Vehicles, %	5	100	100	18	14	7
Mvmt Flow	300	2	1	98	15	15

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	302	0	401	301
Stage 1	-	-	-	-	301	-
Stage 2	-	-	-	-	100	-
Critical Hdwy	-	-	5.1	-	6.54	6.27
Critical Hdwy Stg 1	-	-	-	-	5.54	-
Critical Hdwy Stg 2	-	-	-	-	5.54	-
Follow-up Hdwy	-	-	3.1	-	3.626	3.363
Pot Cap-1 Maneuver	-	-	860	-	582	727
Stage 1	-	-	-	-	724	-
Stage 2	-	-	-	-	895	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	860	-	581	727
Mov Cap-2 Maneuver	-	-	-	-	581	-
Stage 1	-	-	-	-	724	-
Stage 2	-	-	-	-	894	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	646	-	-	860	-
HCM Lane V/C Ratio	0.047	-	-	0.001	-
HCM Control Delay (s)	10.8	-	-	9.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	269	66	0	17	19
Future Vol, veh/h	3	269	66	0	17	19
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	86	86	86	86	92	92
Heavy Vehicles, %	100	4	21	0	0	16
Mvmt Flow	3	313	77	0	18	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	77	0	-	0	396	77
Stage 1	-	-	-	-	77	-
Stage 2	-	-	-	-	319	-
Critical Hdwy	5.1	-	-	-	6.4	6.36
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	3.1	-	-	-	3.5	3.444
Pot Cap-1 Maneuver	1076	-	-	-	613	946
Stage 1	-	-	-	-	951	-
Stage 2	-	-	-	-	741	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1076	-	-	-	611	946
Mov Cap-2 Maneuver	-	-	-	-	611	-
Stage 1	-	-	-	-	948	-
Stage 2	-	-	-	-	741	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1076	-	-	-	751
HCM Lane V/C Ratio	0.003	-	-	-	0.052
HCM Control Delay (s)	8.4	0	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

APPENDIX D: PROJECT TRIP GENERATION SUMMARY

Peak Construction Workforce Trip Generation Calculations and Assumptions

Proposed San Luis West Solar Facility - Fresno County, CA

Construction Site Driveway Trips					
	Workforce Trips	Vendor Truck Trips	Haul Truck Trips	Total	CALCULATIONS
AM Peak Hour:					
Enter	278	16	13	307	(300 workers x 100% arrive x (100% - 15% carpool x 1 vehicle/2 carpool workers)) + (29 Delivery Vehicles arrive) = 307
Exit	0	16	13	29	(300 workers x 0% depart) + (29 Delivery Vehicles depart) = 29
Total	278	32	26	336	
PM Peak Hour:					
Enter	0	16	13	29	(300 workers x 0% arrive) + (29 Delivery Vehicles arrive) = 29
Exit	278	16	13	307	(300 workers x 100% depart x (100% - 15% carpool x 1 vehicle/2 carpool workers)) + (29 Delivery Vehicles depart) = 307
Total	278	32	26	336	
Weekday Daily:					
Enter	278	54	44	376	(300 workers x 100% arrive in AM x (100% - 15% carpool x 1 vehicle/2 carpool workers)) + (98 Delivery Vehicles arrive) = 376
Exit	278	54	44	376	(300 workers x 100% depart in PM x (100% - 15% carpool x 1 vehicle/2 carpool workers)) + (98 Delivery Vehicles depart) = 376
Total	556	108	88	752	

Construction Assumption	AM Peak Hour	PM Peak Hour	Off-Peak Hours	Notes
# of Peak Workers On-Site at One Time:	300	300	300	Assume 300 workers
% Workers Arriving:	100%	0%	0%	Assumed hours of operation 7am-6pm (may be longer). Peak Hours of adjacent street traffic assumed to occur between is 7am-9am and 4pm-6pm. Therefore, the majority of construction worker traffic is likely to occur outside of the morning peak hour of adjacent street traffic and some may depart after the evening peak hour. However, as a conservative measure, assumed 100 percent of workers arrive and depart during the peak hours of the adjacent street traffic.
% Workers Departing:	0%	100%	0%	Assumed hours of operation 7am-6pm (may be longer). Peak Hours of adjacent street traffic assumed to occur between is 7am-9am and 4pm-6pm. Therefore, the majority of construction worker traffic is likely to occur outside of the morning peak hour of adjacent street traffic and some may depart after the evening peak hour. However, as a conservative measure, assumed 100 percent of workers arrive and depart during the peak hours of the adjacent street traffic.
% Carpool[1]:	15.0%	15.0%	0.0%	Assumed 15% carpooling during commuting
Carpool VOR[2]:	2.00	2.00	1.00	Assumed two workers per car during commuting
# Vendor Truck Deliveries:	16	16	22	Assumed worker hours of operation 7am-5pm and assumed 54 deliveries per day with approximately 16 trips during each peak hour and the remaining deliveries distributed evenly throughout the middle of the work day.
# Haul Truck Deliveries:	13	13	18	Assumed worker hours of operation 7am-5pm and assumed 44 deliveries per day with approximately 13 trips during each peak hour and the remaining deliveries distributed evenly throughout the middle of the work day.

[1]Enter % per population - formulas above account for VOR

[2]VOR for carpoolers only

Source: Tetra Tech. Construction Workforce and Delivery Estimates provided by San Luis West, LLC.

Origis San Luis West Solar Storage Project
Peak Hour Subarea Trip Generation

Worker Subarea Trip Generation

		Morning Peak Hour		Afternoon Peak Hour	
	Percent of Total Site Area	**Entering**	**Exiting**	**Entering**	**Exiting**
Subarea A1	***8.0%***	22	0	0	22
Subarea A2	***5.0%***	14	0	0	14
Subarea A3	***3.0%***	9	0	0	9
Subarea A4	***11.0%***	31	0	0	31
Subarea A5	***5.5%***	15	0	0	15
Subarea A6	***5.0%***	14	0	0	14
Subarea B	***32.5%***	90	0	0	90
Subarea C1	***18.0%***	50	0	0	50
Subarea C2	***12.0%***	33	0	0	33
Total	**100.0%**	**278**	**0**	**0**	**278**

Truck Subarea Trip Generation

		Morning Peak Hour		Afternoon Peak Hour	
	Percent of Total Site Area	**Entering**	**Exiting**	**Entering**	**Exiting**
Subarea A1	***8.0%***	2	2	2	2
Subarea A2	***5.0%***	2	2	2	2
Subarea A3	***3.0%***	1	1	1	1
Subarea A4	***11.0%***	3	3	3	3
Subarea A5	***5.5%***	2	2	2	2
Subarea A6	***5.0%***	2	2	2	2
Subarea B	***32.5%***	9	9	9	9
Subarea C1	***18.0%***	5	5	5	5
Subarea C2	***12.0%***	3	3	3	3
Total	**100.0%**	**29**	**29**	**29**	**29**

Subarea Trip Distribution based on Subarea Acregae as a percent of total Site Acreage.

APPENDIX E: PROJECT TRIP DISTRIBUTION CALCULATIONS

ORIGIS San Luis West Solar Project
Population Gravity Model
(Uses Worker Population data by Zip Code; No impact from Travel times 45 minutes or greater)

						REGIONAL TRAVEL ROUTES							
						To/From North		To/From South		To/From East	To/From West		
Geographic Area Name	Total Workers 16 years and over	Estimated Drive Time to Site	% Population in Drive Time Zone	Effective Total Population in Drive Time Zone	% of Total Population	I-5	CA-269	I-5	CA-269	W. Jayne Ave	W. Jayne Ave	100% CHECK	Total
ZCTA5 93210	5959	15 Mins or less	100.0%	5959	16.830%						100%	100%	16.8%
ZCTA5 93234	2470	15 Mins or less	100.0%	2470	6.976%		100%					100%	7.0%
ZCTA5 93204	3481	20 mins	92.1%	3205	9.053%				75%		25%	100%	9.1%
ZCTA5 93239	648	20 mins	92.1%	597	1.685%			100%				100%	1.7%
ZCTA5 93266	639	20 mins	92.1%	588	1.662%					100%		100%	1.7%
ZCTA5 93624	251	25 mins	82.7%	208	0.586%		100%					100%	0.6%
ZCTA5 93202	1452	30 mins	71.2%	1034	2.922%					100%		100%	2.9%
ZCTA5 93608	369	30 mins	71.2%	263	0.742%	100%						100%	0.7%
ZCTA5 93245	15798	35 mins	56.5%	8919	25.191%					100%		100%	25.2%
ZCTA5 93627	103	35 mins	56.5%	58	0.164%		100%					100%	0.2%
ZCTA5 93656	2430	35 mins	56.5%	1372	3.875%		100%					100%	3.9%
ZCTA5 93230	27947	40 mins	35.6%	9955	28.116%		20%			80%		100%	28.1%
ZCTA5 93242	1074	40 mins	35.6%	383	1.081%					100%		100%	1.1%
ZCTA5 93660	1110	40 mins	35.6%	395	1.117%		100%					100%	1.1%
ZCTA5 93630	7492	45 mins	0.0%	0	0.000%		100%					100%	0.0%
ZCTA5 93640	4051	45 mins	0.0%	0	0.000%	100%						100%	0.0%
ZCTA5 93652	150	45 mins	0.0%	0	0.000%		100%					100%	0.0%
ZCTA5 93668	327	45 mins	0.0%	0	0.000%		100%					100%	0.0%
ZCTA5 93201	372	50 mins	0.0%	0	0.000%			100%				100%	0.0%
ZCTA5 93212	5368	50 mins	0.0%	0	0.000%			50%		50%		100%	0.0%
ZCTA5 93227	155	50 mins	0.0%	0	0.000%					100%		100%	0.0%
ZCTA5 93249	804	50 mins	0.0%	0	0.000%				100%			100%	0.0%
ZCTA5 93277	23429	50 mins	0.0%	0	0.000%					100%		100%	0.0%
ZCTA5 93291	25749	50 mins	0.0%	0	0.000%					100%		100%	0.0%
ZCTA5 93292	18976	50 mins	0.0%	0	0.000%					100%		100%	0.0%
ZCTA5 93451	2101	50 mins	0.0%	0	0.000%				100%			100%	0.0%
ZCTA5 93461	641	50 mins	0.0%	0	0.000%				100%			100%	0.0%
ZCTA5 93609	1937	50 mins	0.0%	0	0.000%		100%					100%	0.0%
ZCTA5 93622	2528	50 mins	0.0%	0	0.000%	100%						100%	0.0%
ZCTA5 93673	140	50 mins	0.0%	0	0.000%					100%		100%	0.0%
ZCTA5 93206	544	55 mins	0.0%	0	0.000%			100%				100%	0.0%
ZCTA5 93274	30551	55 mins	0.0%	0	0.000%					100%		100%	0.0%
ZCTA5 93631	6840	55 mins	0.0%	0	0.000%					100%		100%	0.0%
ZCTA5 93662	12566	55 mins	0.0%	0	0.000%					100%		100%	0.0%
ZCTA5 93702	16120	55 mins	0.0%	0	0.000%		50%			50%		100%	0.0%
ZCTA5 93703	12370	55 mins	0.0%	0	0.000%		50%			50%		100%	0.0%
ZCTA5 93706	13021	55 mins	0.0%	0	0.000%		50%			50%		100%	0.0%
ZCTA5 93721	1850	55 mins	0.0%	0	0.000%		50%			50%		100%	0.0%
ZCTA5 93723	5703	55 mins	0.0%	0	0.000%		100%					100%	0.0%
ZCTA5 93728	8030	55 mins	0.0%	0	0.000%		50%			50%		100%	0.0%
ZCTA5 93280	8903	1:00	0.0%	0	0.000%			100%				100%	0.0%
ZCTA5 93606	408	1:00	0.0%	0	0.000%		100%					100%	0.0%
ZCTA5 93618	11912	1:00	0.0%	0	0.000%					100%		100%	0.0%
ZCTA5 93625	3153	1:00	0.0%	0	0.000%					100%		100%	0.0%
ZCTA5 93650	1078	1:00	0.0%	0	0.000%					100%		100%	0.0%
ZCTA5 93665	121	1:00	0.0%	0	0.000%	100%						100%	0.0%
ZCTA5 93701	4283	1:00	0.0%	0	0.000%		50%			50%		100%	0.0%
ZCTA5 93704	12711	1:00	0.0%	0	0.000%		50%			50%		100%	0.0%
ZCTA5 93705	14982	1:00	0.0%	0	0.000%		50%			50%		100%	0.0%
ZCTA5 93725	9835	1:00	0.0%	0	0.000%		50%			50%		100%	0.0%
ZCTA5 93726	18337	1:00	0.0%	0	0.000%		50%			50%		100%	0.0%
ZCTA5 93727	33317	1:00	0.0%	0	0.000%		50%			50%		100%	0.0%
ZCTA5 93737	2984	1:00	0.0%	0	0.000%		50%			50%		100%	0.0%
ZCTA5 93740	451	1:00	0.0%	0	0.000%		50%			50%		100%	0.0%
ZCTA5 93741	0	1:00	0.0%	0	0.000%		50%			50%		100%	0.0%
ZCTA5 93219	3562	1:05	0.0%	0	0.000%			100%				100%	0.0%
ZCTA5 93221	5648	1:05	0.0%	0	0.000%					100%		100%	0.0%
ZCTA5 93223	4138	1:05	0.0%	0	0.000%					100%		100%	0.0%
ZCTA5 93235	1760	1:05	0.0%	0	0.000%					100%		100%	0.0%
ZCTA5 93272	1771	1:05	0.0%	0	0.000%			100%				100%	0.0%
ZCTA5 93286	3519	1:05	0.0%	0	0.000%					100%		100%	0.0%
ZCTA5 93615	2005	1:05	0.0%	0	0.000%					100%		100%	0.0%
ZCTA5 93616	897	1:05	0.0%	0	0.000%					100%		100%	0.0%
ZCTA5 93636	5802	1:05	0.0%	0	0.000%					100%		100%	0.0%
ZCTA5 93648	6538	1:05	0.0%	0	0.000%					100%		100%	0.0%
ZCTA5 93710	14006	1:05	0.0%	0	0.000%		50%			50%		100%	0.0%
ZCTA5 93711	18550	1:05	0.0%	0	0.000%		50%			50%		100%	0.0%
ZCTA5 93720	23964	1:05	0.0%	0	0.000%		50%			50%		100%	0.0%
ZCTA5 93722	38668	1:05	0.0%	0	0.000%		50%			50%		100%	0.0%
ZCTA5 93215	19116	1:10	0.0%	0	0.000%			100%				100%	0.0%
ZCTA5 93314	15565	1:10	0.0%	0	0.000%			100%				100%	0.0%
ZCTA5 93611	21240	1:10	0.0%	0	0.000%		50%			50%		100%	0.0%
ZCTA5 93612	16805	1:10	0.0%	0	0.000%		50%			50%		100%	0.0%
ZCTA5 93619	22107	1:10	0.0%	0	0.000%		50%			50%		100%	0.0%
ZCTA5 93620	3498	1:10	0.0%	0	0.000%	100%						100%	0.0%
ZCTA5 93635	16940	1:10	0.0%	0	0.000%	100%						100%	0.0%
ZCTA5 93637	15833	1:10	0.0%	0	0.000%					100%		100%	0.0%
ZCTA5 93638	18944	1:10	0.0%	0	0.000%					100%		100%	0.0%
ZCTA5 93647	3850	1:10	0.0%	0	0.000%					100%		100%	0.0%
ZCTA5 93666	195	1:10	0.0%	0	0.000%					100%		100%	0.0%
ZCTA5 93670	108	1:10	0.0%	0	0.000%					100%		100%	0.0%
ZCTA5 93730	5819	1:10	0.0%	0	0.000%		50%			50%		100%	0.0%
ZCTA5 95043	325	1:10	0.0%	0	0.000%	100%						100%	0.0%

James Vorosmarti
Tetra Tech

ORIGIS San Luis West Solar Project
Population Gravity Model
(Uses Worker Population data by Zip Code; No impact from Travel times 45 minutes or greater)

						REGIONAL TRAVEL ROUTES							
						To/From North		To/From South		To/From East	To/From West		
Geographic Area Name	Total Workers 16 years and over	Estimated Drive Time to Site	% Population in Drive Time Zone	Effective Total Population in Drive Time Zone	% of Total Population	I-5	CA-269	I-5	CA-269	W. Jayne Ave	W. Jayne Ave	100% CHECK	Total
ZCTA5 93267	1238	1:15	0.0%	0	0.000%					100%		100%	0.0%
ZCTA5 93312	26744	1:15	0.0%	0	0.000%			100%				100%	0.0%
ZCTA5 93646	3524	1:15	0.0%	0	0.000%					100%		100%	0.0%
ZCTA5 93654	11792	1:15	0.0%	0	0.000%					100%		100%	0.0%
ZCTA5 93218	277	1:20	0.0%	0	0.000%			100%				100%	0.0%
ZCTA5 93247	6034	1:20	0.0%	0	0.000%					100%		100%	0.0%
ZCTA5 93250	5444	1:20	0.0%	0	0.000%			100%				100%	0.0%
ZCTA5 93251	115	1:20	0.0%	0	0.000%			100%				100%	0.0%
ZCTA5 93257	30505	1:20	0.0%	0	0.000%			50%		50%		100%	0.0%
ZCTA5 93301	4476	1:20	0.0%	0	0.000%			100%				100%	0.0%
ZCTA5 93304	19043	1:20	0.0%	0	0.000%			100%				100%	0.0%
ZCTA5 93308	20943	1:20	0.0%	0	0.000%			100%				100%	0.0%
ZCTA5 93309	26988	1:20	0.0%	0	0.000%			100%				100%	0.0%
ZCTA5 93311	22726	1:20	0.0%	0	0.000%			100%				100%	0.0%
ZCTA5 93657	15255	1:20	0.0%	0	0.000%					100%		100%	0.0%
ZCTA5 93675	1336	1:20	0.0%	0	0.000%					100%		100%	0.0%
ZCTA5 93258	446	1:25	0.0%	0	0.000%			50%		50%		100%	0.0%
ZCTA5 93261	639	1:25	0.0%	0	0.000%			100%				100%	0.0%
ZCTA5 93305	12901	1:25	0.0%	0	0.000%			100%				100%	0.0%
ZCTA5 93313	25673	1:25	0.0%	0	0.000%			100%				100%	0.0%
ZCTA5 93610	7046	1:25	0.0%	0	0.000%	50%	50%					100%	0.0%
ZCTA5 95317	353	1:25	0.0%	0	0.000%	100%						100%	0.0%
ZCTA5 93270	1692	1:30	0.0%	0	0.000%			100%				100%	0.0%
ZCTA5 93306	28970	1:30	0.0%	0	0.000%			100%				100%	0.0%
ZCTA5 93307	33147	1:30	0.0%	0	0.000%			100%				100%	0.0%
ZCTA5 93287	57	greater than 1:30	0.0%	0	0.000%			100%				100%	0.0%
ZCTA5 93603	62	greater than 1:30	0.0%	0	0.000%					100%		100%	0.0%
ZCTA5 93614	4229	greater than 1:30	0.0%	0	0.000%		50%			50%		100%	0.0%
ZCTA5 93626	1218	greater than 1:30	0.0%	0	0.000%					100%		100%	0.0%
ZCTA5 93645	325	greater than 1:30	0.0%	0	0.000%					100%		100%	0.0%
ZCTA5 93653	650	greater than 1:30	0.0%	0	0.000%		100%					100%	0.0%
ZCTA5 95301	16692	greater than 1:30	0.0%	0	0.000%	100%						100%	0.0%
ZCTA5 95306	245	greater than 1:30	0.0%	0	0.000%		100%					100%	0.0%
ZCTA5 95325	15	greater than 1:30	0.0%	0	0.000%	50%	50%					100%	0.0%
ZCTA5 95333	1090	greater than 1:30	0.0%	0	0.000%	50%	50%					100%	0.0%
ZCTA5 95338	3403	greater than 1:30	0.0%	0	0.000%		50%			50%		100%	0.0%
ZCTA5 95340	13675	greater than 1:30	0.0%	0	0.000%	25%	75%					100%	0.0%
ZCTA5 95341	12215	greater than 1:30	0.0%	0	0.000%	50%	50%					100%	0.0%
ZCTA5 95348	14041	greater than 1:30	0.0%	0	0.000%	50%	50%					100%	0.0%
ZCTA5 95365	1322	greater than 1:30	0.0%	0	0.000%	33%	34%			33%		100%	0.0%
ZCTA5 95369	359	greater than 1:30	0.0%	0	0.000%	50%	50%					100%	0.0%
Total	**1,056,099**			**35,406**	**100%**	**0.74%**	**18.34%**	**1.69%**	**6.79%**	**53.35%**	**19.09%**	100.00%	100.0%
					Rounded	**1%**	**18%**	**2%**	**7%**	**53%**	**19%**	100.00%	

James Vorosmarti
Tetra Tech

APPENDIX F: VEHICLE MILES TRAVELED ANALYSIS

Origis San Luis West - Trip Generation by Phase[1]

Construction Phase	Duration (months)	Duration (weeks)	Construction Workforce	Average Daily Worker Trips[2]	Average Daily Vendor Deliveries	Average Daily Haul Deliveries	Average Daily Heavy Vehicle Trips[3]
Site Preparation and Grading:	2	8	40	74	25	30	110
Solar Arrays and Inverters Installation	3	12	200	370	25	12	74
Electrical Work	2	8	60	112	4	2	12
Substation Installation	2	8	60	112	20	20	80
Transmission Interconnection	1	4	20	38	4	20	48

Origis San Luis West - Vehicle Miled Traveled (VMT) Calculation

Passenger Vehicle - VMT

Worker Commute Origin/Destination	One-Way Trip (Miles)	Workforce Population (%)[4]	VMT per Construction Phase:					Total Passenger Vehicle VMT
			Site Preparation and Grading:	Solar Arrays and Inverters Installation	Electrical Work	Substation Installation	Transmission Interconnection	
ZIP Code 93230 (Hanford)	32	28.1%	26632	199738	40307	40307	6838	313,822
ZIP Code 93245 (Lemoore)	24	25.2%	17896	134217	27085	27085	4595	210,878
ZIP Code 93210 (Coalinga)	13	16.8%	6476	48572	9802	9802	1663	76,315
ZIP Code 93204 (Avenal)	12	9.1%	3216	24117	4867	4867	826	37,891
ZIP Code 93234 (Huron)	6	7.0%	1239	9292	1875	1875	318	14,600
ZIP Code 93656 (Riverdale)	35	3.9%	4014	30107	6076	6076	1031	47,303
ZIP Code 93202 (Armona)	28	2.9%	2421	18161	3665	3665	622	28,533
ZIP Code 93239 (Kettleman City)	18	1.7%	898	6734	1359	1359	231	10,580
ZIP Code 93266 (Stratford)	19	1.7%	935	7009	1415	1415	240	11,013
ZIP Code 93660 (San Joaquin)	36	1.1%	1190	8925	1801	1801	306	14,022
ZIP Code 93242 (Laton)	38	1.1%	1215	9115	1839	1839	312	14,321
ZIP Code 93608 (Three Rocks)	31	0.7%	681	5110	1031	1031	175	8,028
ZIP Code 93624 (Five Points)	22	0.6%	382	2864	578	578	98	4,499
ZIP Code 93627 (Helm)	29	0.2%	141	1057	213	213	36	1,661
Total Passenger Vehicle VMT		**100%**	**67,336**	**505,018**	**101,913**	**101,913**	**17,289**	**793,469**

Heavy Vehicle - VMT

	One-Way Trip (Miles)	Heavy Vehicle Origin[5] (%)	VMT per Construction Phase:					Total Heavy Vehicle VMT
			Site Preparation and Grading:	Solar Arrays and Inverters Installation	Electrical Work	Substation Installation	Transmission Interconnection	
Panel/Racking/Inverter Deliveries from Port of Stockton	152	40%	267520	269952	29184	194560	58368	819,584
Materials and Equipment Deliveries from Bakersfield	89	30%	117480	118548	12816	85440	25632	359,916
Materials and Equipment Deliveries from Fresno	53	30%	69960	70596	7632	50880	15264	214,332
Total Heavy Vehicle VMT		**100%**	**454,960**	**459,096**	**49,632**	**330,880**	**99,264**	**1,393,832**

Grand Total Construction VMT	**522,296**	**964,114**	**151,545**	**432,793**	**116,553**	**2,187,301**

Notes:

1) Construction Phasing, Duration, and Workforce Levels provided by San Luis Solar, LLC (Applicant).

2) Assumes one inbound and one outbound trip per vehicle per day. Accounts for 15% of workforce carpooling with a VOR of 2.0.

3) Assumes one inbound and one outbound trip per Heavy Vehicle per day.

4) Workforce Population Distribution based on Weighted Gravity Model of US Census Data for communities within a 45 minute drive time to the Project site.

5) Heavy Vehicle Delivery Trip Origins provided by San Luis Solar, LLC (Applicant).

APPENDIX G: AUXILIARY LANE WARRANT ANALYSIS

Origis San Luis West

Left Turn Lane Warrant Volume Summary
Cumulative + Project Condition

Morning Peak Hour

	Approach Volume	Left Volume	Left % of approach Volume	Opposing Volume	Left Trun Treatment
Site Access 1	284	16	6%	145	Not Warranted
Site Access 2	283	0	0%	136	Not Warranted
Site Access 3	290	7	2%	133	Not Warranted
Site Access 4	300	12	4%	132	Not Warranted
Site Access 5	313	14	4%	127	Not Warranted
Site Access 6	305	0	0%	121	Not Warranted
Site Access 7	318	13	4%	117	Not Warranted
Site Access 8	117	7	6%	142	Not Warranted
Site Access 9	110	0	0%	152	Not Warranted
Site Access 10	232	0	0%	148	Not Warranted
Site Access 11	249	17	7%	115	Not Warranted
Site Access 12	110	0	0%	310	Not Warranted
Site Access 13	321	13	4%	111	Not Warranted
Site Access 14	333	14	4%	97	Not Warranted
Site Access 15	84	19	23%	347	Not Warranted

W. Jayne Ave and Site Access 1
Westbound Left Turn Cumulative + Project Condition
Morning Peak Hour

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

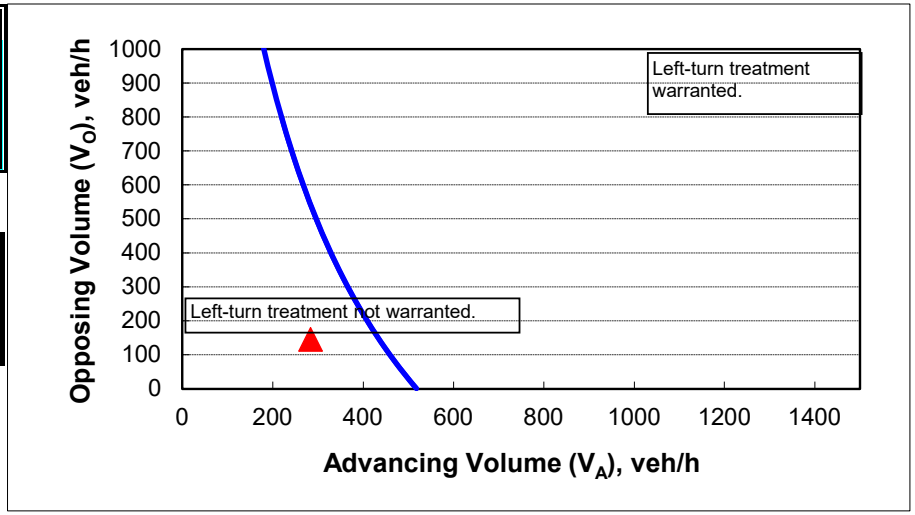
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	60
Percent of left-turns in advancing volume (V_A), %:	6.00%
Advancing volume (V_A), veh/h:	284
Opposing volume (V_O), veh/h:	145

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	435
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane , s:	1.9

W. Jayne Ave and Site Access 2
Westbound Left Turn Cumulative + Project Condition
Morning Peak Hour

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

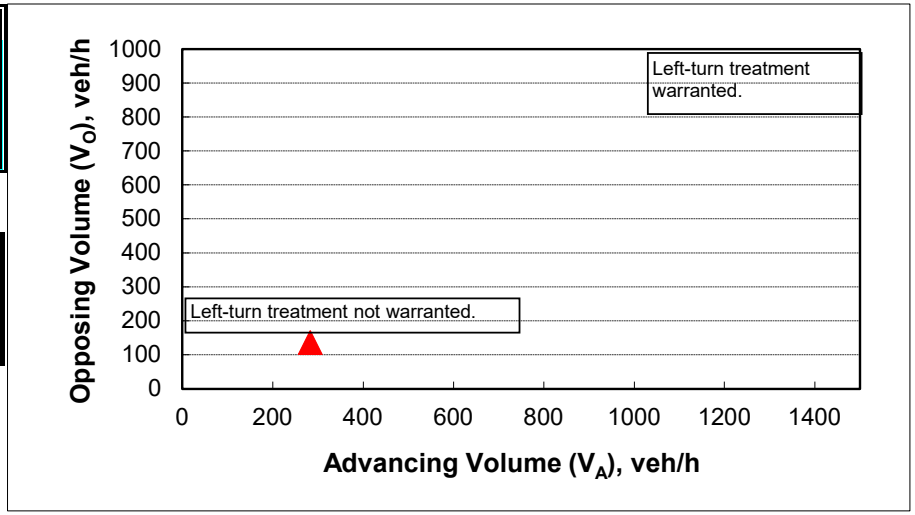
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	60
Percent of left-turns in advancing volume (V_A), %:	0.01%
Advancing volume (V_A), veh/h:	283
Opposing volume (V_O), veh/h:	136

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	10449
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane , s:	1.9

W. Jayne Ave and Site Access 3
Westbound Left Turn Cumulative + Project Condition
Morning Peak Hour

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

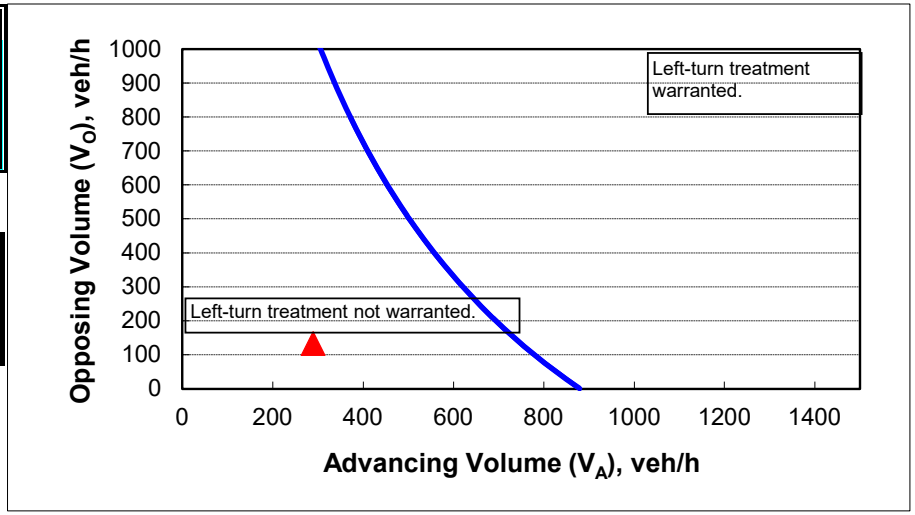
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	60
Percent of left-turns in advancing volume (V_A), %:	2.00%
Advancing volume (V_A), veh/h:	290
Opposing volume (V_O), veh/h:	133

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	749
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane , s:	1.9

W. Jayne Ave and Site Access 4
Westbound Left Turn Cumulative + Project Condition
Morning Peak Hour

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

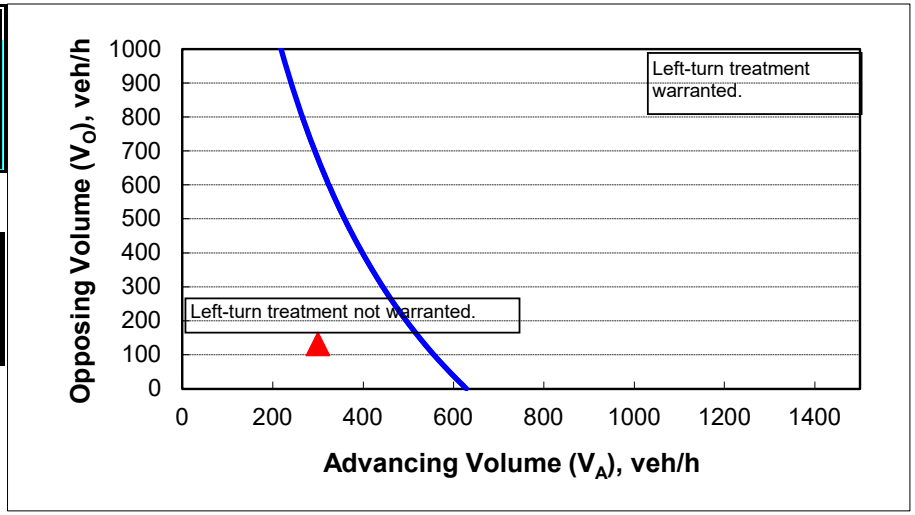
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	60
Percent of left-turns in advancing volume (V_A), %:	4.00%
Advancing volume (V_A), veh/h:	300
Opposing volume (V_O), veh/h:	132

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	536
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane , s:	1.9

W. Jayne Ave and Site Access 5
Westbound Left Turn Cumulative + Project Condition
Morning Peak Hour

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

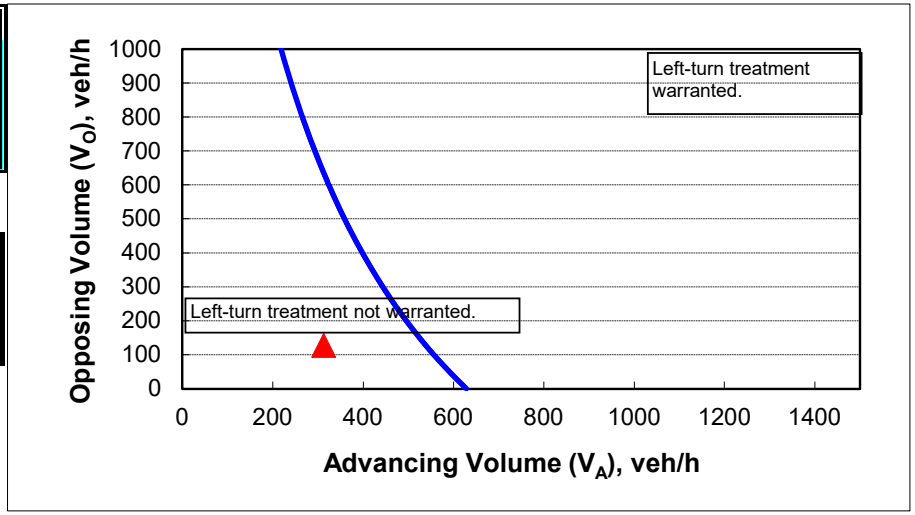
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	60
Percent of left-turns in advancing volume (V_A), %:	4.00%
Advancing volume (V_A), veh/h:	313
Opposing volume (V_O), veh/h:	127

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	539
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane , s:	1.9

W. Jayne Ave and Site Access 6
Westbound Left Turn Cumulative + Project Condition
Morning Peak Hour

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

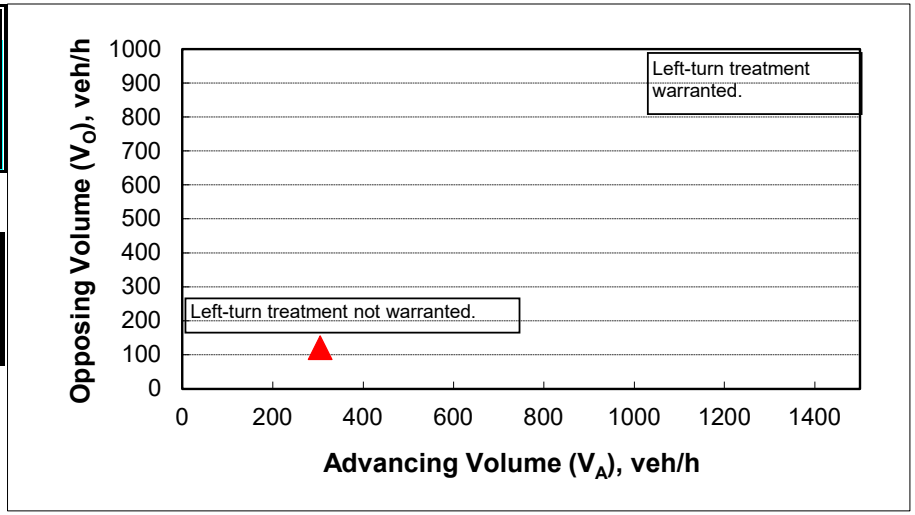
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	60
Percent of left-turns in advancing volume (V_A), %:	0.01%
Advancing volume (V_A), veh/h:	305
Opposing volume (V_O), veh/h:	121

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	10634
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane , s:	1.9

W. Jayne Ave and Site Access 7
Westbound Left Turn Cumulative + Project Condition
Morning Peak Hour

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

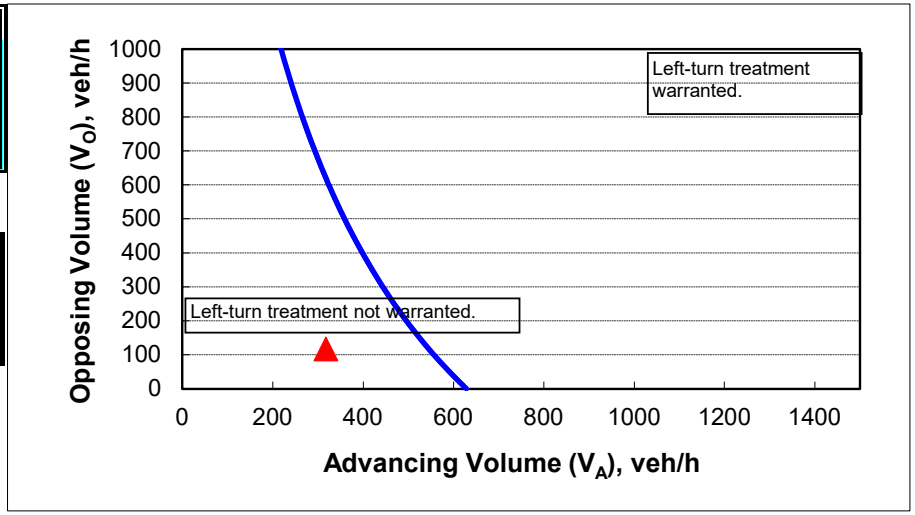
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	60
Percent of left-turns in advancing volume (V_A), %:	4.00%
Advancing volume (V_A), veh/h:	318
Opposing volume (V_O), veh/h:	117

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	545
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane , s:	1.9

W. Jayne Ave and Site Access 8
Northbound Left Turn Cumulative + Project Condition
Morning Peak Hour

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

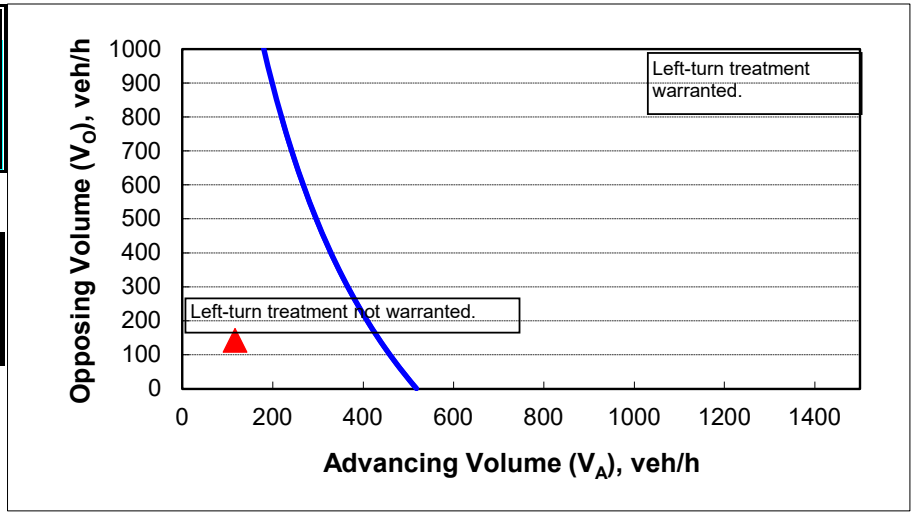
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	60
Percent of left-turns in advancing volume (V_A), %:	6.00%
Advancing volume (V_A), veh/h:	117
Opposing volume (V_O), veh/h:	142

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	437
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane , s:	1.9

W. Jayne Ave and Site Access 9
Northbound Left Turn Cumulative + Project Condition
Morning Peak Hour

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

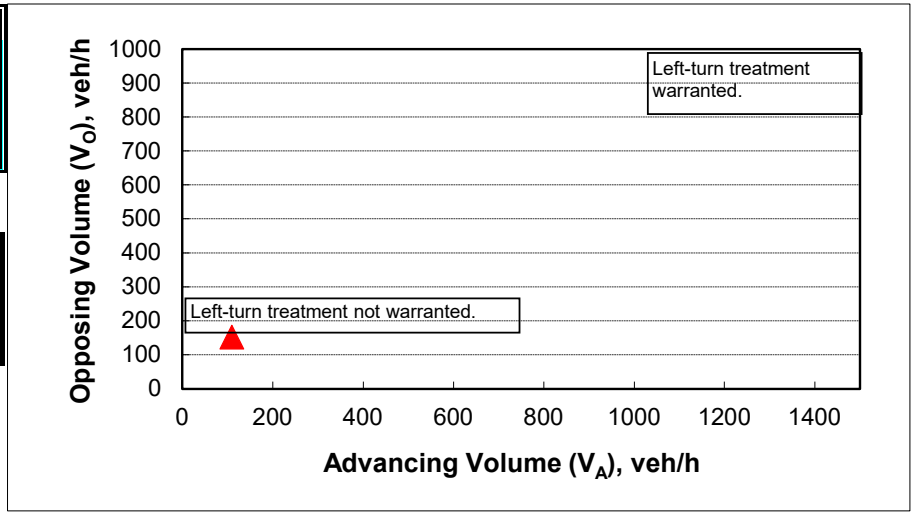
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	60
Percent of left-turns in advancing volume (V_A), %:	0.01%
Advancing volume (V_A), veh/h:	110
Opposing volume (V_O), veh/h:	152

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	10257
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane , s:	1.9

W. Jayne Ave and Site Access 10
Southbound Left Turn Cumulative + Project Condition
Morning Peak Hour

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

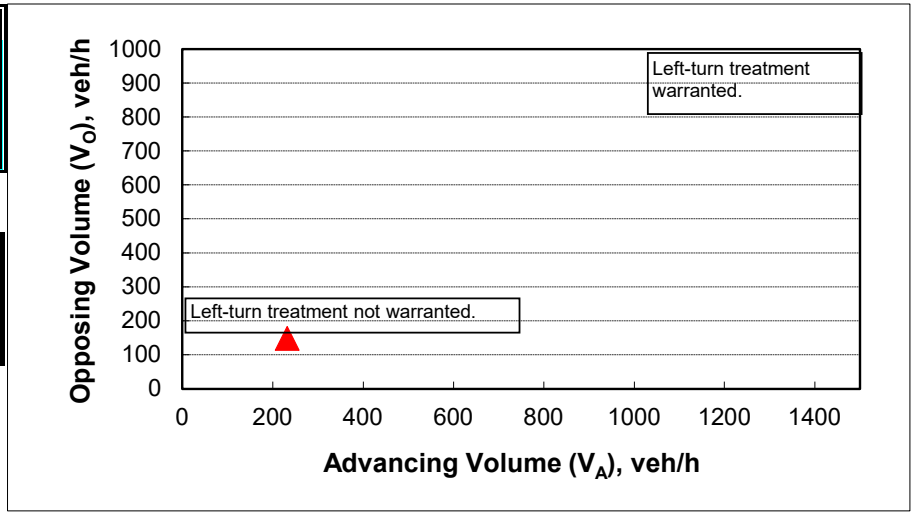
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	60
Percent of left-turns in advancing volume (V_A), %:	0.01%
Advancing volume (V_A), veh/h:	232
Opposing volume (V_O), veh/h:	148

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	10305
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane , s:	1.9

W. Jayne Ave and Site Access 11
Southbound Left Turn Cumulative + Project Condition
Morning Peak Hour

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

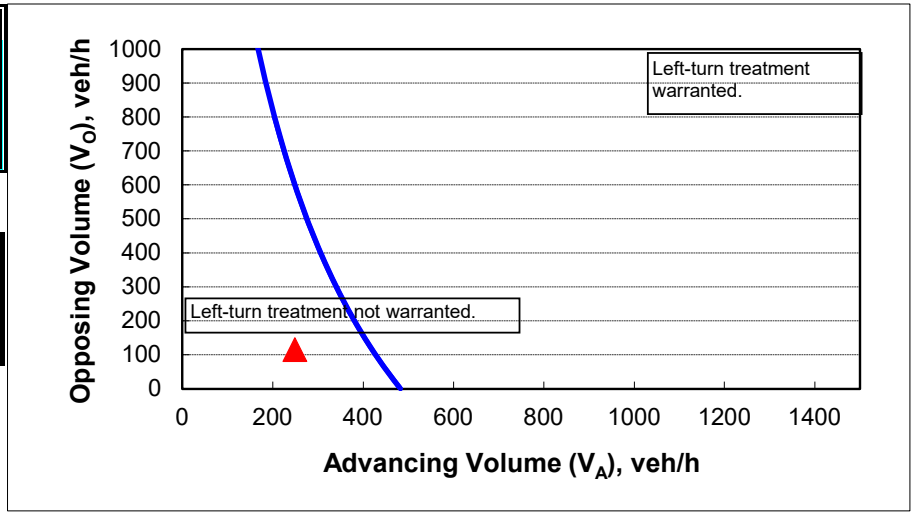
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	60
Percent of left-turns in advancing volume (V_A), %:	7.00%
Advancing volume (V_A), veh/h:	249
Opposing volume (V_O), veh/h:	115

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	420
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane , s:	1.9

W. Jayne Ave and Site Access 12
Eastbound Left Turn Cumulative + Project Condition
Morning Peak Hour

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

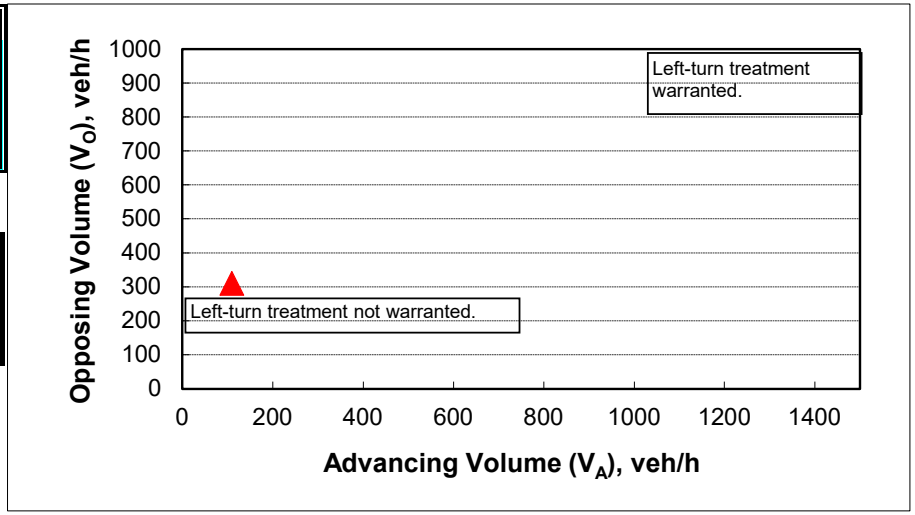
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	60
Percent of left-turns in advancing volume (V_A), %:	0.01%
Advancing volume (V_A), veh/h:	110
Opposing volume (V_O), veh/h:	310

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	8594
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane , s:	1.9

W. Jayne Ave and Site Access 13
Westbound Left Turn Cumulative + Project Condition
Morning Peak Hour

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

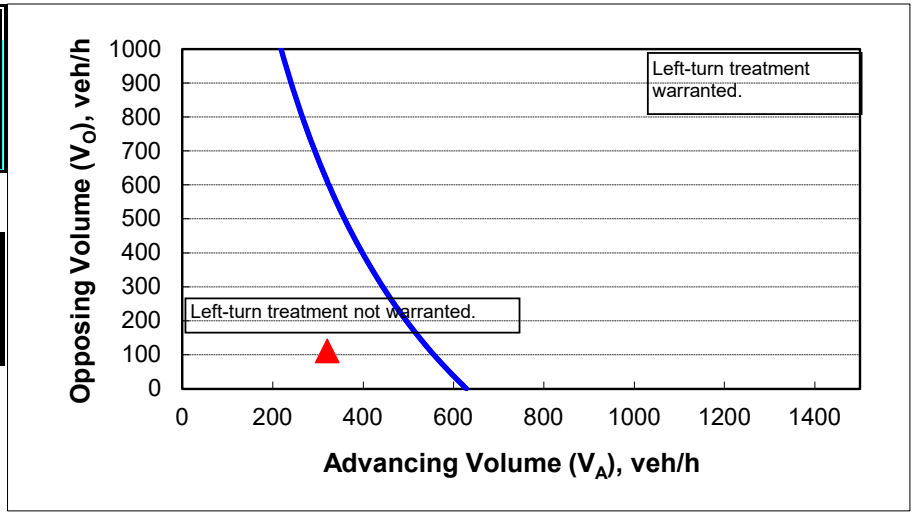
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	60
Percent of left-turns in advancing volume (V_A), %:	4.00%
Advancing volume (V_A), veh/h:	321
Opposing volume (V_O), veh/h:	111

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	549
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane , s:	1.9

W. Jayne Ave and Site Access 14
Westbound Left Turn Cumulative + Project Condition
Morning Peak Hour

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

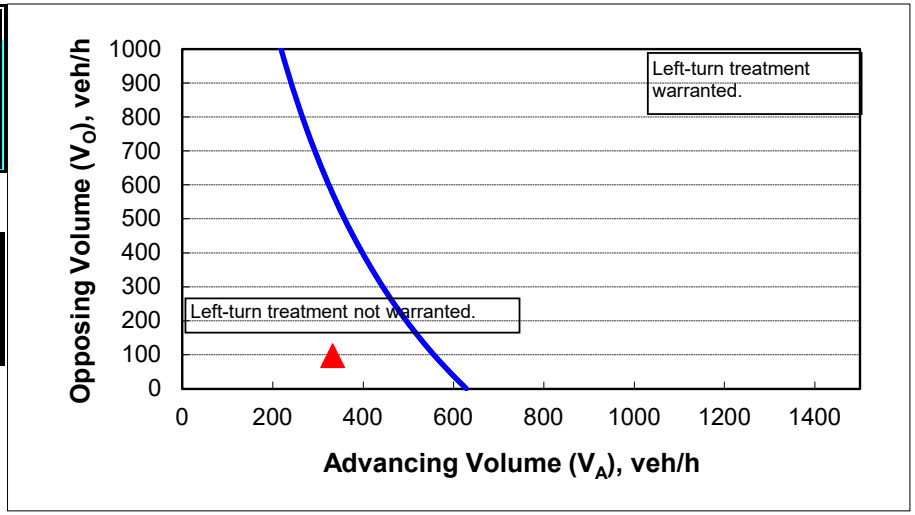
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	60
Percent of left-turns in advancing volume (V_A), %:	4.00%
Advancing volume (V_A), veh/h:	333
Opposing volume (V_O), veh/h:	97

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	558
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane , s:	1.9

W. Jayne Ave and Site Access 15
Eastbound Left Turn Cumulative + Project Condition
Morning Peak Hour

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

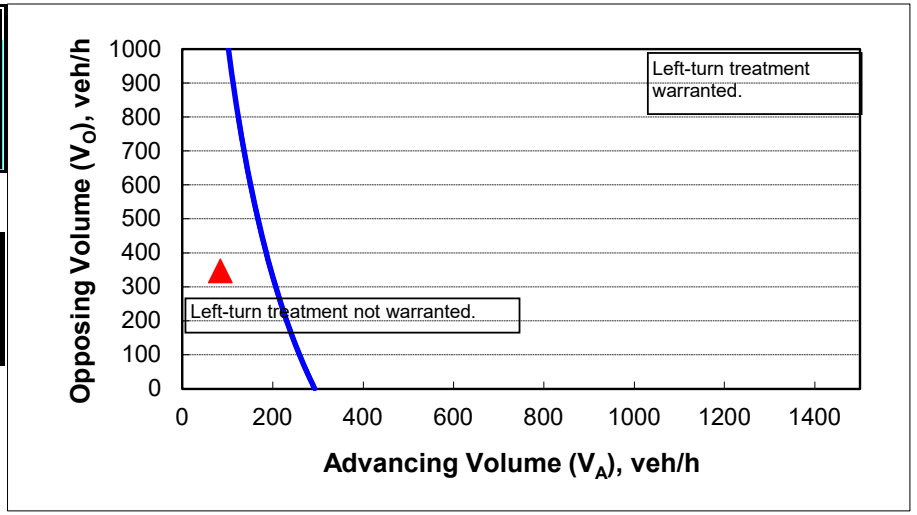
2-lane roadway (English)

INPUT

Variable	Value
85th percentile speed, mph:	60
Percent of left-turns in advancing volume (V_A), %:	23.00%
Advancing volume (V_A), veh/h:	84
Opposing volume (V_O), veh/h:	347

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	196
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	



CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane , s:	1.9

Origis San Luis West

Right Turn Lane Warrant Volume Summary
Cumulative + Project Condition

Morning Peak Hour

	Total Approach Volume	Right Volume	Right Turn Treatment
Site Access 1	145	9	Radius Required
Site Access 2	136	3	Radius Required
Site Access 3	133	0	Radius Required
Site Access 4	132	5	Radius Required
Site Access 5	127	7	Radius Required
Site Access 6	121	4	Radius Required
Site Access 7	117	0	Radius Required
Site Access 8	142	10	Radius Required
Site Access 9	152	10	Radius Required
Site Access 10	148	33	Radius Required
Site Access 11	115	0	Radius Required
Site Access 12	310	49	Taper Required
Site Access 13	111	14	Radius Required
Site Access 14	97	14	Radius Required
Site Access 15	347	17	Radius Required

Major Road Right-Turn Lane Warrant Analysis

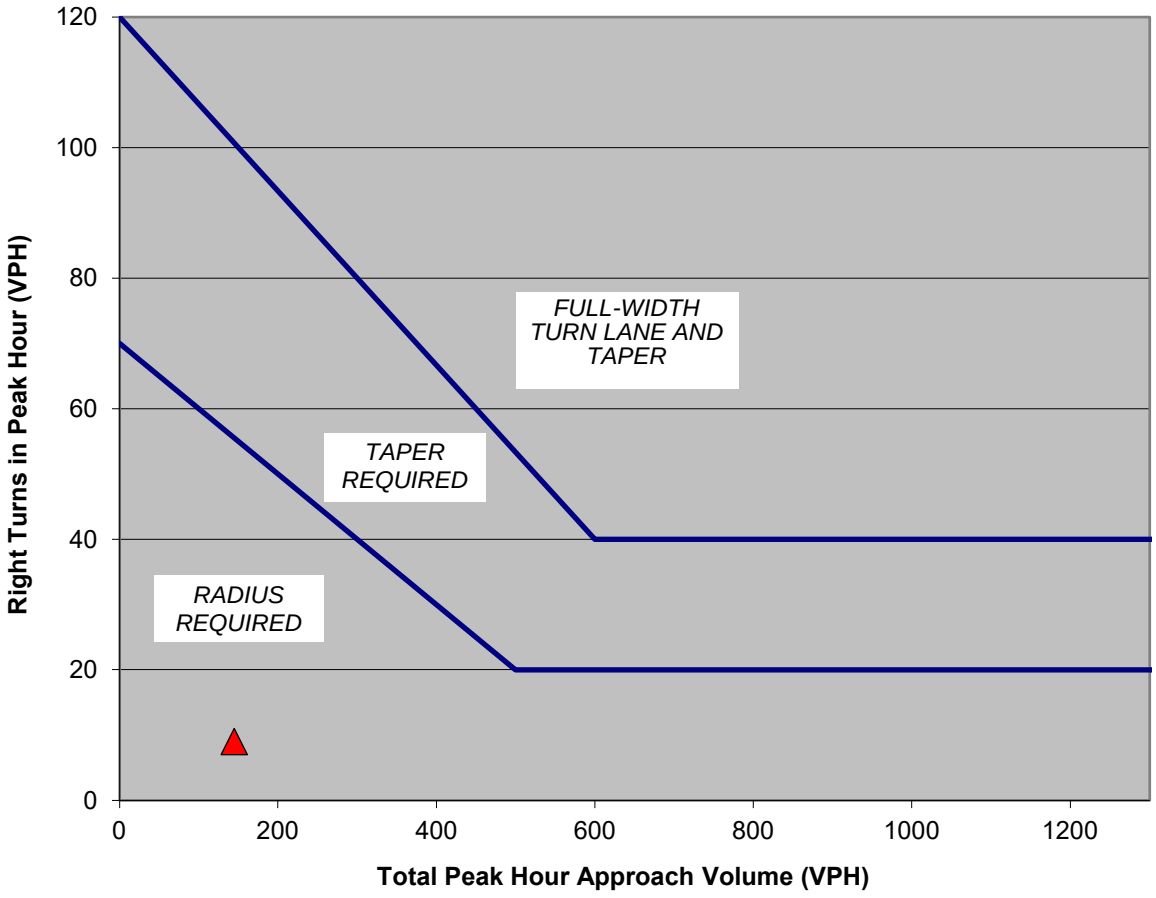
2025 Cumulative + Project Weekday AM Peak Hour
2-Lane Highways

Intersection: W. Jayne Ave at Site Access 1

User Inputted Values

145	Total Peak Hour Approach Volume
9	Total-Right Turns in Peak Hour[1]
55	Design Speed

Radius Required



1. For posted speeds at or under 45 mph, peak hour right turns greater than 40 vph, and total peak hour approach less than 300 vph the right turn volumes to be adjusted as shown in the following equation. Adjusted peak hour right turns = Peak hour right turns - 20

Major Road Right-Turn Lane Warrant Analysis

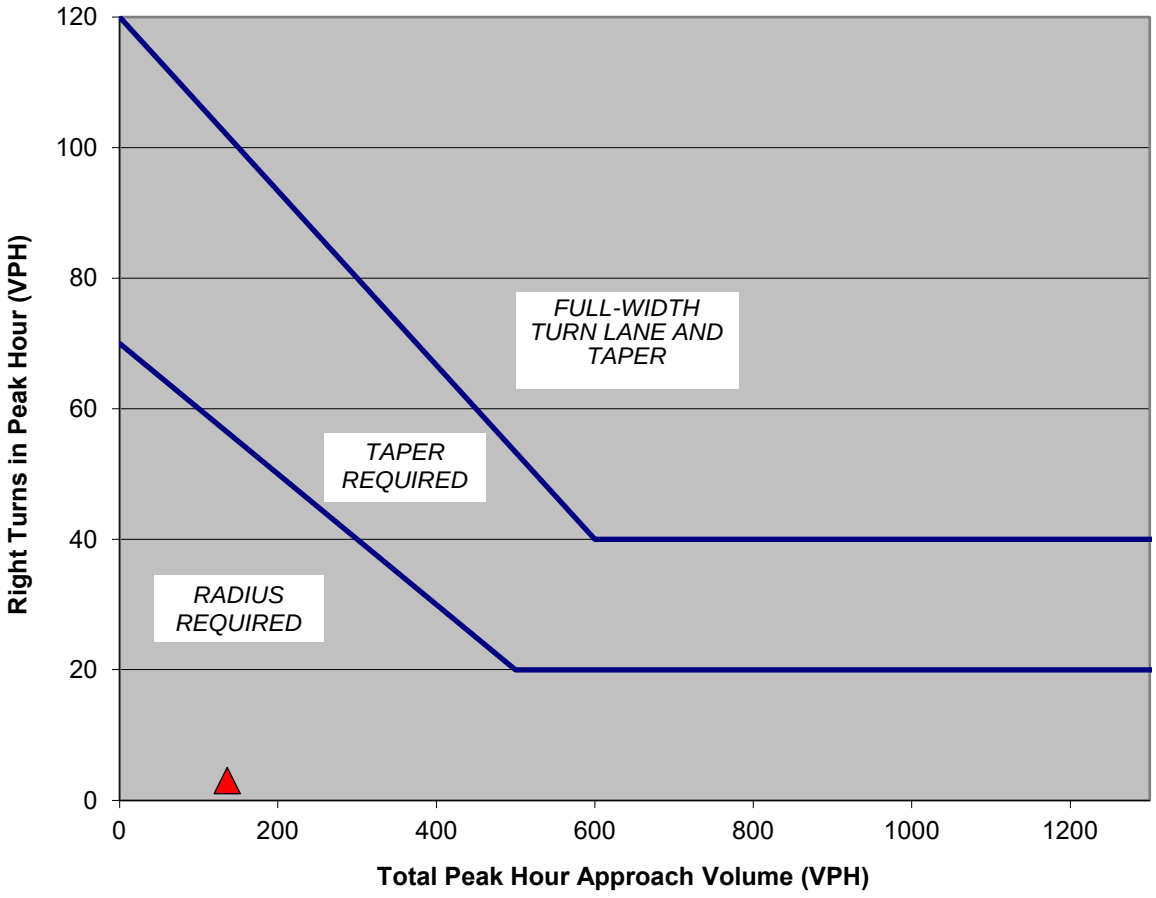
2025 Cumulative + Project Weekday AM Peak Hour
2-Lane Highways

Intersection: W. Jayne Ave at Site Access 2

User Inputted Values

136	Total Peak Hour Approach Volume
3	Total-Right Turns in Peak Hour[1]
55	Design Speed

Radius Required



1. For posted speeds at or under 45 mph, peak hour right turns greater than 40 vph, and total peak hour approach less than 300 vph the right turn volumes to be adjusted as shown in the following equation. Adjusted peak hour right turns = Peak hour right turns - 20

Major Road Right-Turn Lane Warrant Analysis

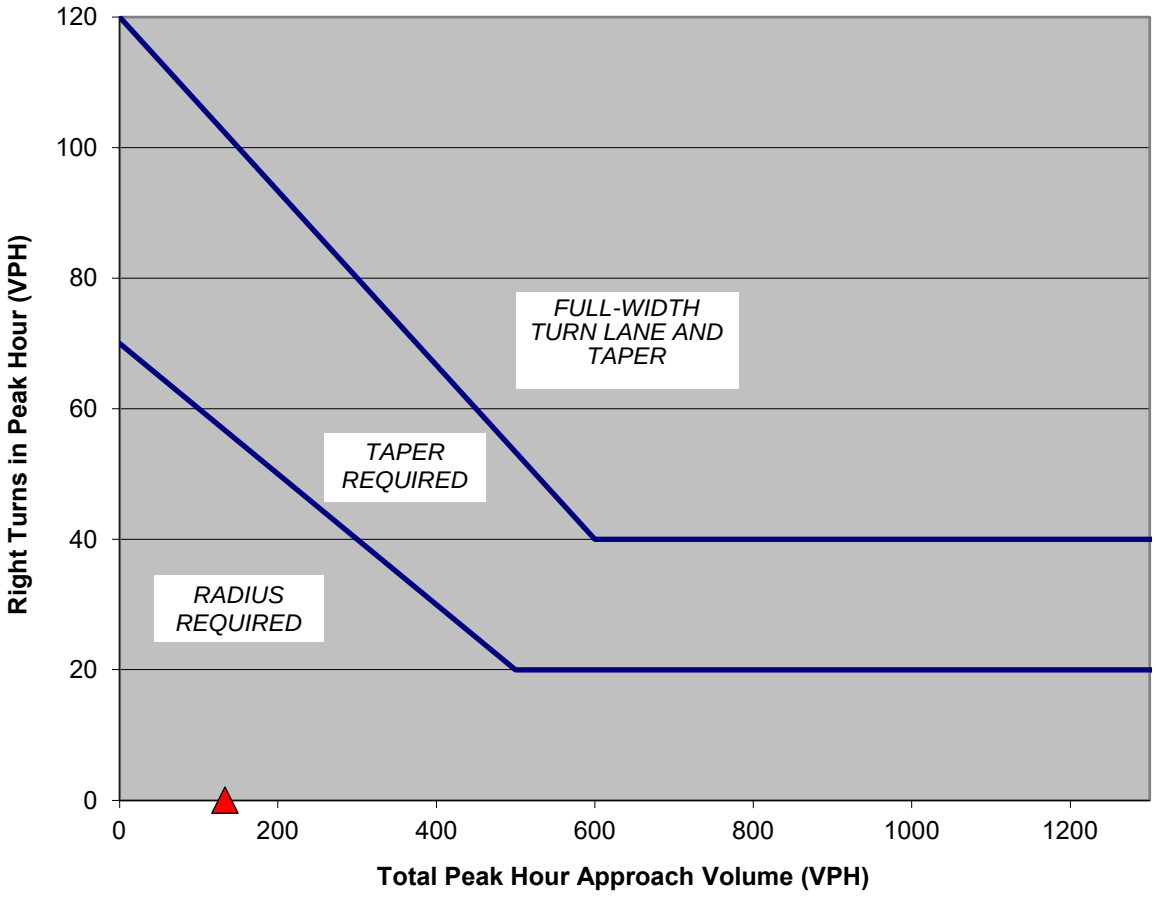
2025 Cumulative + Project Weekday AM Peak Hour
2-Lane Highways

Intersection: W. Jayne Ave at Site Access 3

User Inputted Values

133	Total Peak Hour Approach Volume
0	Total-Right Turns in Peak Hour[1]
55	Design Speed

Radius Required



1. For posted speeds at or under 45 mph, peak hour right turns greater than 40 vph, and total peak hour approach less than 300 vph the right turn volumes to be adjusted as shown in the following equation. Adjusted peak hour right turns = Peak hour right turns - 20

Major Road Right-Turn Lane Warrant Analysis

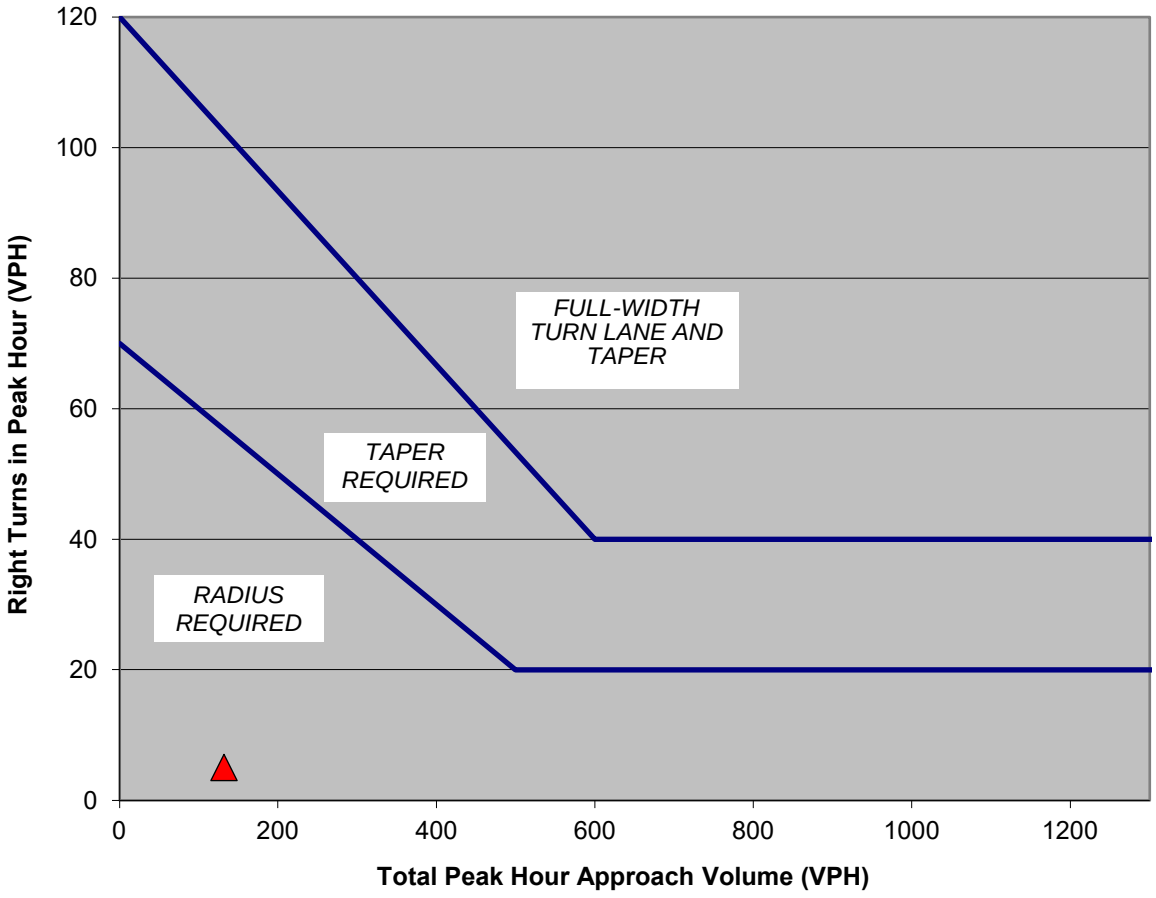
2025 Cumulative + Project Weekday AM Peak Hour
2-Lane Highways

Intersection: W. Jayne Ave at Site Access 4

User Inputted Values

132	Total Peak Hour Approach Volume
5	Total-Right Turns in Peak Hour[1]
55	Design Speed

Radius Required



1. For posted speeds at or under 45 mph, peak hour right turns greater than 40 vph, and total peak hour approach less than 300 vph the right turn volumes to be adjusted as shown in the following equation. Adjusted peak hour right turns = Peak hour right turns - 20

Major Road Right-Turn Lane Warrant Analysis

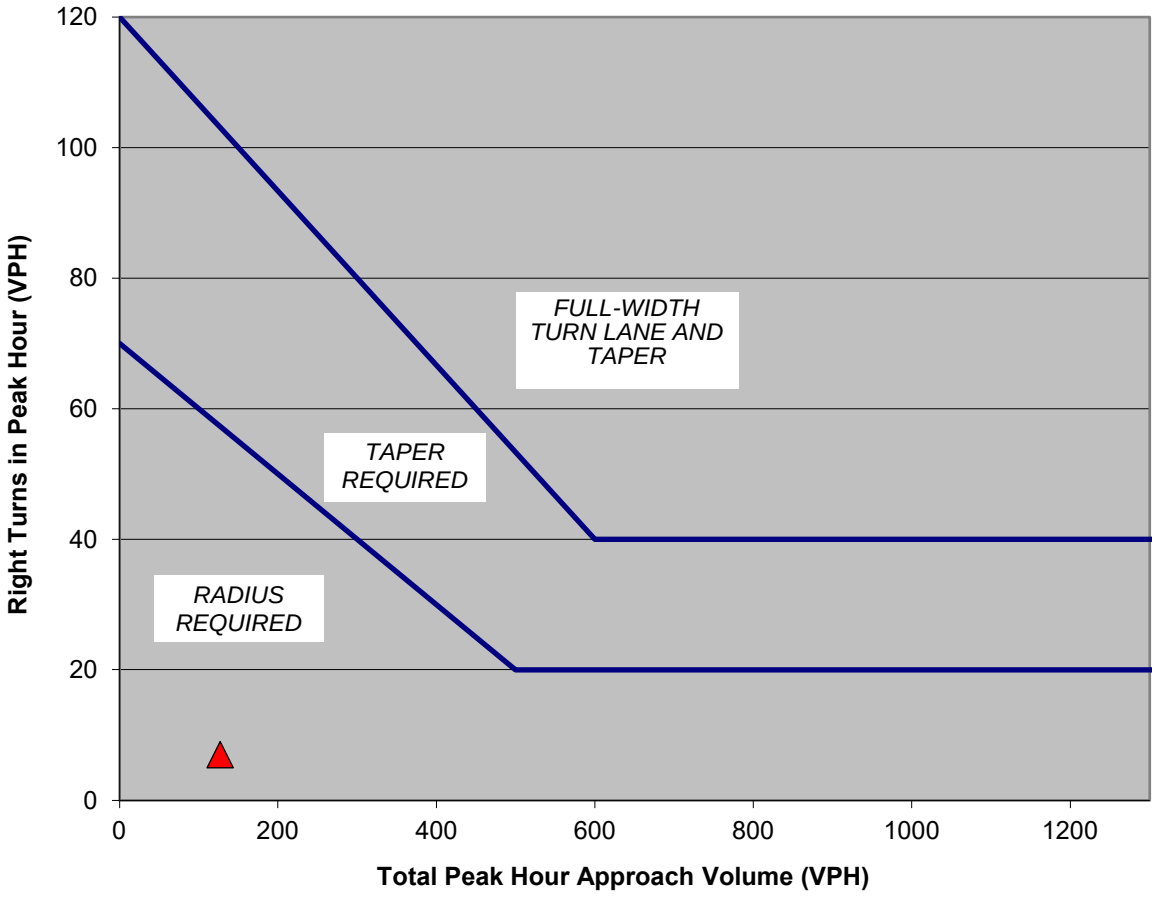
2025 Cumulative + Project Weekday AM Peak Hour
2-Lane Highways

Intersection: W. Jayne Ave at Site Access 5

User Inputted Values

127	Total Peak Hour Approach Volume
7	Total-Right Turns in Peak Hour[1]
55	Design Speed

Radius Required



1. For posted speeds at or under 45 mph, peak hour right turns greater than 40 vph, and total peak hour approach less than 300 vph the right turn volumes to be adjusted as shown in the following equation. Adjusted peak hour right turns = Peak hour right turns - 20

Major Road Right-Turn Lane Warrant Analysis

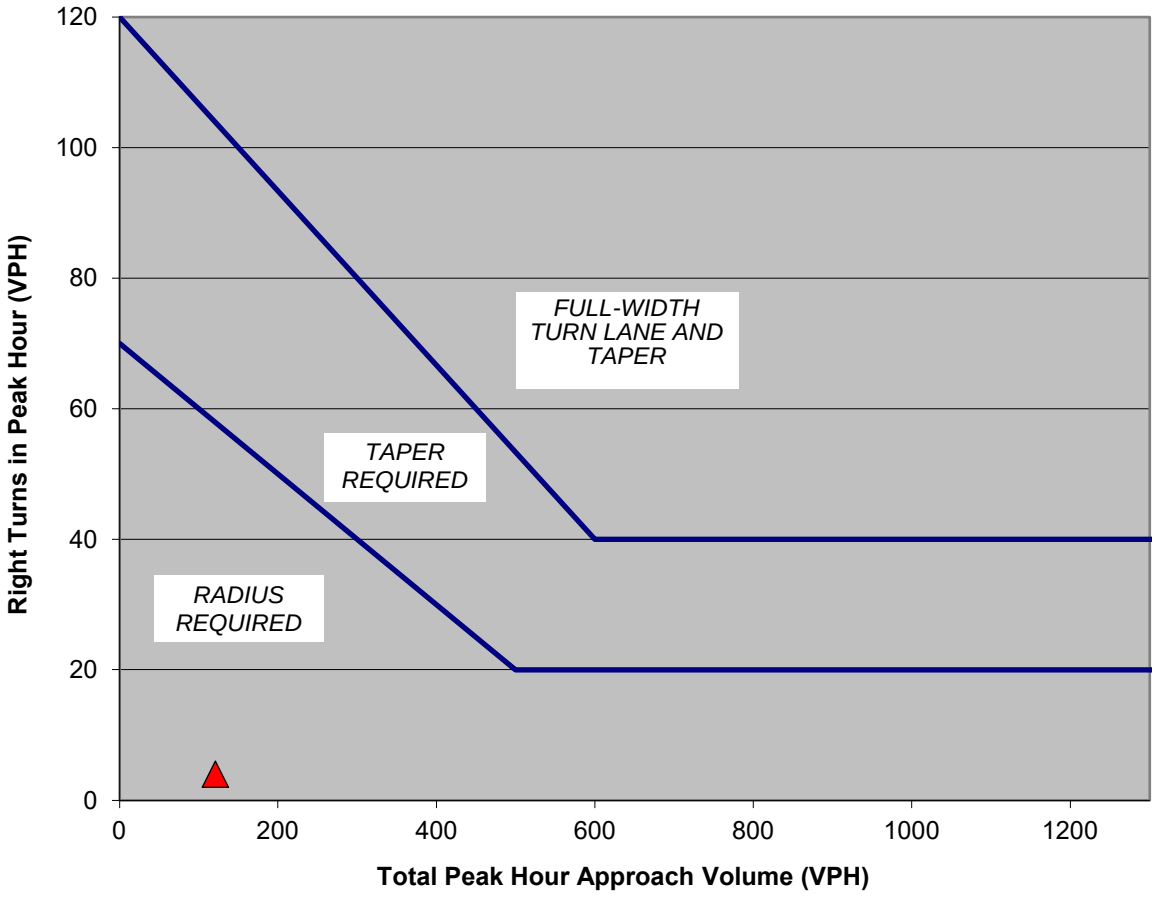
2025 Cumulative + Project Weekday AM Peak Hour
2-Lane Highways

Intersection: W. Jayne Ave at Site Access 6

User Inputted Values

121	Total Peak Hour Approach Volume
4	Total-Right Turns in Peak Hour[1]
55	Design Speed

Radius Required



1. For posted speeds at or under 45 mph, peak hour right turns greater than 40 vph, and total peak hour approach less than 300 vph the right turn volumes to be adjusted as shown in the following equation. Adjusted peak hour right turns = Peak hour right turns - 20

Major Road Right-Turn Lane Warrant Analysis

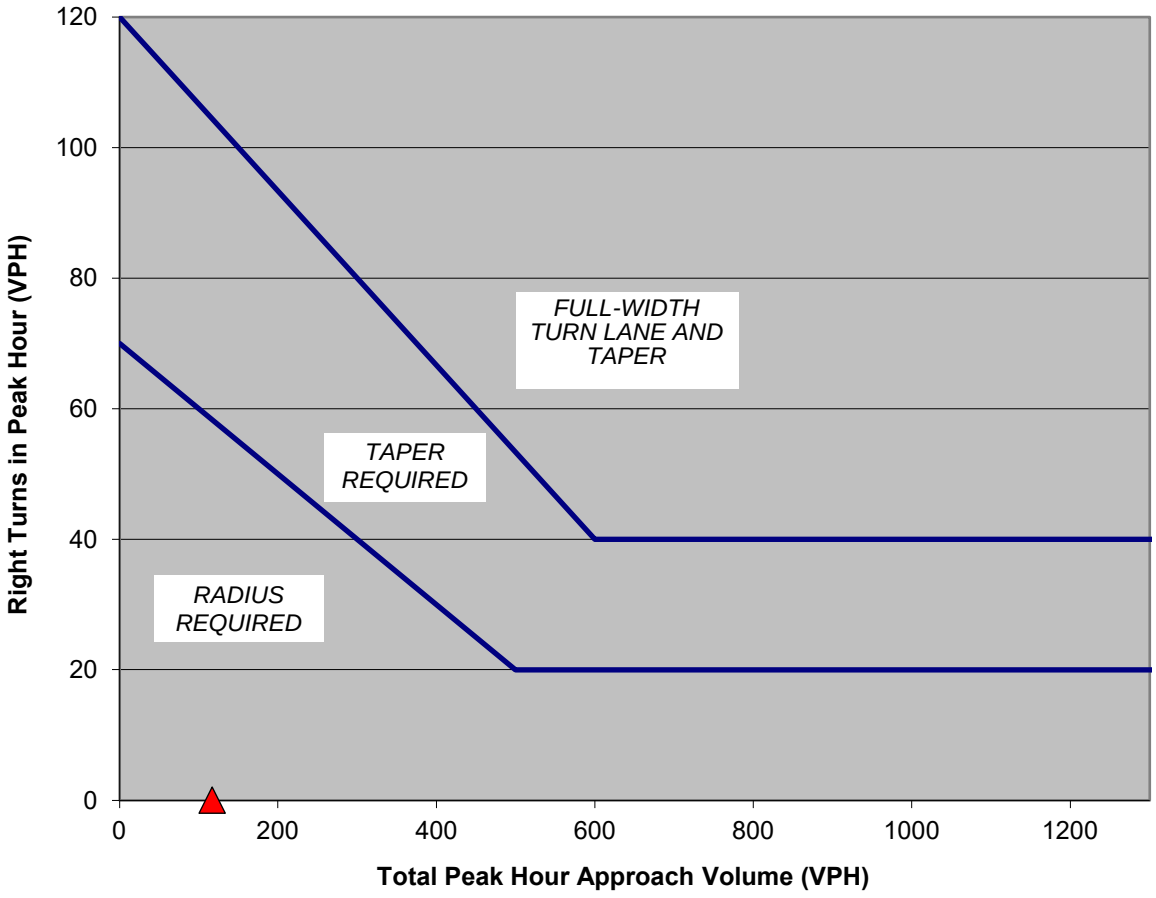
2025 Cumulative + Project Weekday AM Peak Hour
2-Lane Highways

Intersection: W. Jayne Ave at Site Access 7

User Inputted Values

117	Total Peak Hour Approach Volume
0	Total-Right Turns in Peak Hour[1]
55	Design Speed

Radius Required



1. For posted speeds at or under 45 mph, peak hour right turns greater than 40 vph, and total peak hour approach less than 300 vph the right turn volumes to be adjusted as shown in the following equation. Adjusted peak hour right turns = Peak hour right turns - 20

Major Road Right-Turn Lane Warrant Analysis

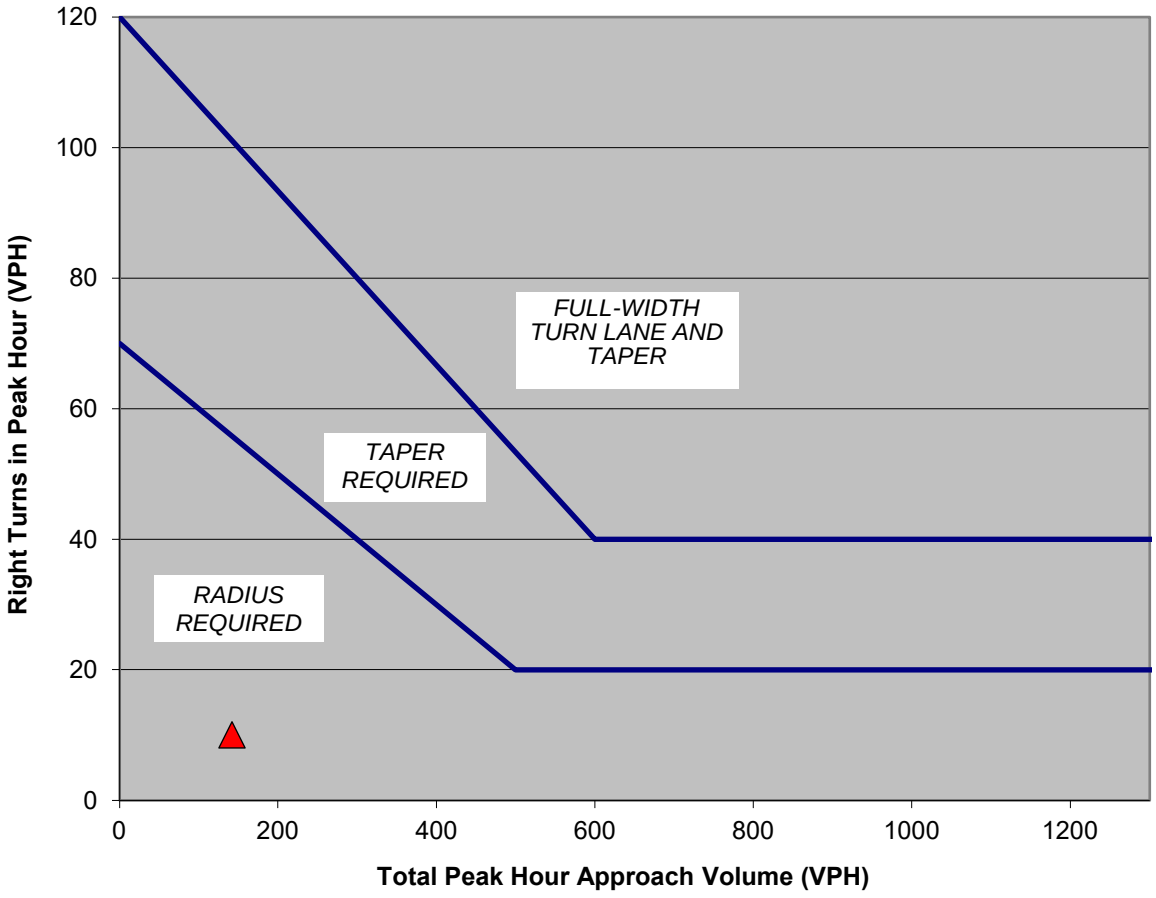
2025 Cumulative + Project Weekday AM Peak Hour
2-Lane Highways

Intersection: Lassen Ave (SR-269) at Site Access 8

User Inputted Values

142	Total Peak Hour Approach Volume
10	Total-Right Turns in Peak Hour[1]
55	Design Speed

Radius Required



1. *For posted speeds at or under 45 mph, peak hour right turns greater than 40 vph, and total peak hour approach less than 300 vph the right turn volumes to be adjusted as shown in the following equation. Adjusted peak hour right turns = Peak hour right turns - 20*

Major Road Right-Turn Lane Warrant Analysis

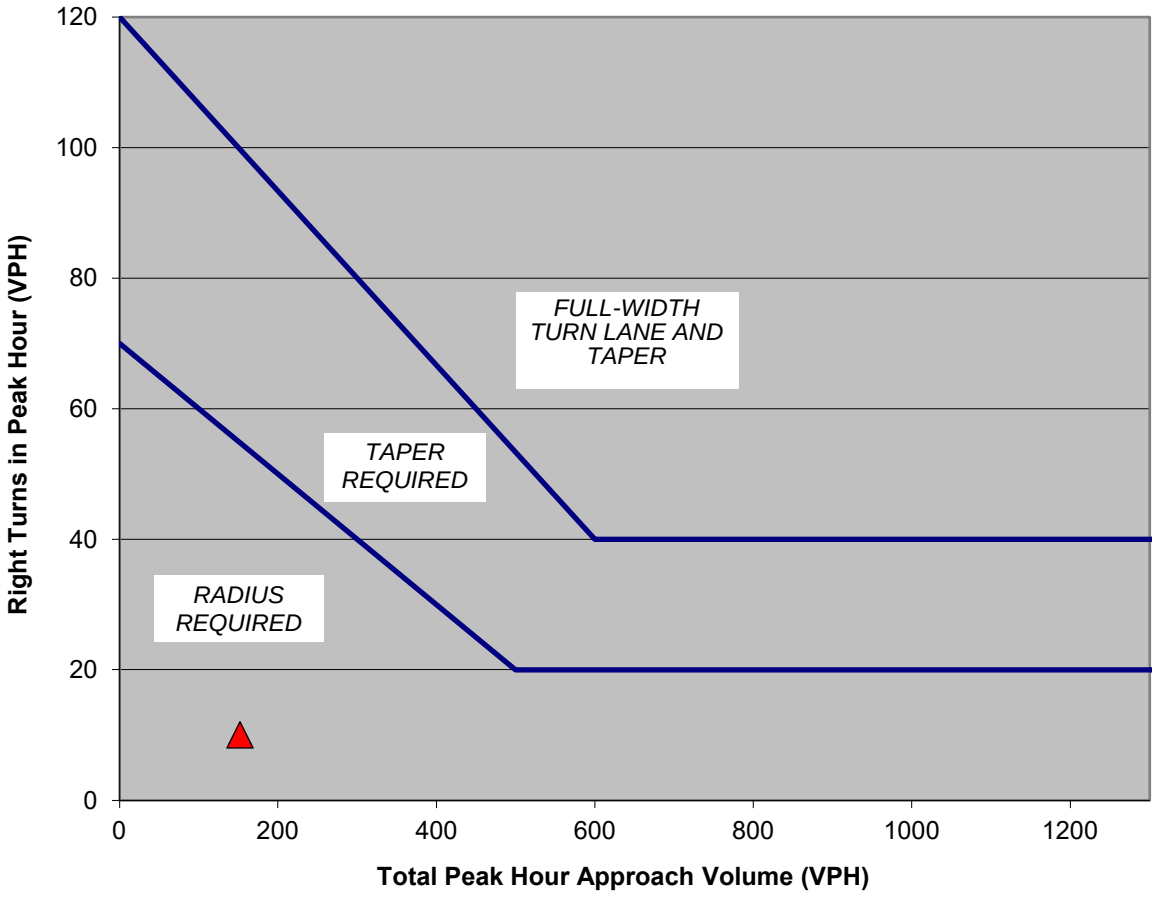
2025 Cumulative + Project Weekday AM Peak Hour
2-Lane Highways

Intersection: Lassen Ave (SR-269) at Site Access 9

User Inputted Values

152	Total Peak Hour Approach Volume
10	Total-Right Turns in Peak Hour[1]
55	Design Speed

Radius Required



1. *For posted speeds at or under 45 mph, peak hour right turns greater than 40 vph, and total peak hour approach less than 300 vph the right turn volumes to be adjusted as shown in the following equation. Adjusted peak hour right turns = Peak hour right turns - 20*

Major Road Right-Turn Lane Warrant Analysis

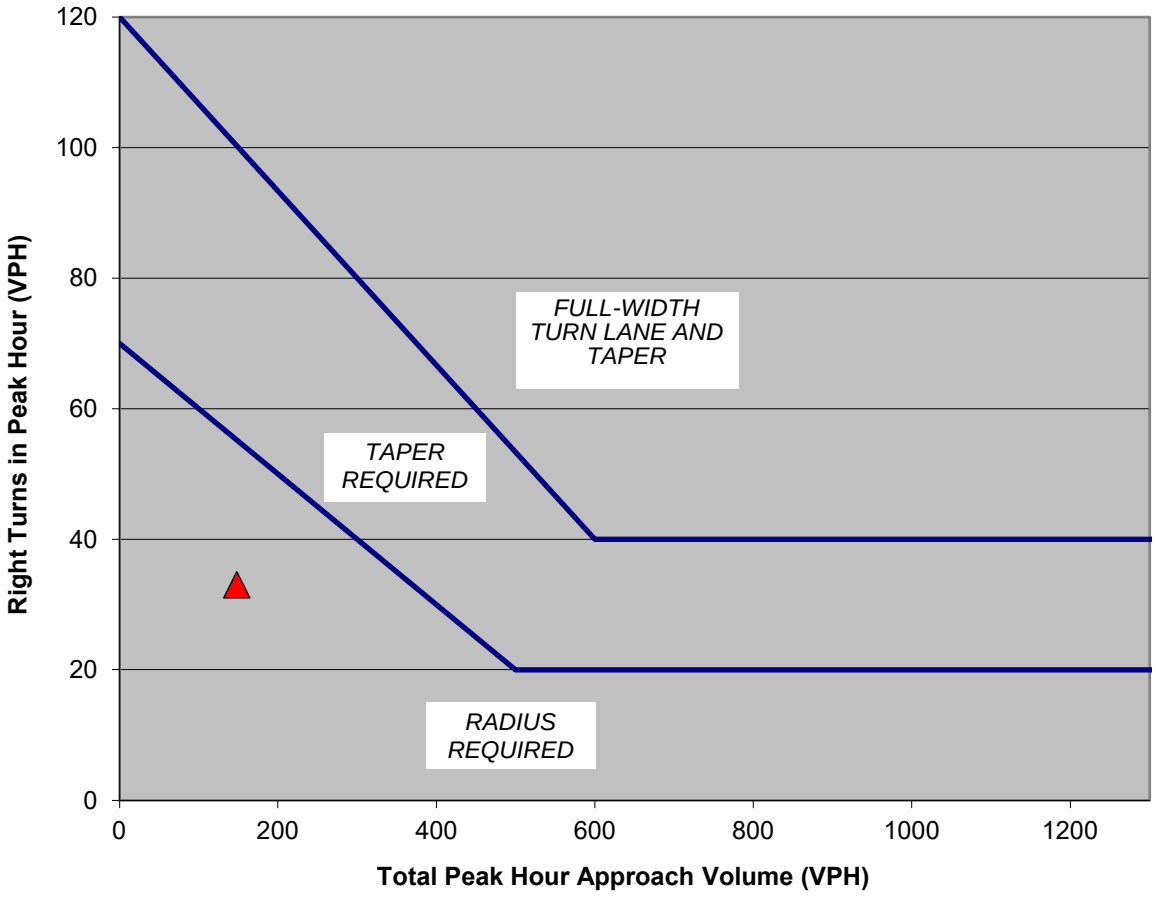
2025 Cumulative + Project Weekday AM Peak Hour
2-Lane Highways

Intersection: Lassen Ave (SR-269) at Site Access 10

User Inputted Values

148	Total Peak Hour Approach Volume
33	Total-Right Turns in Peak Hour[1]
55	Design Speed

Radius Required



1. *For posted speeds at or under 45 mph, peak hour right turns greater than 40 vph, and total peak hour approach less than 300 vph the right turn volumes to be adjusted as shown in the following equation. Adjusted peak hour right turns = Peak hour right turns - 20*

Major Road Right-Turn Lane Warrant Analysis

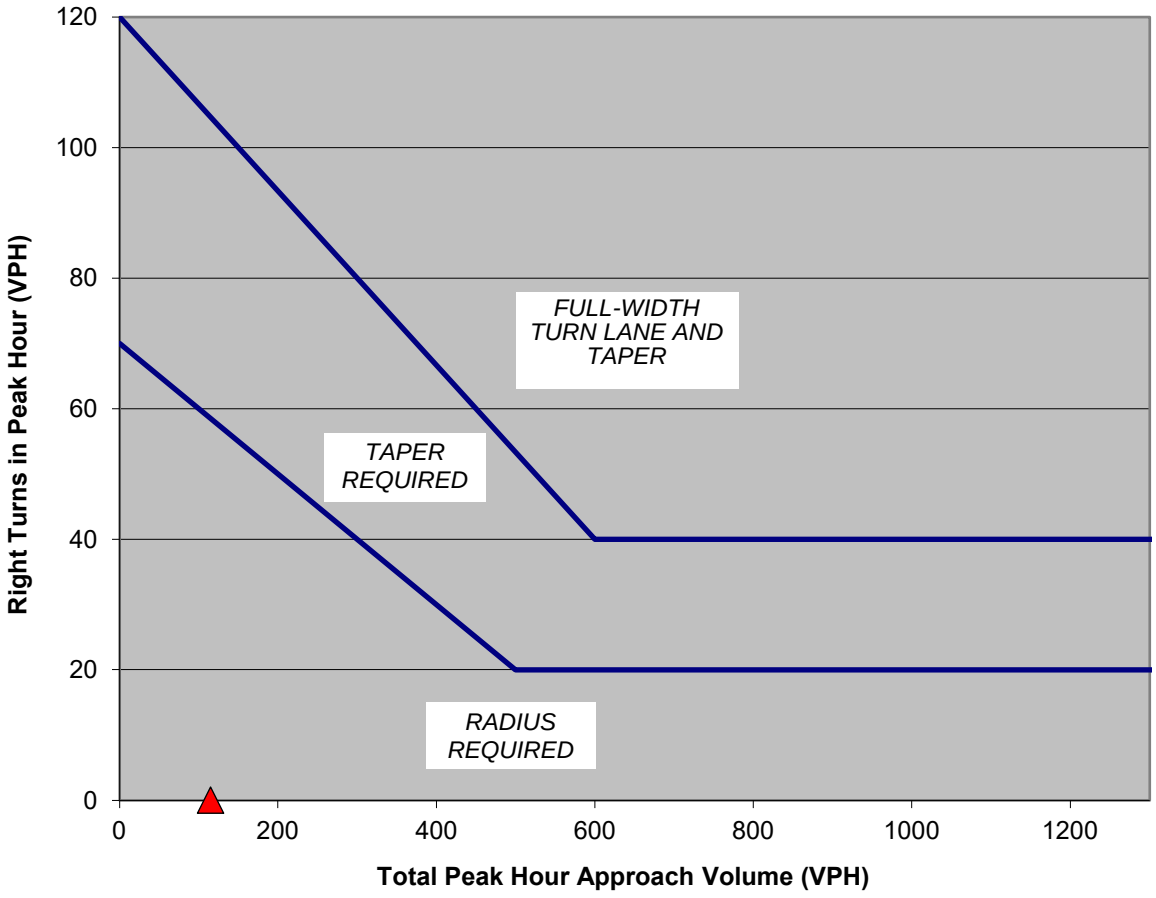
2025 Cumulative + Project Weekday AM Peak Hour
2-Lane Highways

Intersection: Lassen Ave (SR-269) at Site Access 11

User Inputted Values

115	Total Peak Hour Approach Volume
0	Total-Right Turns in Peak Hour[1]
55	Design Speed

Radius Required



1. *For posted speeds at or under 45 mph, peak hour right turns greater than 40 vph, and total peak hour approach less than 300 vph the right turn volumes to be adjusted as shown in the following equation. Adjusted peak hour right turns = Peak hour right turns - 20*

Major Road Right-Turn Lane Warrant Analysis

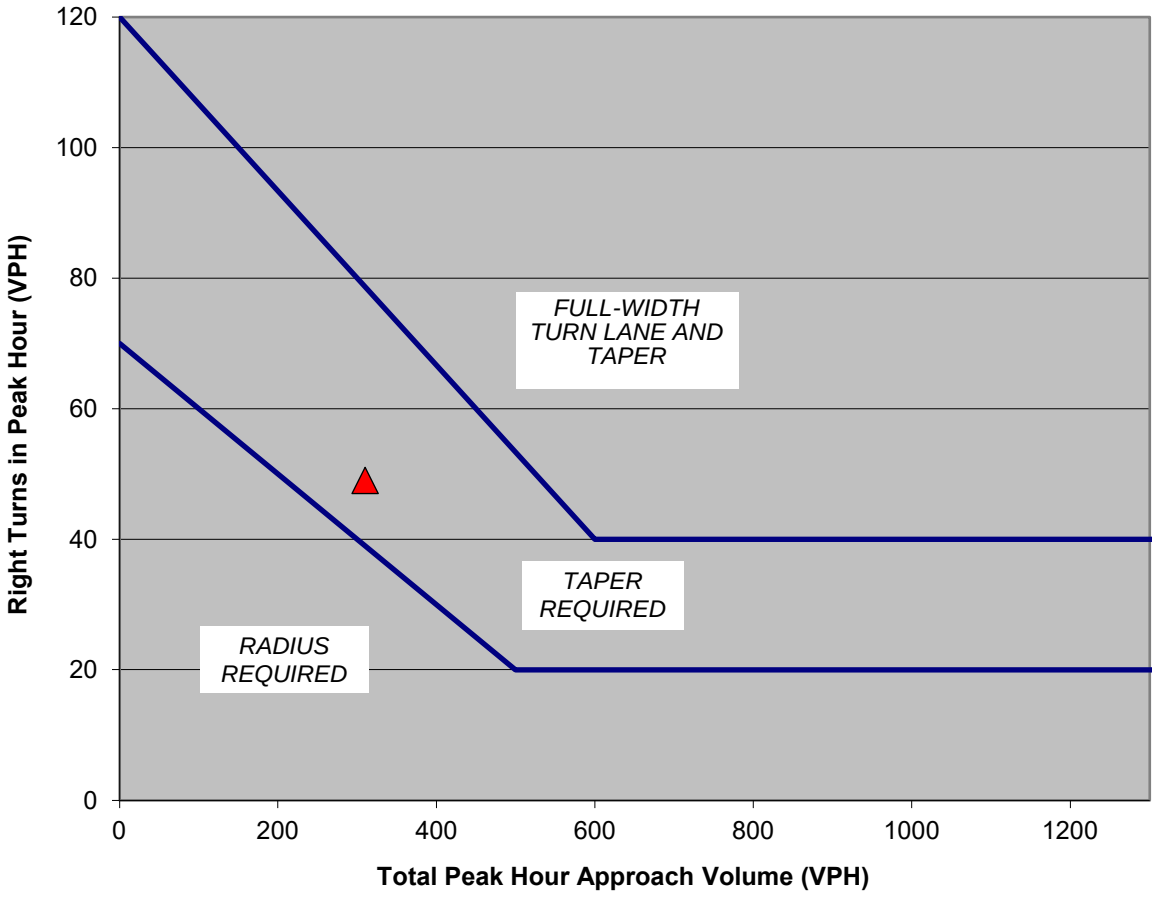
2025 Cumulative + Project Weekday AM Peak Hour
2-Lane Highways

Intersection: W. Jayne Ave at Site Access 12

User Inputted Values

310	Total Peak Hour Approach Volume
49	Total-Right Turns in Peak Hour[1]
55	Design Speed

Taper Required



1. For posted speeds at or under 45 mph, peak hour right turns greater than 40 vph, and total peak hour approach less than 300 vph the right turn volumes to be adjusted as shown in the following equation. Adjusted peak hour right turns = Peak hour right turns - 20

Major Road Right-Turn Lane Warrant Analysis

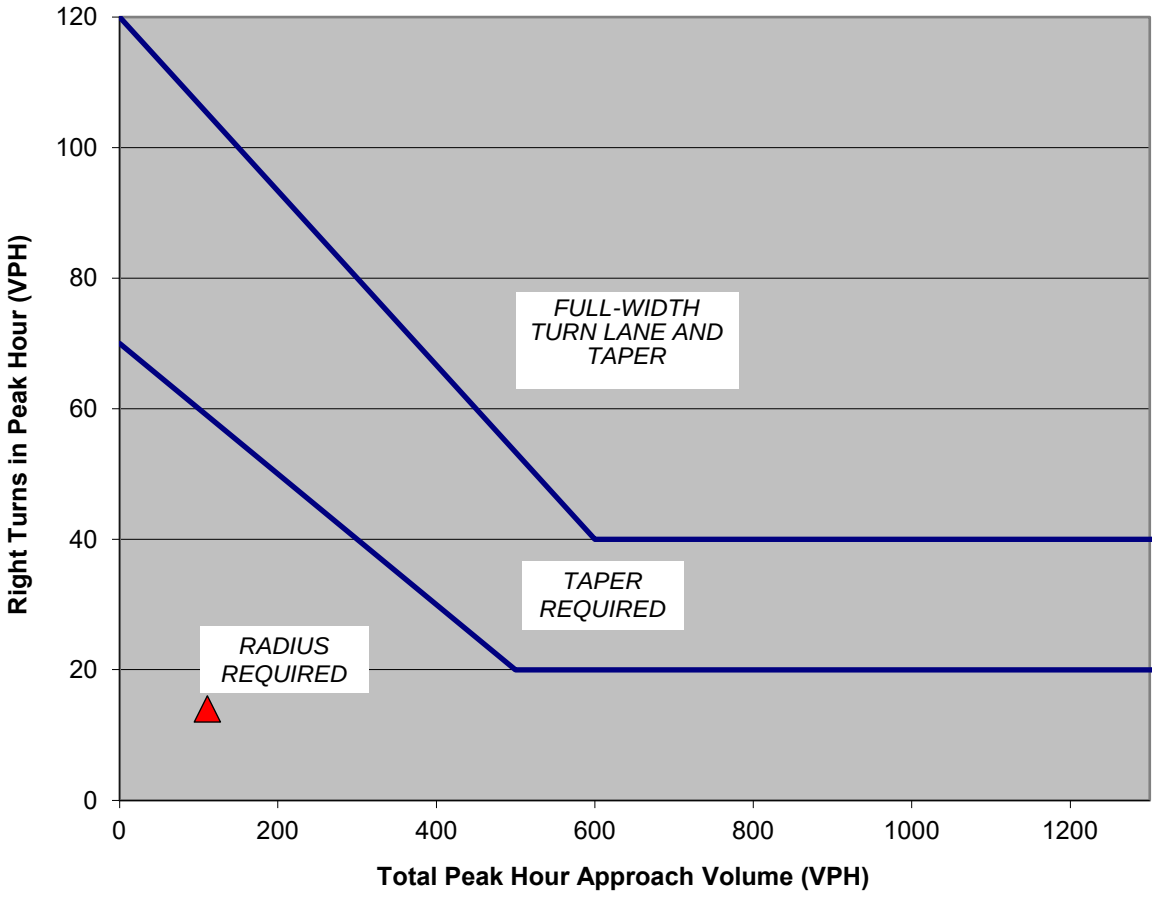
2025 Cumulative + Project Weekday AM Peak Hour
2-Lane Highways

Intersection: W. Jayne Ave at Site Access 13

User Inputted Values

111	Total Peak Hour Approach Volume
14	Total-Right Turns in Peak Hour[1]
55	Design Speed

Radius Required



1. *For posted speeds at or under 45 mph, peak hour right turns greater than 40 vph, and total peak hour approach less than 300 vph the right turn volumes to be adjusted as shown in the following equation. Adjusted peak hour right turns = Peak hour right turns - 20*

Major Road Right-Turn Lane Warrant Analysis

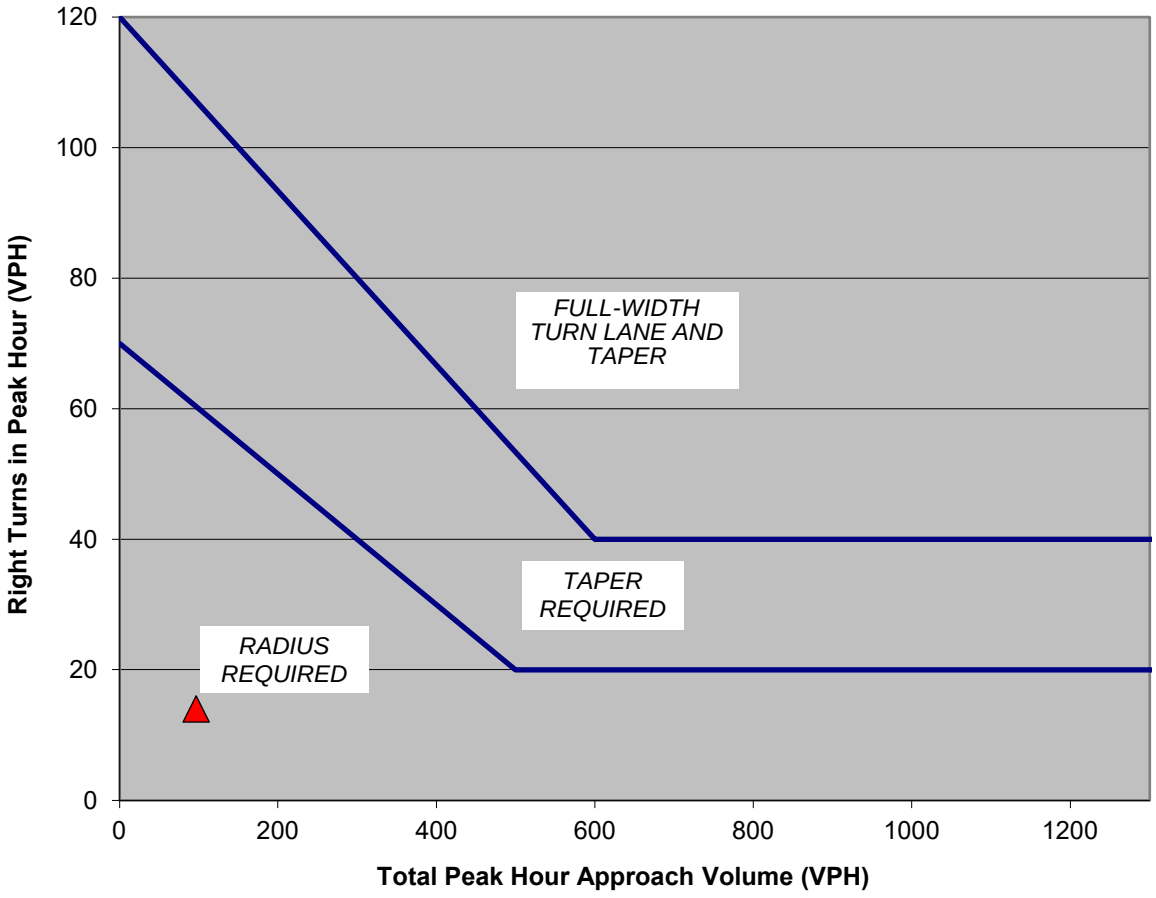
2025 Cumulative + Project Weekday AM Peak Hour
2-Lane Highways

Intersection: W. Jayne Ave at Site Access 14

User Inputted Values

97	Total Peak Hour Approach Volume
14	Total-Right Turns in Peak Hour[1]
55	Design Speed

Radius Required



1. *For posted speeds at or under 45 mph, peak hour right turns greater than 40 vph, and total peak hour approach less than 300 vph the right turn volumes to be adjusted as shown in the following equation. Adjusted peak hour right turns = Peak hour right turns - 20*

Major Road Right-Turn Lane Warrant Analysis

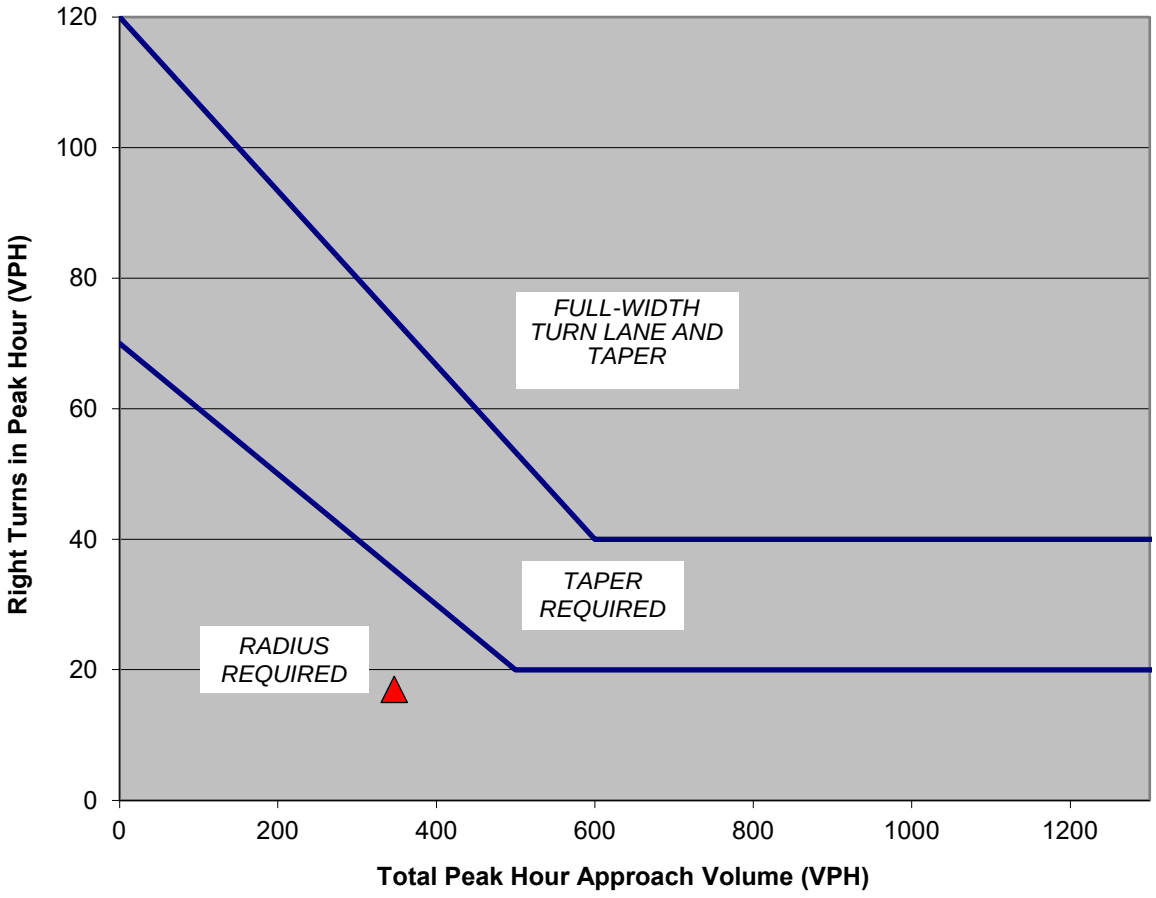
2025 Cumulative + Project Weekday AM Peak Hour
2-Lane Highways

Intersection: W. Jayne Ave at Site Access 15

User Inputted Values

347	Total Peak Hour Approach Volume
17	Total-Right Turns in Peak Hour[1]
55	Design Speed

Radius Required



1. *For posted speeds at or under 45 mph, peak hour right turns greater than 40 vph, and total peak hour approach less than 300 vph the right turn volumes to be adjusted as shown in the following equation. Adjusted peak hour right turns = Peak hour right turns - 20*